

# Local Transport Plan 3

## A Joint Transport Strategy for South Hampshire Summary of Consultation Activities



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for South Hampshire

Please note that whilst this main document is complete, the appendices section (except Appendix 1) supporting this document are still being produced. This means that there are some references to appendices in the text for which the supporting appendix chapter has not been included. The appendices to this document will be released upon completion, which is anticipated to be in mid to late November 2010.

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## Executive Summary

From 8 July to 29 September 2010, the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council ran a consultation on a draft Local Transport Plan 3 (LTP3) Joint South Hampshire Strategy.

The consultation was accompanied by a response survey and an online survey which posed a number of questions on the proposed vision, challenges, outcomes, policies and options for delivery. Respondents either used this survey, or provided their views on the main components of the draft strategy in a less structured format.

160 responses were received to the consultation, of which 68 were submitted by members of the public or sole traders, 68 were submitted by businesses and organisation representatives and 24 were submitted by elected members of parish, district or city councils. In addition, the three LTAs jointly held three workshops for stakeholders, which were attended by 144 representatives from 75 different organisations.

This document summarises and presents analysis of the feedback that has been received on the draft Joint South Hampshire Strategy. This has taken into account all the responses to the consultation and stakeholder comments made at the three stakeholder workshops. These themes are summarised below.

- There was widespread support for a vision statement, but the current vision was criticised for not being inspiring enough, and for containing excessive jargon.
- Respondents were generally in agreement with the six challenges, with Challenge 1 (securing funding to deliver transport improvements) and Challenge 5 (widening travel choice to offer reasonable alternatives to the private car) regularly being identified as being of high importance.
- Numerous respondents highlighted the need to ensure that the transport network plays a vital role in helping to support economic competitiveness and growth, through the provision of a well-maintained, resilient highway network, and that ensuring journey time reliability was important, especially for businesses.
- Some respondents felt that the challenges section did not adequately address the issues of poverty, deprivation and accessibility for those with mobility difficulties. A few respondents suggested that a new challenge was needed addressing the need to protect the environment and maintain/ improve quality of life.
- Most respondents were supportive of the seven proposed transport outcomes.
- Respondents identified that "Increased modal share for public transport and active travel" (Outcome 1) and "Reduced need to travel and reduced dependence on the private car" (Outcome 2) were their top priorities.
- Commenting on the proposed thirteen policies, respondents generally indicated that all the policies were important. Support for Policy G (active travel) and smarter choices initiatives and measures to improve public transport services (Policy H) was strongest. There was also considerable support for improved rail services (Policy J).
- Policy L (Public realm) was seen as important, but some respondents questioned whether this should be a priority in the short term, in light of funding pressures.

- Policy I (water transport) was generally perceived by respondents as the policy with the lowest priority.
- It was felt that more reference needed to be made to freight, powered two wheelers, Town Access Plans, the connections between health and travel habits, and the important role of South Hampshire as a gateway to the Isle of Wight.
- Given the high value and importance placed on the local environment, it comes as no surprise that environmental stakeholders made numerous detailed comments and points highlighting the need to protect and enhance biodiversity through appropriate mitigation.

## **Introduction**

This document provides a review of the consultation activities conducted by Transport for South Hampshire (TfSH) and the Local Transport Authorities (LTAs) of Hampshire County Council, Portsmouth City Council, and Southampton City Council, as part of the process of developing a new Local Transport Plan 3 strategy for the South Hampshire sub-region. Contained in this document are details of the public consultation activities that occurred, the responses from those who participated in the consultation, and the responses of Hampshire County Council, Portsmouth City Council, and Southampton City Council to these submissions.

Following analysis of these responses, a final South Hampshire Joint Strategy will be produced and agreed, taking into account the results of this consultation process.

### **What is Local Transport Plan 3?**

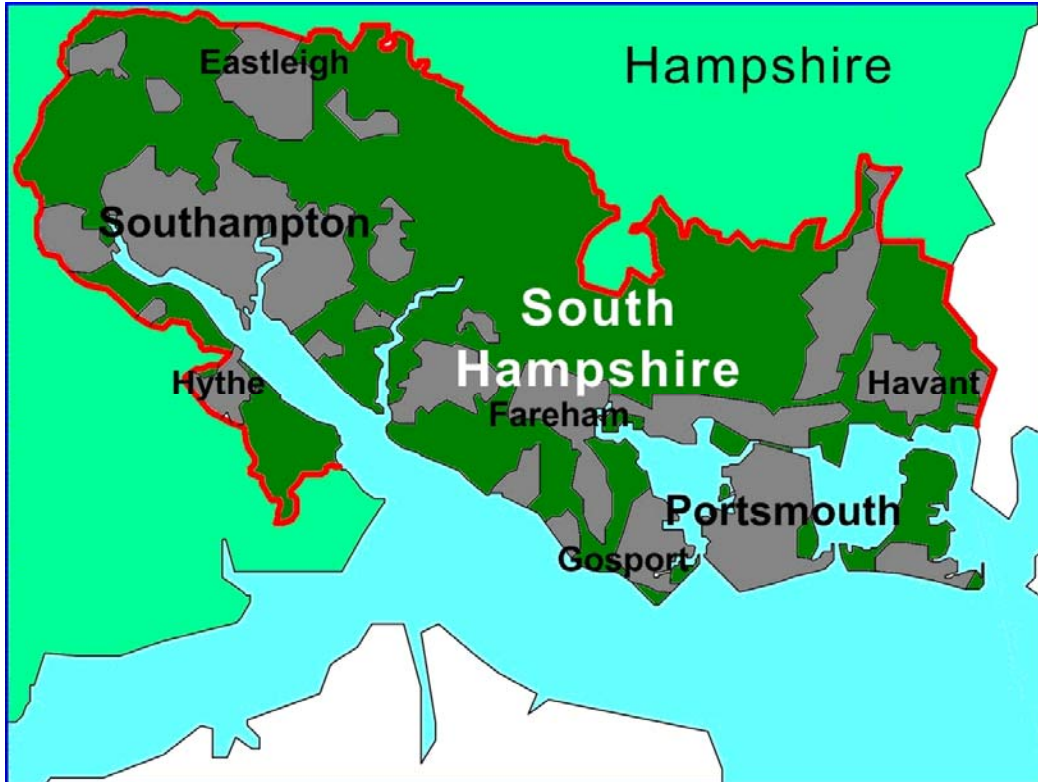
Local Transport Plan 3 (LTP3) is the document which sets out the overarching long term transport strategy and policy framework for local authorities. LTP3 is a statutory document- the government requires that all Local Authorities in England must produce an LTP3 document by April 2011. Local Authorities are required to conduct public consultation on the content of their LTP3 as part of the LTP3 development process.

The South Hampshire LTP3 joint strategy sets out the vision, outcomes and policies for transport that the three local authorities agree to pursue in the South Hampshire area for up to the next 20 years.

LTP3 is important because it will significantly influence how public money is spent on transport improvements and maintenance of the existing transport network under the control of the local authorities. It will also influence development and operation of parts of the transport network (eg trunk roads, railways) that are not directly under local authority control. Transport underpins economic growth, has a significant impact on the environment, and plays a major role in everybody's day-to-day lives, so the decisions made on which policies to pursue as part of LTP3 can have wide-reaching consequences for our communities and businesses, not just at a local level, but also over wider areas.

## South Hampshire LTP3 Joint Strategy

Working together as Transport for South Hampshire (TfSH), Hampshire County Council, Portsmouth City Council, and Southampton City Council have been working together to produce a joint transport strategy for South Hampshire. This joint strategy will cover the area shown in the map below.



The three Local Transport Authorities are producing a joint strategy to address various challenges for transport which affect all three authorities and do not respect geographical boundaries. A draft Joint Strategy for South Hampshire was released for consultation with the public, stakeholders, and other interested parties in July 2010.

### Final LTP3 documents

Each local authority in South Hampshire (Hampshire County Council, Portsmouth City Council, and Southampton City Council, collectively the “TfSH authorities”) will produce its own LTP3 document. These LTP3 documents will consist of:

- A shared joint strategy and shared transport policies to be adopted by each authority, providing a common approach to transport across South Hampshire; and
- An individual implementation plan, detailing how these policies will be put into action through transport schemes and maintenance at a local level over the next three to five years.

This shared joint strategy will be developed in light of the consultation responses detailed in this document and will build upon the strategy and policies proposed in the draft Joint Strategy for South Hampshire.

## South Hampshire LTP3 Strategy Consultation Activities

### “Local Transport Plan 3: Consultation on a draft strategy for South Hampshire” document

The main purpose of this consultation was to circulate a set of draft transport outcomes, challenges and policies for agreed by Transport for South Hampshire for comment, discussion and refinement. A consultation summary document containing these draft outcomes,



challenges and policies together with some background information and instructions on how to respond was produced. This document also contained information on delivery options available to the three LTAs, but did not specify which options would be pursued within implementation plans.

This document was primarily available as an electronic copy available online. Distribution of paper copies were also printed and made available.

This consultation summary document was also widely distributed to stakeholders at presentations, events and meetings and also to interested parties by officers of the three TfSH authorities.

More information on the distribution of this document is detailed below.

### Consultation period

Public consultation on the South Hampshire LTP3 Joint Strategy draft was conducted between Thursday 8<sup>th</sup> July 2010 and Wednesday 29<sup>th</sup> September 2010. This 12 week consultation period meets recommendations set out by the DfT for supporting Strategic Environmental Assessment reports.

### Consultation materials and activities

The following sections provide detail on the various consultation activities that were undertaken.

### Webpages and Online Document Distribution

Each of the three LTAs and also TfSH created dedicated LTP3 consultation webpages - these can be accessed at the following locations:

- Hampshire County Council: <http://www3.hants.gov.uk/local-transport-plan/lt3-consultation.htm>
- Portsmouth City Council: <http://www.portsmouth.gov.uk/living/17666.html>



- Southampton City Council: <http://www.southampton.gov.uk/s-environment/transportplanning/ltp3publicconsultation/>
- Transport for South Hampshire: <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/local-transport-plan3/local-transport-plan3-consultation.htm>

These webpages provided basic information on the LTP3 document and process for each authority, and contact information for each authority's LTP3 team, as well as supporting content and instructions on how to participate in the Joint Strategy consultation.

A PDF copy of the draft Joint Strategy for South Hampshire was available to download from each of these webpages during the consultation period.

Additionally, front page and high visibility links were set up on each of the three LTA's webpages to increase visibility of the consultation.

Copies of the required Strategic Environmental Assessment (SEA), Habitat Regulations Assessment (HRA), and Equality Impact Assessment (EQIA) documents for each TfSH authority were available to download from the respective webpages.

### **Printed document distribution**

Printed copies of the draft Joint Strategy for South Hampshire were distributed to the following locations for the public to take and read:

- All public libraries in Southampton;
- All public libraries in Portsmouth; and
- A variety of public offices operated by the three LTAs.

Additional printed copies could be requested via email or telephone. Numerous copies of the printed document were distributed to attendees at the three stakeholder events, at presentations by TfSH authority officers to various groups, and also to other interested parties when requested.

All printed copies of the document were attached to a prepaid mail response form (see below) which could be completed and returned to the Transport for South Hampshire team, who handled the response process.

Copies of the required Strategic Environmental Assessment, Habitat Regulation Assessment, and Equality Impact Assessment documents were available online and in printed form on request from each TfSH authority.

### **Online and written response survey**

A survey was produced to enable responses to the draft Joint Strategy for South Hampshire to be submitted by members of the public, businesses, organisations, and elected members.

This survey asked respondents to:

- State how much they agreed with the Transport Vision for South Hampshire and their comments on this;
- State how much they agreed with the identified transport challenges for South Hampshire, and their comments on these;

- Indicate the priority that should be afforded to each of the seven identified transport outcomes for South Hampshire and their comments on these;
- Indicate the priority that should be afforded to each of the emerging transport policies for South Hampshire and their comments on these;
- Identify the options for delivery that they most and least wished to see pursued;
- Provide basic information about themselves and the organisation they represent or their elected position (for data protection and equalities monitoring purposes); and
- Provide information so they could sign up for email updates on LTP3 and to help the TfSH authorities clarify their response if desired.

Additionally, a paper copy of the survey which could be returned to a freepost address was distributed with each printed copy of the draft Joint Strategy for South Hampshire. This paper copy contained identical questions to the online survey. A contact phone number and email address was provided to enable requests for printed response forms to be sent to interested parties.

An online version of the survey was available for 12 weeks, between Friday 9<sup>th</sup> July and Wednesday 29<sup>th</sup> September 2010. This survey was hosted on a site run by Southampton City Council and was extensively linked to from the Hampshire County Council and Portsmouth City Council websites, as well as from within various email publicity that was circulated at launch and during the consultation process.

A copy of the questions asked by this survey can be found in [Appendix 1](#).

The text of each individual consultation submission, and the response of the TfSH authorities to these comments, is provided in [Appendix 2](#).

### Presentations to stakeholders

Various presentations to key stakeholders including businesses, business organisations, community organisations and groups representing sections of the population have been carried out by officers of the TfSH authorities.

The table below provides details on these presentations. A copy of the standard LTP3 South Hampshire Joint Strategy presentation and some notes on Portsmouth City Council's presentations can be found in [Appendix 3](#). This presentation formed the core of the material covered with each of the groups listed below. The feedback received at these presentations is summarised below and detailed notes are presented in [Appendix x](#).

Presentation Date	Audience	Presented by	Location
Monday 7 <sup>th</sup> June	New Forest Access Forum	HCC	St Leonards Village Hall (near Ringwood)
Tuesday 15 <sup>th</sup> June	All forums (Representatives of all Portsmouth Neighbourhood forums)	PCC	Portsmouth Central Library
Weds 30 <sup>th</sup> June	Southampton & Fareham Chamber of Commerce Planning & Transport Committee	HCC & SCC	Chamber offices, Southampton

Presentation Date	Audience	Presented by	Location
Tues 6 <sup>th</sup> July	Hampshire Countryside Access Forum	HCC	Micheldever Station
Thurs 8 <sup>th</sup> July	Portsmouth Cycle Form	PCC	Portsmouth Guildhall
Friday 9 <sup>th</sup> July	SignPOST Travel Forum	PCC	Portsmouth Guildhall
Weds 14 <sup>th</sup> July	Hampshire Learning Disability Partnership Board	HCC	Eastleigh
Tuesday 20 <sup>th</sup> July	Cultural Consortium	PCC	Portsmouth – Purple Door
Tues 27 <sup>th</sup> July	Portsmouth & SE Hampshire Chamber of Commerce Planning & Transport Committee and Policy Council	HCC & PCC	Havant Business Centre
Thursday 29 <sup>th</sup> July	Portsmouth Sustainability Action Group	PCC	Portsmouth – John Pounds Centre
Fri 13 <sup>th</sup> Aug	LTP3 Public Transport Stakeholder event	HCC, PCC & SCC	Mitchell Room, EII Court, Winchester
Weds 8 <sup>th</sup> Sept	LTP3 Stakeholder Transport Forum on Strategy	HCC, PCC & SCC	Discovery Centre, Winchester
Mon 13 <sup>th</sup> Sept	LTP3 Health and Transport Forum	HCC, PCC & SCC	Ashburton Hall, Winchester
Thursday 16 <sup>th</sup> September	Portsmouth Disability Forum	PCC	Frank Sorrell Centre, Portsmouth
Mon 20 <sup>th</sup> Sept	Culture Matters Getting Around community consultation event	PCC	Groundlings Theatre School, Portsmouth
Thursday 23 <sup>rd</sup> September	Portsmouth Transport Liaison Group	PCC	Portsmouth Guildhall
Friday 24 <sup>th</sup> September	Meeting with Community First for Portsmouth	PCC	Portsmouth City Council offices
Monday 4 <sup>th</sup> October	Meeting with PCC Anti-poverty strategy team	PCC	Portsmouth City Council offices

### Stakeholder consultation events

Transport for South Hampshire, in partnership with the three LTAs, held three stakeholder events as part of the 12-week consultation on the LTP3 Strategy documents. The events were attended by a total of 144 representatives from 75 different organisations, including the three LTAs. At each of these:

- A workshop for public transport operators was attended by 35 representatives of 19 different organisations;
- The general stakeholder forum was attended by 61 representatives of 35 different organisations;
- A workshop for active travel and public health stakeholders was attended by 48 representatives of 21 different organisations.

These events were held in conjunction with Hampshire County Council who also carried out consultation on their Hampshire-wide LTP3 strategy at these events, but included presentations and sessions specifically regarding the South Hampshire Joint Strategy. These events were held in Winchester as this was regarded as the most accessible location for the majority of stakeholders involved in the events.

Presentation slides and attendance lists for each of the stakeholder consultation events are provided in [Appendix x](#).

### **Public Transport Operators Forum, Friday 13<sup>th</sup> August 2010**

The first stakeholder consultation event was a public transport operators forum held in Winchester on Friday 13<sup>th</sup> August 2010. The event introduced public transport operators and related stakeholders to LTP3 and the South Hampshire Joint Strategy and focused on public transport aspects of the strategy, as well as aiming to build relationships with public transport operators and other relevant organisations.

This event was introduced by Kathy Wadsworth (director of Environment & Transport for Portsmouth City Council) and was attended by representatives from major public transport operators in the South Hampshire area.

Officers of the three South Hampshire LTAs provided presentations on LTP3 and the South Hampshire Joint Strategy. South West Trains provided a presentation on recent station improvement projects and achievements. Copies of the South Hampshire Joint Strategy were provided to all delegates. Delegates were encouraged to return the attached survey or complete the online survey.

Presentations were followed by a series of themed round table discussions between delegates and LTA officers present at the event, followed by a summary feedback session. These round table discussions and summing up, together with survey responses provided after the event, were the primary means by which feedback was received and recorded at this event.

### **General Stakeholder Forum, Wednesday 8<sup>th</sup> September 2010**

The second stakeholder consultation event was a general transport stakeholder forum, held in Winchester on Wednesday 8<sup>th</sup> September 2010.

The aims of this event was to engage with a wide range of strategic stakeholders from different fields and interest groups on the proposals set out in consultation draft Local Transport Plan 3 documents. Invitees to this event also included various council officers and two elected members from District Councils.

Following an introduction from James Strachan (Assistant Director of Environment for Hampshire County Council) presentations on the Hampshire LTP3 and on the South Hampshire LTP3 Joint Strategy were given to provide attendees with the full context. These presentations summarised the LTP3 consultation material and set out the likely scale of reductions in

available funding expected as a result of the Government's Comprehensive Spending Review, due to be announced on 20th October.

These introductory presentations were followed by general round-table discussion on the content of the LTP3 strategy documents and the challenges and priorities for local transport.

Following this, the following themed presentations on key transport topics were given by local guest speakers:

- A presentation on transport and the local economy (Nick Farthing, Southampton & Fareham Chamber of Commerce);
- A presentation on transport and the environment (Laura Savilewood, The Environment Centre); and
- A presentation on transport and society/ quality of life (Mark Miller, Three Rivers Community Rail Partnership).

Each presentation was followed by 15 minutes of round table discussions between delegates regarding the content of the LTP3 draft Joint Strategy in each topic area. These discussions were then followed by a general feedback session and wrap-up.

The event gave delegates the opportunity to discuss their priorities not only with officers of the three LTAs but also with each other, promoting both networking and also better understanding of each other's priorities and how LTP3 would affect them.

### **Hampshire and Isle of Wight Health and Transport Forum, Monday 13<sup>th</sup> September 2010**

The third stakeholder consultation event was the Hampshire and Isle of Wight Health and Transport Forum, held in Winchester on Monday 13th September 2010.

This event was aimed to specifically engage with health, active travel and smarter choices stakeholders, and to forge closer links with the health sector. This is of additional importance given the growing recognition of the links between good health and sustainable transport, and also the transfer of public health responsibilities- including tackling illness caused by sedentary lifestyles, which is often linked to travel choices- to local authorities from 2012.

The event was introduced by Lorraine Brown (Director of Environment for Southampton City Council). A keynote speech was given by Dr Adrian Davis, a noted expert on the links between transport and health, followed by a presentation by Nicola Kearns of Smarter Travel Sutton on the implementation of a large-scale smarter choices campaign.

A presentation was also given on the South Hampshire LTP3 Joint Strategy to inform delegates on the proposals for South Hampshire.

A round table discussion session on several aspects of the links between transport and health was then conducted, with a feedback session at the end of the event.

### **Email Publicity**

The primary method of actively publicising consultation on the South Hampshire LTP3 Joint Strategy to individual contacts and many stakeholder organisations, as well as to interested members of the public, was via email.

Upon launch of the strategy on Thursday 8<sup>th</sup> July 2010, publicity emails jointly signed by executive directors from all three LTAs were sent to a total of 918 contacts. General publicity

emails were sent to all contacts. Additionally, those contacts invited to any of the consultation events previously listed received specific invitation emails to these

Further email reminders of consultation deadlines were sent out, together with a campaign of telephone contact, in an attempt to engage with key stakeholders who had not responded by certain deadlines.

Copies of the consultation publicity emails and press releases can be found in *Appendix 6*.

### Media Coverage

A press release announcing the start of consultation on the South Hampshire LTP3 Joint Strategy were sent to a total of 23 key media and publication contacts on the 8th July 2010. A copy of the press release text can be found in *Appendix 6*.

The table below outlines the media coverage the South Hampshire LTP3 Joint Strategy consultation received.

Publication	Media	Publication date	Description of coverage
Flagship – PCC citywide news magazine	Bi-monthly Magazine & web	Late June	Short “Have your say” box on page 12 giving web-link to PCC LTP3 consultation homepage.
Hantsweb News Releases	Web	Tues 13 July	Full press releases for <a href="#">Hampshire</a> and <a href="#">South Hampshire</a> issued by Corporate Comms team. Paper copy held.
Hantsweb “News” webpage	Web	Tues 13 July (on for 6 weeks)	Detailed <a href="#">web news article</a> on Hantsweb. As at 02 August, had been read 8,595 times.
Heart FM and Spire FM news websites	Web	Tues 13 July	Short web news article appeared on Hampshire consultation on Heart FM and Spire FM news sites.
Hantsnet homepage list of news	Web	Mon 19 July	<a href="#">Web news article</a> appeared on Hampshire consultation – includes weblink directly to consultation page.
This is Hampshire news website	Web	Wed 21 July	Short <a href="#">web news article</a> on Hampshire consultation – (no contact details given). HantsDirect briefed to expect enquiries by Alison Taylor.
Southern Daily Echo website	Web	Wed 21 July	Short <a href="#">web news article</a> on Hampshire consultation – (no contact details given). HantsDirect briefed to expect enquiries by Alison Taylor.
Southern Daily Echo newspaper	Daily local press	Wed 21 July 2010	Short article on Hampshire consultation – page 9 (no contact details given). HantsDirect briefed to expect enquiries by Alison Taylor.
Planning Resource website	Web	Fri 23 July 2010	Short <a href="#">web article</a> on South Hampshire LTP3 consultation. No contact details given.

Publication	Media	Publication date	Description of coverage
Planning Magazine	Weekly specialist press	Fri 23 July 2010	Short article on South Hampshire LTP consultation – page 6 (under Transport News). No contact details given. Paper copy held.
New Milton Advertiser and Lymington Times	Weekly press	Sat 24 July 2010	Article on Hampshire consultation. No paper copy held.
In-Roads HCC/ Amey magazine	Quarterly newsletter mag	Late July	Article on Hampshire consultation including website address and telephone no. In-Roads goes to all County & District councillors and all Parishes. Paper copy held.
The News (Portsmouth) website	Web	Mon 26 July 2010	Short <a href="#">web news article</a> on Hampshire and Portsmouth consultation – (HCC web contact details given – no phone number).
The News (Portsmouth)	Daily local press	Mon 26 July 2010	Short news article on Hampshire and Portsmouth consultation appeared on page 4 – (HCC web contact details given – no phone number). No paper copy held.
Chamber Viewpoint	Membership publication	Mon 2 August 2010	Article on Hampshire and South Hampshire joint consultation – page 9 (full details given on how to respond).
The Hog – HCC internal staff news webzine	Web	Mon 2 August	Short <a href="#">web news article</a> on Hampshire consultation.
Posters put up in Hampshire libraries & GP surgeries	Posters	Mon 2 August	Posters put up in a HCC information centres, most libraries and some GP surgeries in Hampshire to promote consultation.
Test Valley Borough Council	Web	Mon 2 August	<a href="#">News item</a> explaining about the LTP3 strategy consultation and how to respond to it.
Various local and community buildings in Portsmouth	Posters	Throughout September	Posters were displayed in local community buildings e.g. libraries, community centres and shops advertising the residential consultation events.
The News (Portsmouth)	Daily local press	Thursday 2 September	Short news article on the consultation appeared advertising the residential consultation events.
Hampshire Now	Quarterly printed magazine to 550,000 h/holds & available on web	Mon 6 <sup>th</sup> September	Short <a href="#">article</a> encouraging readers to visit consultation website and find out more about the consultation.

Publication	Media	Publication date	Description of coverage
Portsmouth CC LTP3 webpage	Web	Mon 6 <sup>th</sup> September	<a href="#">Short article</a> encouraging Portsmouth residents to read and respond to the consultation and/ or attend one of two drop-in sessions at local libraries

### Other consultation activities

Portsmouth City council carried out five drop-in sessions at libraries spread across the city and a walkabout for local residents and interested parties.

Hampshire County Council also met with all the District Councils whose areas lie wholly or partly within the sub-region, at which the LTP3 consultation was discussed.

All three authorities have also been extensively engaged in various informal discussions with key internal and external stakeholders, and with members of the public.



# South Hampshire LTP3 Strategy Consultation Responses

## General notes on Consultation Responses

In the opinion of the three LTAs, whilst there was generally a good level of response from businesses, stakeholders and organisations, the numbers of responses received from members of the public and elected members was low. This is disappointing, given the efforts made to produce a short consultation document that was written as far as possible in a non-technical language. A higher level of responses from members of the public and elected members might have been expected given the reasonable level of press and web coverage that the consultation itself received. All Town and Parish Councils within South Hampshire were sent details of the consultation.

Elected members of all three LTAs have had opportunities to influence, shape and comment on the LTP3 South Hampshire Strategy from an early stage prior to the launch of the consultation, so this could explain the lower response rate amongst these groups. The transport portfolio holders of District Councils in many cases were consulted on the formal responses of their Councils, and (alongside stakeholders) have also been engaged with at an early stage in helping identify the principal challenges that the LTP3 strategy needed to address.

The 40 responses received from stakeholders, taken alongside the results of the three stakeholder consultation events (attended by 144 people from 75 organisations) enable the three LTAs to accord these views more weight when seeking to make any revisions to the draft strategy.

As discussed above, the three LTAs have engaged with their own elected members about the LTP3 Strategy throughout the development process, so their views have to a large degree already been taken into account prior to the consultation stage.

A revised version of the strategy will now be produced which will be shared content within the Local Transport Plans for the period 2011-2031 of the three LTAs, which will now be produced for submission to Government by April 2011. Therefore the comments made by stakeholders will be accorded greater weight when seeking to make revisions to the strategy than comments made by members of the public. The principal factors that will be taken into account when revising the draft South Hampshire Strategy are:

- Changes and developments in Government Policy that have emerged since the consultation was launched in July;
- To respond to specific comments by stakeholders at the three consultation workshops and at meetings with them;
- To reflect the views by stakeholders expressed in the consultation; and
- Where in the view of the three LTAs it is felt changes can usefully be made.

## Public Consultation Survey Responses

This section summarises the responses received to the public consultation survey outlined in the previous section. For detail on each individual response, please refer to *Appendix 2*.

### Statistics on Responses

A total of 116 distinct survey responses to the LTP3 consultation summary document were received by Transport for South Hampshire. The following section provides a quantitative summary of the answers received to a number of the questions.

### Respondent type

Of the responses received:

- 51% were submitted by members of the public/ sole traders;
- 35% were submitted by business and organisation representatives; and
- 14% were submitted by elected members of parish, district and city councils.

### Respondent agreement with Transport Vision proposed for South Hampshire

66% of respondents agreed or strongly agreed with the Transport Vision for South Hampshire, whilst 13% disagreed or strongly disagreed. 15% of respondents neither agreed nor disagreed with the vision, whilst 6% did not answer this question.

### Respondent agreement with Transport Challenges identified for South Hampshire

74% of respondents agreed or strongly agreed with challenges for transport in South Hampshire which were identified in the draft Joint Strategy consultation document. 8% of respondents disagreed or strongly disagreed with the challenges. 11% of respondents neither agreed nor disagreed with the challenges, whilst 7% did not answer this question.

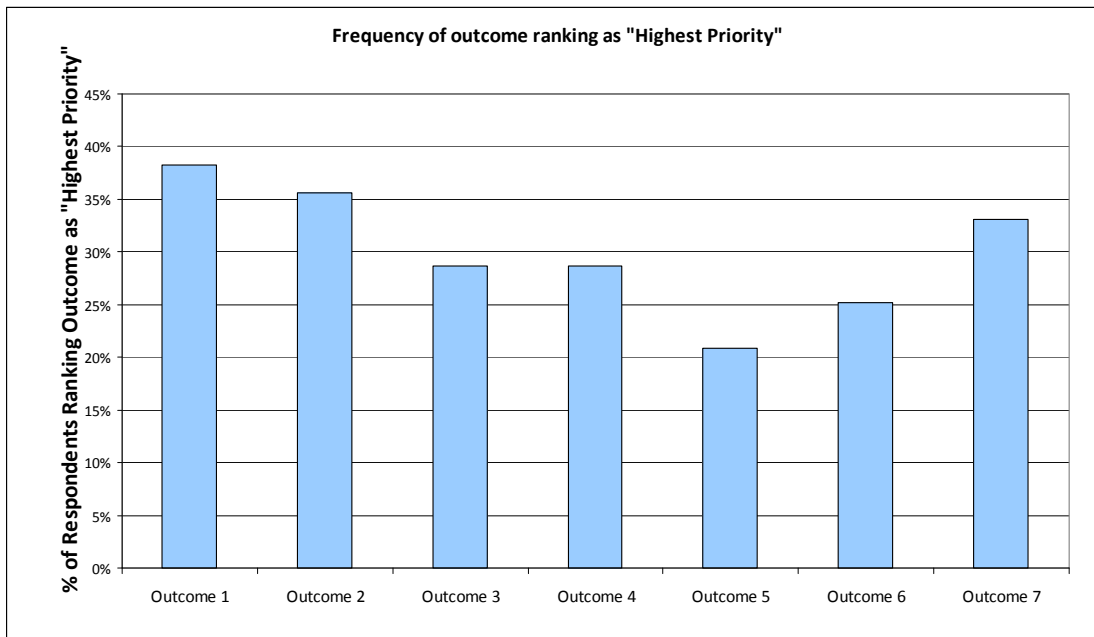
### Transport Outcome Priority

Respondents were asked to identify the priority which should be accorded to each of the seven transport outcomes proposed in the draft Joint Strategy consultation document. The transport outcomes were as follows:

- Outcome 1: Increased modal share for public transport and active travel;
- Outcome 2: Reduced need to travel and reduced dependence on the private car;
- Outcome 3: Improved journey time reliability for all modes;
- Outcome 4: Improved road safety within the sub-region;
- Outcome 5: Improved accessibility within and beyond the sub-region;
- Outcome 6: Improved air quality and environment; and
- Outcome 7: Promoting a higher quality of life.

Respondents could give each outcome one of the following priorities for delivery:

- Highest priority;
- High priority;
- Average priority;
- Low priority; and
- Lowest priority.



The chart above shows the frequency of respondents stating that each outcome should be a “highest priority” for delivery. Outcome 1 (“Increased modal share for public transport and active travel”) was identified as a “highest priority” by 38% of respondents, with Outcome 2 (“Reduced need to travel and reduced dependence on the private car”) as the second most frequent “highest priority” identified, with 36% of respondents identifying it as being one of the highest priorities.

Outcome 5 (“Outcome 5: Improved accessibility within and beyond the sub-region”) was least frequently identified as the highest priority outcome.

Further analysis of results showed that Outcomes 2 and 5 were generally identified as a low/lowest priority outcomes by many respondents, but that ultimately there was relatively little difference in the absolute priority that respondents felt should be accorded to each outcome- there was no one outcome has been identified as a very obviously higher priority than others.

### Transport Policy Priority

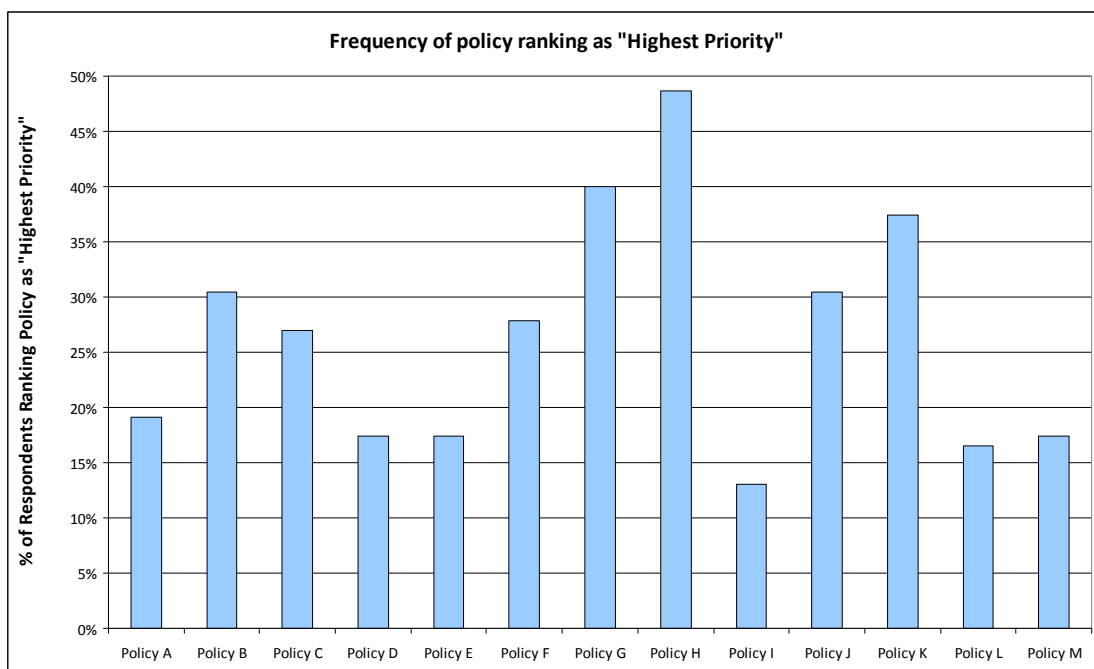
Respondents were asked to identify the priority which should be accorded to each of the 13 transport policies proposed in the draft Joint Strategy consultation document. The transport policies were as follows:

- Policy A (“Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire’s three international gateways for people and freight”);
- Policy B (“To optimise the capacity of the highway network and improve journey time reliability for all modes”);
- Policy C (“To achieve and sustain a high quality, resilient and well-maintained highway network for all”);
- Policy D (“To deliver improvements in air quality”);
- Policy E (“To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development”);
- Policy F (“To improve road safety across the sub-region”);

- Policy G ("To promote active travel modes and develop supporting infrastructure");
- Policy H ("To deliver high quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures");
- Policy I ("To further develop the role of water-borne transport within the sub-region and across the Solent");
- Policy J ("To deliver targeted investment in rail infrastructure and service improvements");
- Policy K ("To work with Local Planning Authorities to integrate planning and transport");
- Policy L ("To deliver high quality public realm improvements"); and
- Policy M ("To safeguard and enable the future delivery of highway improvements within the sub-region").

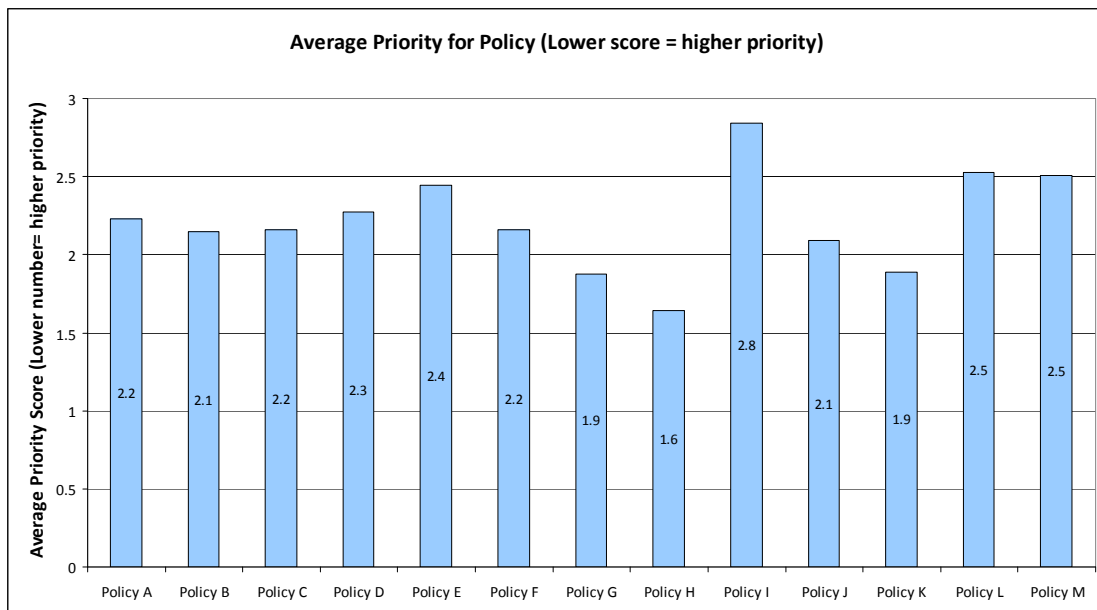
Respondents could give each policy one of the following priorities for delivery:

- Highest priority;
- High priority;
- Average priority;
- Low priority; and
- Lowest priority.



The chart above shows the numbers of respondents stating that each policy should have the highest priority for delivery. Policy H (road based public transport) is clearly the most frequently identified “highest priority” policy, with 49% of respondents identifying it as a “highest priority”. Policies B (journey time capacity and highway capacity for all modes), G (promotion and infrastructure for active modes), J (investment in rail services and infrastructure) and K (integration of planning and transport) were also identified as highest priorities by in excess of 30% of survey respondents.

The survey results showed that Policy I (water-borne transport) and Policy M (safeguarding land for future highway improvements) were most frequently identified as low priority policies. Policy E (parking management to promote modal shift and economic development) was also regarded as a low/ lowest priority by many respondents.



The chart above shows the average priority score for each policy. The lower the average priority score, the higher the priority for the policy. The scoring system used to determine this average score assumes that a highest priority policy scores 1, whilst lowest priority policies score 5.

Nine out of thirteen policies score between 2 and 2.5 (equivalent to an average rating between “high” priority and “average” priority. Those policies scoring below 2 (equivalent to an average rating between “high” and “highest” priority) are:

- Policy G ("To promote active travel modes and develop supporting infrastructure");
- Policy H ("To deliver high quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures"); and
- Policy K ("To work with Local Planning Authorities to integrate planning and transport").

Of these, Policy H is clearly accorded the highest average priority.

Policy I (water-borne transport) clearly has lowest average priority, although these policies have not on average been identified as having a significantly lower priority than most other policies.

### **Comparison of responses by respondent type**

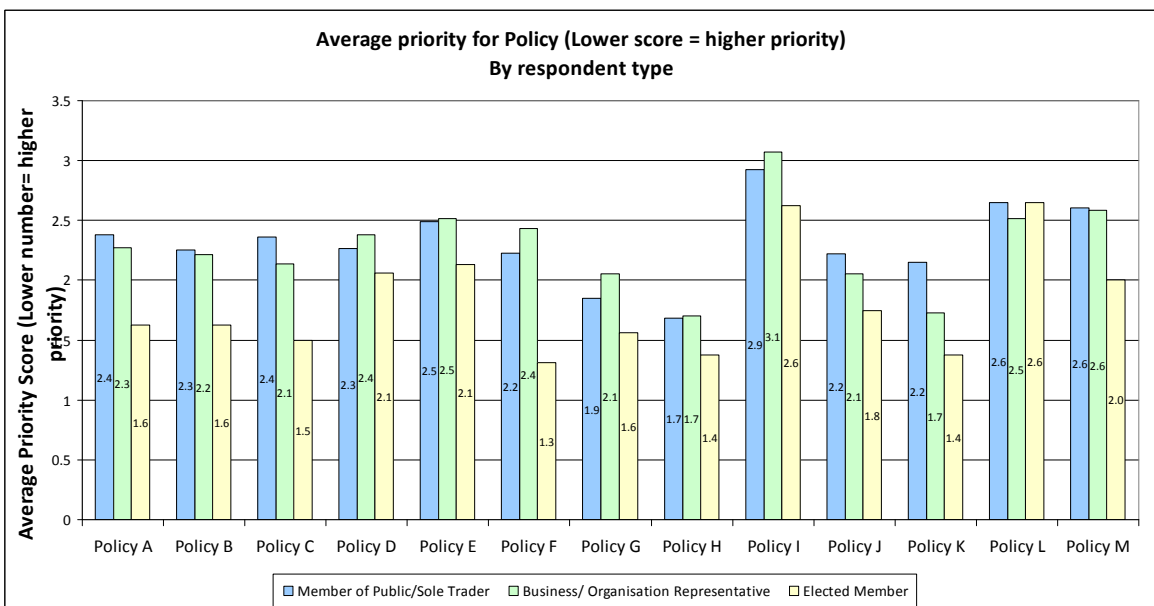
A comparison of the priority accorded to outcomes and policies and how this varies between different respondent types (members of the public/sole traders, business and organisation representatives, and elected members) is provided.



The chart above shows the average priority for each outcome by respondent type. Members of the public/ sole traders and business/organisation representatives generally identified similar priorities for most outcomes. The only outcome where there is a notable difference is Outcome 7 (“Promoting a higher quality of life”) where members of the public identified this as a somewhat higher priority, on average, than business representatives.

Elected members generally identified all outcomes as having a higher priority than the average amongst other respondent types. Outcome 4 (“Improved road safety within the sub-region”) and Outcome 5 (“Improved accessibility within and beyond the sub-region”) were identified as particularly high priorities by members compared to the views of other respondents.

Outcome 2 (“Reduced need to travel and reduced dependence on the private car”) was generally regarded as an equally high priority by all respondent types.



The chart above shows the average priority for each policy by respondent type. Again, the average priority for each policy is generally very similar for both members of the public/ sole

traders and for organisation/ business representatives. The following policies are regarded, on average, as somewhat higher priorities by members of the public than by business representatives:

- Policy F- ("To improve road safety across the sub-region"); and
- Policy G- ("To promote active travel modes and develop supporting infrastructure").

Again, elected members identified most policies as having a considerably higher average priority than the other respondent types. This is particularly the case for Policy F (road safety). Members notably gave Policy H (road based public transport) a similar priority to other respondent types.

## **Notes on responses to consultation survey text answer questions**

This section provides a summary of the answers provided by stakeholders to each written question in the Joint Strategy consultation survey.

Each specific stakeholder comment received via the consultation survey, and the TfSH authorities' responses to these comments, are published in *Appendix 2*.

This section also incorporates written comments received via email and other contact methods. A total of 46 written responses were received via email and postal response, of which:

- 20% were submitted by members of the public/ sole traders;
- 63% were submitted by business and organisation representatives; and
- 17% were submitted by elected members of parish, district and city councils.

Each specific stakeholder comment received via email and other channels, and the TfSH authorities' responses to these comments, are published in *Appendix 3*.

### **Transport Vision for South Hampshire**

#### **Summary of respondent comments**

The consensus view was that having a vision statement is useful. However, the proposed wording was felt to be over-complicated, containing too much jargon, and needed to be clearer and “snappier”. There were some respondents who felt that the vision was not aspirational enough, whilst others felt a greater recognition of people and communities in the vision would be desirable.

#### **TfSH Authorities response and summary of changes**

The TfSH authorities have agreed that there is a need to reword the vision in order to express it in a more easily understood form. This it is felt will increase the value of the vision statement.

### **Transport Challenges for South Hampshire**

#### **Summary of respondent comments**

There was a high degree of agreement that the six challenges identified were the correct ones. Some questions were raised about the way they were ordered.

Particular agreement with challenge 5 “widening travel choice to offer people reasonable alternatives to the private car for everyday journeys and reducing the need to travel, moving towards a low-carbon economy” was noted amongst respondents. Many respondents felt that Challenge 5 could best be addressed through measures to improve the cost, availability and attractiveness of public transport, walking and cycling. A number of respondents stated that that improving public transport should be regarded as a key challenge in its own right.

There was also a high degree of recognition that in the short term at least, availability of funding to deliver transport improvements would be a significant challenge (Challenge 1).



A few respondents suggested amendments to the wording and content of the Challenges, including:

- Challenge 2 (“Ensuring delivery of transport infrastructure”) – needs to be linked to supporting housing and employment growth;
- Challenge 4 (“Maintaining the existing highway network and improving its resilience to climate change”) – need to reword, changing the term “highway network” to “transport network”, in recognition that climate change will affect all transport modes;
- Make reference to regeneration as well as general development in Challenge 6;
- Challenge 6 (Managing the existing transport network to ensure that journey time is improved) – businesses are concerned about this issue, and felt that it needs to be directly linked with supporting economic competitiveness; and
- Formulate a new challenge that covers quality of life and environmental protection issues.

### **TfSH Authorities response and summary of changes**

It is important that the TfSH authorities have identified the challenges facing the area correctly. This enables the TfSH authorities to ensure that the right set of policies and measures, geared towards addressing the problems that have been highlighted, are agreed upon.

The challenges are not set out in any order of priority. The wording of the challenges section introduction has been improved to clarify this.

The TfSH authorities will make amendments to Challenge 2, 4 and 6 as suggested and develop a new challenge to cover quality of life and environmental protection issues. The important role of public transport and walking and cycling will be emphasised through rephrasing part of Challenge 5.

Background information for all challenges will be included in the final Joint Strategy document to further address comments.

### **Transport Outcomes for South Hampshire**

#### **Summary of respondent comments**

The respondent comments regarding the Transport Outcomes were extremely varied and relatively few common themes emerged. There were a number of comments that the various outcomes are linked or interdependent, and some comments suggested the Outcomes did not work towards a clear goal.

Some common themes which were identified were as follows:

- Suggestions that outcome 1 should be re-worded to specifically refer to walking and cycling (rather than active travel), and also be clearer regarding the outcome’s aim to increase numbers of people walking, cycling and using public transport (rather than referring to modal share/ modal shift);
- It was noted that delivery of some outcomes will require both “push” and “pull” measures to aid delivery;

- Some respondents disagreed with the aim of reducing the need to travel in Outcome 2, although these respondents did agree with the need to reduce car dependence; and
- Some respondents highlighted a need to make more mention of the relationship between health and transport in Outcome 7, and make reference to greenhouse gas emissions in Outcome 6.

### **TfSH Authorities response and summary of changes**

The TfSH authorities have re-worded outcome 1 to address the comments above. We have additionally re-worded outcome 2 to better communicate the aim of the outcome which is to encourage people to make informed choices about when, where, how and if they travel, rather than a blanket aim to reduce need to travel.

Supporting explanations for the outcomes have been improved, to clarify that all the outcomes are linked to each other.

Finally, changes to wording of Outcomes 6 and 7 have been made in order to address the comments summarised above.

### **Transport Policies for South Hampshire**

#### **Summary of respondent comments**

When discussing the emerging transport policies A to M, the more common themes and comments raised by respondents regarded walking and cycling (Policy G- active travel), public transport provision, and opinions on the role of the private car.

In addition the following specific points were raised regarding the policies:

- Rural transport issues should be considered;
- 20mph limits and zones in residential areas should be considered;
- More detail should be provided on cycle infrastructure;
- Policies regarding public transport should favour light rail and tram over BRT;
- Importance of links to the Isle of Wight should be stressed;
- Reference to Public Rights of Way legislation should be included;
- Reference to the PUSH Green Infrastructure Strategy should be included;
- Land-use planning should be closely integrated with transport planning in areas of major development from the early stages;
- The links to Town Access Plans should be made clearer
- The health benefits of walking and cycling should be highlighted;
- A need to better refer to Intelligent Transport Systems;
- Reference should be made to port operators aspirations to move more freight via short sea routes;
- Reference should be made to commercial vehicles and motorcycles/ mopeds;
- Disabled parking provision should be mentioned;
- Some additional reference to measures to support taxi services should be made;
- Policy M currently refers only to highway schemes- the wording should be altered to reflect improvements/schemes for all modes.

## **TfSH Authorities response and summary of changes**

To address the comments outlined above the TfSH authorities will make the following amendments to the final Joint Strategy:

- Policy F text will be amended to state that consideration will be given to implementing 20mph limits/ zones in major towns and cities;
- Policy J will state that the TfSH authorities will explore the options and feasibility of light rail solutions for the sub region;
- Policy J title will be re-worded;
- Policy I will be reworded to emphasise the importance of ferry links to the Isle of Wight;
- Mention of the role of Town Access Plans will be made;
- Wording tweaks to several policies to better recognise the role of Intelligent Transport Systems;
- Policy G will be amended to include reference to Rights of Way Improvement Plans (ROWIPs) and that these plans will be the primary means of managing and improving the rights of way network across the sub-region;
- Some clarification and wording improvements to Policy H;
- Clarification of what TfSH is/ does and its role will be added;
- Additional wording will be added to the strategy to emphasise the links between active travel modes and health and wellbeing;
- Policy I will be updated to include reference to some port operators aims to move freight by water on local/ regional/ domestic routes (distinct from international freight movement addressed in Policy A);
- Greater consideration will be given to freight, commercial vehicles and powered two wheelers where appropriate, with some additional wording in places;
- Reference to disabled parking will be included in Policy E;
- The wording of Policy M will be altered to reflect highway schemes (the basis for walking and cycling as well as PT and private car travel) and also safeguarding land for railway improvements.
- More detail on cycle infrastructure will be set out within Implementation Plans of the three TfSH authorities.

A variety of other minor changes have also been made in response to consultation comments.

## **Most Preferred Delivery Options**

### **Summary of respondent comments**

In order of frequency, the most favoured delivery options were:

- Infrastructure and other improvements for walking and cycling, and smarter travel choices schemes;
- Various delivery options for improvement of road based public transport;
- Improvements to rail services and frequency; and
- Improved rail rolling stock including better provision for carrying bicycles on trains

Other delivery options which were identified as preferred options- albeit less frequently than the above- included:

- Improved rural transport provision
- Improved parking at railway stations;

- Integrated public transport ticketing; and
- Delivery of 20mph limits and zones in locations such as residential areas and town/city centres.

In addition it was felt that the wording in Policy D “private car-hire schemes” is confusing.

### **TfSH Authorities response and summary of changes**

The delivery options which the consultation has shown to be most favoured by the public have been noted. The priority for the delivery options will be borne in mind when each authority develops its implementation plan. Wording of delivery options in Policy D will be altered to ensure the meaning is clear.

### **Least Preferred Delivery Options**

#### **Summary of respondent comments**

The least favoured delivery options were:

- Measures within Policy I were regarded as a low priority
- Measures within Policy L were regarded as a low priority
- Measures within Policy E were regarded as a low priority
- Respondents did not favour measures which improve conditions for cars
- Respondents did not favour measures which hinder traffic flows.

### **TfSH Authorities response and summary of changes**

The delivery options which the consultation has shown to be least favoured by the public have been noted. The priority for the delivery options will be borne in mind when each authority develops its implementation plan.

### **List of External Organisations Responding to Consultation**

The table below lists all external organisations who submitted a response to the LTP3 Joint Strategy consultation.

<b>Organisation Name</b>
Associated British Ports Southampton
BAA Southampton Airport
Botley Parish Council
Callidus Auto
Community First for Portsmouth
Compton & Shawford Parish Council
Culture Matters
Cycle Touring Club (CTC)
Defence Estates
Defence Science and Technology Laboratory
DP World Southampton (Container Terminal)
Droxford Parish Council
East Hampshire District Council
Fareham Borough Council
First Hampshire & Dorset

<b>Organisation Name</b>
Freightliner Group Limited
Friends Of Old Portsmouth Association
Friends of the Earth
Go South Coast (Bluestar, Uni-Link, Southern Vectis, Wilts and Dorset Buses)
Gosport Borough Council
Gregory Gray Associates
Hammersons (West Quay)
Hampshire Chamber of Commerce
Hampshire Countryside Access Forum
Hampshire Liftshare
Hampshire Wildlife Trust
Hedge End Town Council
Highways Agency
Horndean Parish Council
Hound Parish Council
Hounslow Community Association
Hythe and Dibden Parish Council
Isle of Wight Council
Lee on the Solent Residents Association
Liss Parish Council
Natural England
New Forest District Council
Network Rail
North Fareham SDA Joint Venture
North Whiteley Consortium
Nursling & Rownhams Parish Council
Passenger Focus
Petersfield Town Council
Portsmouth Climate Action Network (PCAN)
Portsmouth College
Portsmouth Cycle Forum
Portsmouth Sustainability Action Group (PSAG)
Portsmouth Taxi Trade Rep
Railfuture wessex Branch
Rowlands Castle Parish Council
South Downs National Park Authority
South West Trains
Southampton Action for Access
Sport Hampshire and Isle of Wight
Sustrans
Swanmore Parish Council
Sway Parish Council
Test Valley District Council
The No450 Campaign
The Ramblers
Titchborne Parish Council
Transport Alliance (joint response on behalf of Hampshire Chamber of Commerce, Hampshire Economic Partnership, and Business Southampton)
Venture Forward
West End Parish Council
Winchester City Council

**Organisation Name**

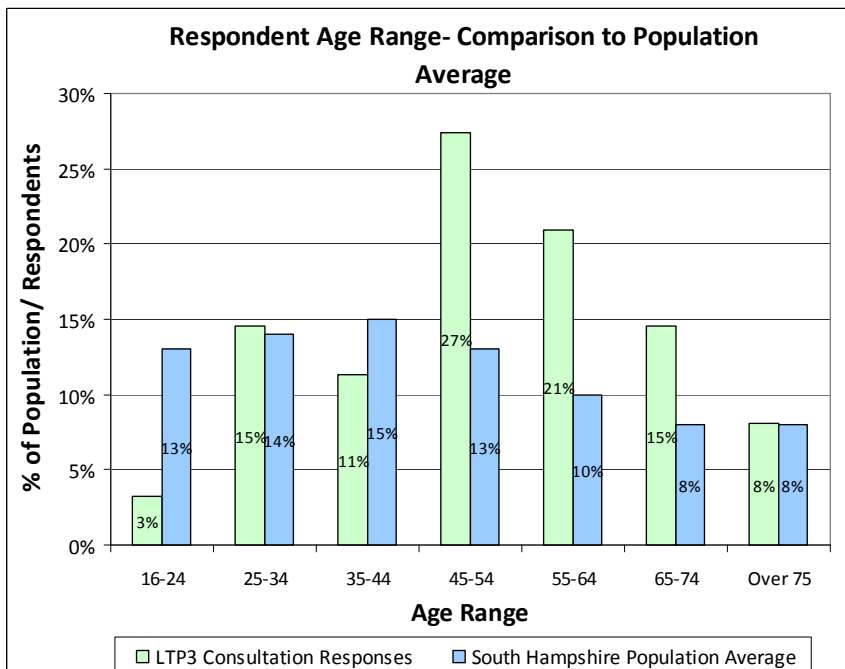
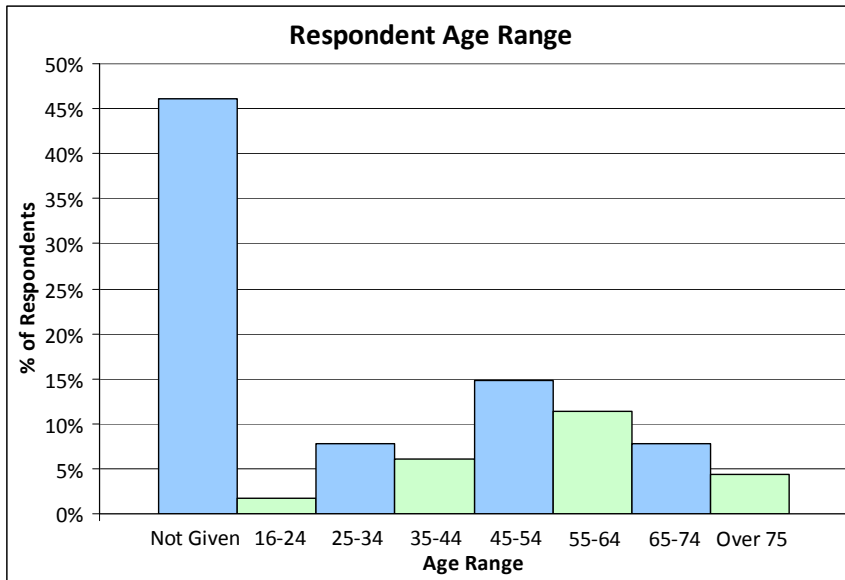
Woodgreen Parish Council

**Consultation Response Survey- Equalities Monitoring**

This section summarises the results of equalities monitoring questions which were asked as part of the consultation response survey.

**Age**

The charts below summarise the information collected on respondent age, and compare the distribution of age ranges of respondents to the LTP3 Joint Strategy Consultation to that of the South Hampshire population<sup>1</sup> in general.

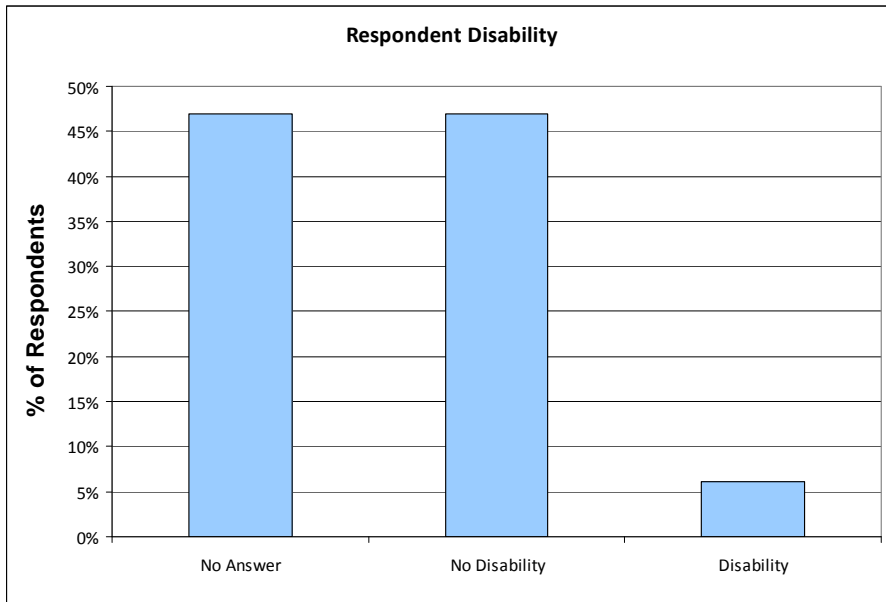


<sup>1</sup> In this instance, the population of South Hampshire is taken to be the sum population of Southampton and Portsmouth Unitary Authorities and Eastleigh, Fareham, Gosport and Havant Borough Councils.

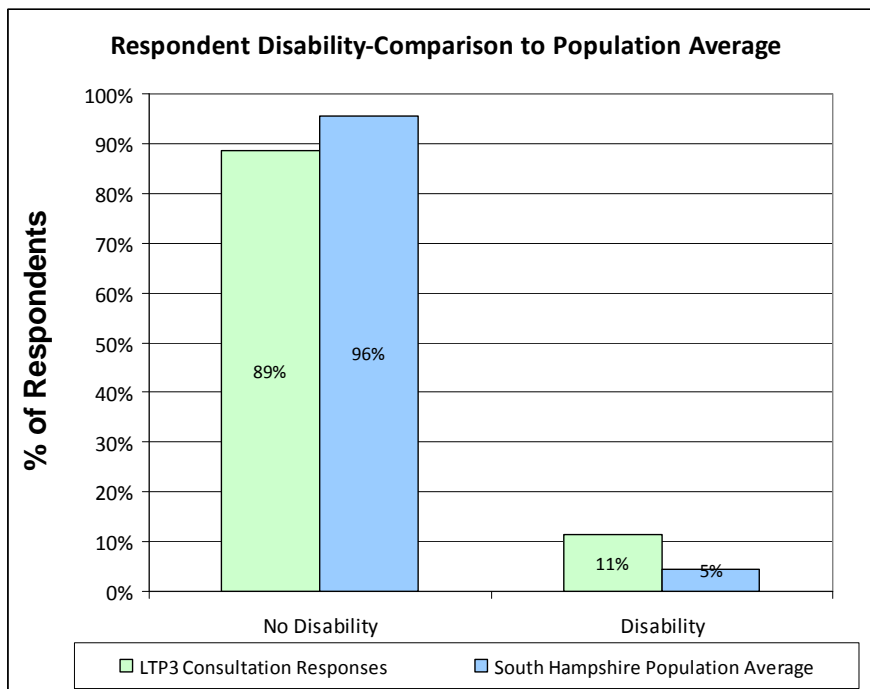
These results show that whilst representation of the 25-34, 35-44 and over 75 age ranges in the consultation was generally consistent with the population average in the area, there is considerable over-representation of respondents in the 45-54, 55-64, and 65-74 age ranges. Those aged 16-24 are under-represented in the survey results compared to the population average.

**Disability**

The chart below summarises the information collected on respondent disability.



The chart below compares the proportion of disabled LTP3 Joint Strategy Consultation respondents to the proportion of the whole South Hampshire population (based on 2009 disability living allowance claimant statistics) suffering from a disability.



These results show that the proportion of respondents from the disabled community in the consultation survey results appears to be somewhat greater than proportion of the general population made up by these groups.

### **Gender**

Of the 116 respondents received:

- 30% were male;
- 25% were female; and
- 45% did not answer this question.

### **Ethnicity**

Of the 115 respondents received:

- 53% described themselves as white; and
- 47% did not answer this question.



## Summary of feedback from consultation events

### Summary of main points raised at Public Transport Operators Forum, Friday 13<sup>th</sup> August 2010

The main themes and points raised from the discussion sessions at this event are summarised below.

#### Theme 1, Rail

- The indicative location plans do not show railway lines.
- Need to identify how to improve and maximise the rail network by 'sweating the asset'.
- Railway stations still have accessibility issues and improved access to stations needs to be prioritised.
- Need to tackle parking issues at railway stations.
- Enable rail to play greater role in providing for local journeys, commuting and moving more freight.
- More emphasis needed on rail and address freight rail opportunities.
- Need to make best use of the Route Utilisation Strategies.
- Policy I should address rail.
- The strategy lacks emphasis on the railway opportunities across Hampshire.
- Cross boundary opportunities.
- National Trains Improvement Programme should be referenced which will assist with accessibility issues to stations.

#### Theme 2, Bus

- Concessionary fares for community transport should be considered.
- Need for more Quality Bus Partnerships and closer partnership working with the operators.
- Issue of availability versus convenience.
- Evening bus services not good enough so people drive.
- Opportunity for greater competition between bus operators.
- The attitude of bus drivers could be improved through customer care training/ disability awareness training.
- Use of technology such as real-time bus information to improve journey time reliability.
- Need for HOV lanes and more bus lanes
- There is no incentive for bus operators to grow the business with current bus subsidy allocations.
- Park & Ride services should be extended to extended. Evening services would generate revenue.
- Public Bus services would be improved and cheaper if companies used them rather than setting up temporary bus services for specific companies.
- Need for better corporate/business travel planning (Whiteley specific).
- More bus subsidies are required to improve services in rural areas or those with low patronage but are essential.
- Detail how the LTAs will manage the network to improve bus journey time reliability.
- Ensure traffic signal phasing benefits the correct mode.

#### Theme 3, International Gateways

- The gateways should be named.
- Southampton Port should not be tucked away in the South Hampshire Joint Strategy.
- The port impacts the transport network of wider Hampshire and beyond.

- Need to reflect national economic competitiveness and the delivery of reliable and efficient transport networks and include maintenance.
- LTP3 should reference the Port of Southampton Master Plan (to 2030).
- Consider the gateways beyond Hampshire (Poole and Dorset) which links to better integrated cross boundary working with LTAs and organisations such as community transport providing ‘access for all’.
- Need to recognise that Southampton Port is on private land and needs to be kept secure. There is no public service access for the LTAs.

## **Theme 5, South Hampshire Joint Strategy specific comments**

### Vision

- The vision could encompass a list of bullet points which would make it easy to understand.
- The tone of the vision is too downbeat and not exciting enough. Not enough reference past successes and excellent track record in delivering schemes.
- Vision needs to include “access for all”.
- Vision needs to consider changing lifestyles.
- ‘Sub-regional’ does not consider residents/organisations that need to travel further and should be removed.
- The term ‘sub-regional’ could be termed ‘all embracing’.

### Challenges

- The challenges should consider all modes.
- Reword Challenge 3 because there are two ports and one airport.
- Gateway names should be used.
- Challenge 4 should address the other assets that the LTAs have.

## **Theme 6, General comments**

- The LTP3 should address IoW and transport issues accessing the island.
- Need to address emergency planning.
- Strategy needs to better address the issues of emergency planning for future climate change and maintenance purposes.
- Strategy does very little to address the many changes local government can expect over the next twenty years.
- Document is highway/maintenance focussed. More balanced approach was felt to be needed within the proposed LTP3 Strategy documents to include supporting improving travel choice and options.
- Need to identify that better procurement would be advantageous to all LTAs.
- Strategy over emphasises ‘road based’ transport.
- Portsmouth under uses their assets regarding rail freight which should be improved.
- Congestion is an issue that effects all modes of transport. Has a negative impact on the economy at large by adding costs to business. To improve economic competitiveness the LTAs need to address hotspots.
- Need for more cross boundary working.
- Need for improved and coordinated street works and notifications to operators.
- Concern about the housing allocations, and what this means for public transport services.
- Need to reference future opportunities for innovative thinking and technology.
- Smart cards should be rolled out as quickly as possible and identified as a priority in the plan.
- Public transport has to overcome negative associations and perceptions and become a genuine travel option for people.
- Passenger transport needs to be more reliable.

- Concessionary fares across all Districts within Hampshire need to be consistent.
- Provision of good public transport services to/from and within new developments is important.
- Need to provide an economically sustainable community transport (particularly for rural communities).
- Need to encourage young people (14-19) to use public transport, to encourage the next generation to see public transport as an alternative to the private car and to reduce the problems of anti-social behaviour.
- Public transport needs to be made an attractive alternative to the car through as this helps the economy by alleviating congestion.
- Need to take into account the social as well as the financial value of public transport services to local communities.
- Invest in real time information for multimodal journeys.
- Policy H should consider wider public transport modes.
- Use Transport for London as a case study for good coordination and integration with public transport.

## Summary

The main themes suggest that public transport and the international gateways transport networks are cross boundary. Overall, the forum was positive and it is apparent that there are opportunities for innovative thinking which will help the LTAs, Public Transport Operators and International Gateways to prepare for the bleak financial future.

There are also many opportunities for low cost, big impact schemes that do not require hard engineering solutions. Positive changes to the LTP3 documents have been recommended which will be considered in due course.

## Summary of main points raised at LTP3 Stakeholder Transport Forum, Wednesday 8<sup>th</sup> September 2010

The main themes and points raised from the discussion sessions at this event are summarised below.

### 1. General Discussion on LTP3 Strategy consultation draft documents

#### Summary of key comments:

- Public transport has to overcome negative associations and perceptions and become a genuine travel option for people.
- Need for consistency of approach to public transport / concessionary fares across all Districts within Hampshire.
- Partnership working and co-operation crucial when talking transport problems. Need for cross authority working and understanding.
- Tone / vision of LTP3 is too downbeat and not exciting enough. Not enough made of past successes and excellent track record in delivering schemes.
- Speed and road safety needs more emphasis
- Provision of services within new developments is important

#### Theme 1: Need to improve public transport to offer attractive alternative to the private car (10 comments)

- Through QBPs and closer partnership working with the operators.
- Need to stop people being reliant on the private car.
- Issue of availability versus convenience. Evening PT Services not good enough so people drive.

- Opportunity for greater competition between bus operators in certain areas.
- The attitude of bus drivers could be improved through customer care training/ disability awareness training
- Also support recognition of importance of rail commuting, but felt more provision of parking at rail stations and improved access to stations in general, needed to be mentioned.
- Opportunities to increase amount of freight moved by rail

#### Theme 2: Successful partnerships are crucial (5 comments)

- Strategy needs a section outlining our strong track record (with HA/ NR) on delivering improvements during LTP2 period
- The group agreed that partnership is crucial when addressing transport issues - we can't work in isolation.
- We need to be pro-localism, pro-partnership and look to work more closely with business on transport. There was support for LEPs taking on responsibilities for strategic transport planning.
- The point was made that business doesn't fit with local authority boundaries.
- LTP3 consultation documents need a refresh to reflect the numerous recent changes in national government policy (SE Plan and GOSE abolished, Local Enterprise Partnerships).

#### Theme 3: Tone too downbeat, LTAs can deliver improvements and modal shift (5 comments)

- The tone of the document was too downbeat.
- The long-term vision of LTP3 is not exciting enough.
- The next few years are an opportunity to focus on smaller "low-cost, high-impact" schemes – which can now "have their day".
- Question of how schemes will be funded is unanswered/ too vague
- Strategy is unclear as to how modal shift will be achieved

#### Theme 4: Speed and road safety needs more emphasis (2 comments)

- Traffic speed is an issue too- the strategy is well-worded with regard to speed management measures etc, but enforcement of speed limits in reality is often deficient.
- South Downs is a rural area and highway access important- glad the strategy recognises importance of the highway asset. However more mention needs to be made of traffic calming and measures to reinforce/ enforce speed limits

#### Other comments:

- The group suggested that in master-planning new housing developments we have to avoid creating more Whiteleys / Grange Parks that generate high numbers of car trips.
- Good coverage of issues regarding highway asset management and maintenance in Hampshire LTP3 strategy documents.

## **2. Discussion on whether LTP3 Strategy documents do enough to support the Economy**

#### Summary of comments:

- Document is highway/maintenance focussed. More balanced approach was felt to be needed within the proposed LTP3 Strategy documents to include supporting improving travel choice and options
- Need to encourage and support sustainable travel.
- Need to tackle parking and access issues at Railway Stations and enable rail to play greater role in providing for local journeys and moving more freight.

- Congestion is an issue that effects all modes of transport. Has a negative impact on the economy at large by adding costs to business. To improve economic competitiveness the LTAs need to address hotspots.
- Importance of travel planning both business, personal and school travel planning – all good examples of low cost high impact measures (good BCRs & cut congestion)
- Issue of parking across the County.
- Importance of the rail network both in terms of transporting commuters and freight across the county.
- Public transport needs to be made an attractive alternative to the car through QBPs and operator investment in higher frequencies/ smartcards – as this helps the economy by alleviating congestion.
- Use of technology such as real-time bus information to improve journey time reliability.
- Need to ensure that transport infrastructure is in place before development is completed.
- LTP3 needs to be able to adapt and change as political and funding situation changes.

Other commonly recurring issues on the economy:

- Transport infrastructure needs to be in place before completion of new housing and employment development
- There is a need for partnership working and closer dialogue with business
- Need to ensure parking charges are set at an appropriate level
- Possible development of trams? Transport choices determined by an individuals perceptions and possible negative connotations of alternative modes.

**3. Discussion on whether LTP3 Strategy documents do enough to support the Environment**

Summary of comments

- Felt the document needed overall guiding principles against which the aims could be presented to give greater coherence. Document was felt to lack a clear end point and a clear sense of direction considering the timescale involved.
- Effectiveness and environmental sustainability of electric vehicles was questioned, taking into account the need to generate the electricity used to power them. Is this not simply pushing the damage from the cars to the power stations?
- Issue of lighting and signage, signals. Could these become solar powered or turned off either during lowest use or after a certain time.
- More needed to promote cycling as an alternative mode of travel. Shared footpath and cycle ways, improvements to the network. Cycle improvement seen as low cost high impact solution.
- Cycling seen as an Urban activity or as a leisure activity within the rural areas – is an oversimplification.
- Plan is reticent on what it intends to do to tackle CO<sub>2</sub> emissions.
- Improved rail and bus services can / could reduce congestion.
- Importance of good master planning of new development to maximise self-containment and offer genuine attractive travel options
- Need to focus on measures to support modal shift away from the private car (such as travel planning)
- Need yellow buses to help reduce school run traffic
- Should encourage drivers to turn off engines at traffic lights/ could turn off automatically to reduce emissions
- Car manufacturers will continue to improve energy efficiency of engines.

Other comments and suggestions:

- Need to calculate carbon for schemes/maintenance.

- Better procurement required to reduce transport which will improve air quality etc.
- Concern that low emission zones just move problem rather than solve it
- Need for HOV lanes and more bus lanes
- Move in recent years towards building smaller houses may work against encouraging people to work regularly from home.
- In some instances, the environmental protection hoops you need to jump through to get schemes delivered are numerous – and may have gone too far!
- LTA sponsored free “eco-driving” courses were felt to be worthwhile (not suggested in the strategy documents), perhaps targeting commercial van fleets and bus drivers. This can reduce carbon/ fuel use and save businesses money
- Rollout of broadband with acceptable connection speeds in rural areas will also be extremely helpful.
- Not enough was said in either document on sustainable resource use eg highway maintenance spoil reuse, etc.

#### **4. Discussion on whether LTP3 Strategy documents do enough to support quality of life (society)**

##### General comments

- It was suggested that maintaining/ improving quality of life was a good core guiding principle for the LTP3 Strategy as a whole.
- ‘Big Society’ and ‘localism’ how this and other government legislation will impact on community involvement in transport provision.
- Need to provide an economically sustainable form of Public / Community Transport. Some schemes are unsustainable financially.
- Importance of Public / Community Transport to rural communities.
- Issue of changes to concessionary fares and how this will impact of users.
- Need to encourage young people (14-19) to use public transport, to encourage the next generation to see public transport as an alternative to the private car and to reduce the problems of anti-social behaviour.
- Importance of Town Access Plans and need for these to feed into the LTP document. Also need to relate to LDF’s and LEP’s.
- Poor public perception of public transport a key factor in deterring users.
- Need to take into account the social as well as the financial value of transport services to local communities.

##### Opportunities for applying ‘Big Society’ & localism to transport issues

- Better community cohesion. Whole idea of ‘Big Society’ well received, definitely think there is an opportunity to promote neighbourhood programmes and engage locally. i.e, keeping bus stops clean, car parks clean and graffiti. Making people proud of their area.
- Possibly think about sponsorship of individual assets, i.e, a school could fund a stretch of road and keep it clean and tidy
- Importance of partnership work with the community to obtain input into facilities, design and leverage of funding – not just in response to loss of services, but a proactive approach to improve services
- Community transport is more than simply moving people from A-B. Needs to be seen as a service which encourages and enables people to engage and take part in society. Plan should set out to empower and support local people to take control of transport in their local area.
- It is unclear what the best mechanism for delivery of “bottom up” transport initiatives is (HATs/ Community or Parish Planning). At the moment, we are not set up right as LTAs to liaise effectively with the grassroots. Suggestion that decisions on transport are made at a more local level, e.g. by parish councils

#### Socially-necessary public transport provision

- Inconsistency of transport incentive provision between the eleven districts needs resolving - e.g. concessionary fares bus passes.
- Different approach to funding required – councils to part-fund projects if not enough money to fund wholly – other sources need to be looked at
- The point was made that LTAs should not be paying bus operators large sums to carry fresh air around – 7-seater taxis could offer better value for money.
- Need to identify that better procurement would be advantageous to the LTAs.
- The comment was made with current bus subsidy allocations (and BSOG) there was no incentives there for bus operators to grow the business.

#### Provision of transport for vulnerable and isolated groups within society. e.g. rural communities the elderly, young and disabled users

- Rural sustainable community impacts. Rural communities have poor accessibility. Travel by the private car is essential. Need to develop alternatives.
- Buses – felt that people didn't always have confidence in the reliability and consistency of service over the network and this is a barrier to use.
- Importance/ usefulness of initiatives such as taxishare / taxibus services in rural areas and the social necessity of these.
- There is a fine balance between social necessity of mobility/ accessibility, and the cost of providing it for some groups
- Noted the progress made by Network Rail on a number of accessible footbridge projects at stations in the area and the benefits to less mobile rail passengers that these schemes have brought
- Need to make sure bus stops as well as buses themselves are geared towards disabled users.
- Importance of providing adequate information about transport options, RTI, mobile phone journey planning applications.
- Travel training and education of older residents to encourage them to use public transport. Independent travel training for the over 60's with learning difficulties.
- Access for younger members of the community an issue. Inability of young people to access cinemas, social activities, etc, due to poor bus services on weekends and in evenings may be a direct contributor to crime/ vandalism

#### Other comments

- We are meeting part of the need, but could deliver better services through greater involvement of the voluntary and business sector. Business are already coming up with their own subsidy-free solutions to transport problems (e.g. Cobra minibus operations – subsidy free – serving needs of commuters working at the West Farnborough business parks to and from the rail station. Repeat for Segensworth/ Whiteley or Winnall?)
- When road traffic accidents happen they have a negative impact on victims' quality of life. Key issue of road safety. A reduction in car use will reduce the number of accidents.
- Noted that an appropriate prioritisation process which covers more than just the raw economics would help to determine which services had social "value".
- Town Access Plans (TAPs) have proven a good method of identifying smaller pedestrian/ cycle accessibility schemes which can provide significant benefits on local journeys, especially for the less mobile- desire for these to continue.
- LTP link to planning and community services possible delegation of functions to LEP's

## **Summary of main points raised at Hampshire and Isle of Wight Health and Transport Forum, Monday 13<sup>th</sup> September 2010**

The main themes and points raised from the discussion sessions at this event are summarised below.

### **Question 1: Active Travel – “Do the LTP3 Strategy documents do enough support Active Travel?”**

#### Theme 1, Understanding Active Travel

- The strategy needs to sell message of active travel.
- Need to explain the rationale behind pushing active travel.
- Strategy is unclear as to how modal shift will be achieved
- Need to make the link between travel and health more explicit.
- Need to incorporate the benefits of active travel, health and wellbeing.
- More promotional work required
- Need to integrate promotional work with sporting activities and venues, e.g, Skyrise, Southampton
- Need for better information provision which will help evidence the benefits of Active Travel and greater social interaction.

#### Theme 2, Development

- Importance of good master planning of new development to maximise self-containment and offer genuine attractive travel options
- Opportunity to better incorporate active travel into new developments and transport contributions.

#### Theme 3, Travel Planning and Accessibility

- Need to focus on measures to support modal shift away from the private car.
- Need to do more corporately to reduce travel demand
- Need to identify the integration of active travel with other modes. Promote trips that are mixed mode, e.g, cycle, rail, cycle.
- More innovative schemes and approaches to encourage participation in Active travel for all users and particularly disabled users.
- Need for robust networks for all modes to improve accessibility.
- More thought needs to be given to promote active travel in rural areas which are often difficult to access but attractive for leisure activities.

#### Theme 4, Walking and Cycling

- Opportunity to develop ‘healthy’ walking and cycle routes away from heavily trafficked roads and “Green Grids”. There are severance problems with roads used to access RoW, the strategy should link to a RoW Improvement Plan.
- Need for better RoW signage.
- Need for ‘continual and integrated’ cycle infrastructure.
- More needed to promote cycling as an alternative mode of travel. Shared footpath and cycle ways, improvements to the network. Cycle improvement seen as low cost high impact solution.
- Need to address the different types of cyclist and infrastructure, e.g, Commuter, or recreational and avoid over simplification.

#### Theme 5, Public Transport

- Issue of availability versus convenience.
- Poor public perception of public transport a key factor in deterring users.



- Rail and bus services need to be improved for residents to use them and change their single occupancy car habits.
- Need to further address the issues of public transport punctuality and reliability, coverage and costs.
- Need to encourage young people (14-19) to use public transport, to encourage the next generation to see public transport as an alternative to the private car and to reduce the problems of anti-social behaviour.

#### Other general comments

- Promote speed reduction to improve access and air quality which will positively improve safety for other road users.
- Need to consider seasonal variations and maintenance.

### **Question 2: Public Health returns to Local Government – “How can transport and health professionals across Hampshire and the Isle of Wight work together effectively to promote improved public health, as responsibility for this passes to Local Government?”**

#### Theme 1, Accessibility and promotion

- Need to move away from placing health services on the periphery of towns. Vulnerable people who most use health services find them harder to access.
- Need to make the evidence base for Active travel accessible to GP’s to demonstrate the benefits.
- Need to incentivise GP’s to take part in Active Travel as part of their wider remit of promoting healthy lifestyles at a local level.
- Target preventative measures over treatment

#### Theme 2, Communication, co-ordination and funding

- Need for better communication and coordination between organisations. Integrated working between LTAs and health agencies and service providers will save money.
- Need to review the approach to engage with residents and GPs. For example, motivational interviewing techniques may be an effective way of changing behaviour.
- Need to create a role for the voluntary / community sector to get involved which will help evidence the benefits and save money.

#### Theme 3, Politics

- Health and Active travel needs recognition from politicians.
- Benefits are not tangible at first which makes it difficult for politicians to prioritise active travel and health.
- Big Society’ and ‘localism’ should be considered. How this and other government legislation will impact on community involvement in transport provision.

#### General Comments

- The LTP3 lacks facts and figures about the benefits of health and active travel.
- Links need to be made with sustainable communities strategy.

### **Summary**

The main themes suggest that the LTAs need to integrate their transport planning approach to active travel with other Public Health organisations and service providers which will help promote the benefits and save money. Comments also raise the issue of health and active travel being low on the political agenda.

Overall, the forum was positive and it is apparent that there are opportunities for innovative thinking which will help the LTAs and Health organisations to prepare for the bleak financial

future. There are also many opportunities for low cost, big impact schemes that do not require hard engineering solutions. Positive changes to the LTP3 documents have been recommended which will be considered in due course.

## **Appendices**

### **Appendix 1: Public Consultation Survey Questions**

Overleaf is a copy of the paper Consultation Response Form that was provided with all paper copies of the Consultation on a draft strategy for South Hampshire” document.

The online consultation portal survey asked identical questions to this paper.

# Local Transport Plan 3 Consultation on a draft Strategy for South Hampshire

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## Consultation Response Form

The Local Transport Plan 3 (LTP3) emerging strategy document outlines the strategy and policy approach to transport provision and development in the South Hampshire sub-region for the years to 2031. This transport strategy is being developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as Transport for South Hampshire (TfSH).

This document is being circulated as part of the consultation process for the development of LTP3. Copies of this document are available from major libraries and from offices of the three local authorities who are producing the document. You can view, download, and give us your views about the document at the Transport for South Hampshire website, at the following address:

[www.tfsh.org.uk](http://www.tfsh.org.uk)

This form has been produced to enable those without access to the internet, or those who do not wish to use the online portal to provide us with their views on the LTP3 draft Strategy for South Hampshire.

Please follow the instructions (which are written in *italic text*) and enter your responses on this document, and post the completed document to the following address:

Freepost RSJS-XBZC-BXBS  
Joint LTP3 Strategy Consultation  
Transport for South Hampshire  
The Castle  
WINCHESTER  
SO23 8ZB

The consultation period on the LTP3 emerging strategy document will run for 12 weeks, from Thursday 8th July to Wednesday 29th September 2010. To ensure we register your response, please ensure that we receive your response form within this time period.

If you wish to contact us, please do so using the details below.

**Email:** [tfsh@hants.gov.uk](mailto:tfsh@hants.gov.uk)

**Telephone:** 01962 846778

**Section 1. Information about you**

**Question 1.** *Everyone should answer this question.*

**Are you a...**

- Member of the Public or a sole trader?  → *If you ticked this box, please go to Question 2*
- A representative of an organisation,  
business or other group?  → *If you ticked this box, please go to Question 3*
- An elected member of a council or Parliament?  → *If you ticked this box, please go to Question 4*

*(please tick one box)*

**Question 2.** *You should only answer this question if you are responding as a member of the public.*

**Data Protection**

We will not share personally identifiable information from members of the public with any organisation outside of Hampshire County, Portsmouth City and Southampton City Councils, and Transport for South Hampshire. This personal data will only be used for its original purpose, ie consultation on Local Transport Plan 3.

We will publish anonymised responses, parts of responses, or a summarised version of responses to the questions in Section 2 from members of the public, within our "Consultation Summary" document.

Your response will be stored electronically on a secure system for two years following the end of the consultation period.

**What is your home postcode?** .....

**How would you describe yourself?**

Male?                       Female?

*(please tick one box)*

**Is your gender identity the same as the gender you were assigned at birth?**

Yes                       No

**Are you aged...**

16 to 24?                       25 to 34?                       35 to 44?                       45 to 54?   
55 to 64?                       65 to 74?                       over 75?

*(please tick one box)*

**How would you describe your ethnic origin?**

White                       Mixed                       Black or Black British   
Asian or Asian British                       Any other ethnic group                       I would rather not say

*(please tick one box)*

**The Disability Discrimination Act (1995) defines a disabled person as: "a person who has or has had in the past a physical or mental impairment which has a substantial long term adverse effect on their ability to carry out normal day-to-day activities". Under this definition, do you consider yourself to be disabled?**

Yes                       No

*(please tick one box)*

*Now go to Question 5.*

**Question 3.** *You should only answer this question if you are responding as a representative of a business, organisation, or other group.*

**Public Disclosure**

This information, together with responses to later questions, will be made available to the public within our "Consultation Summary" document.

**Please state the name of the organisation you are answering for:**

.....

**Please state your name:** .....

*Now go to Question 5.*

**Question 4.** *You should only answer this question if you are an elected member of a council or Parliament.*

**Public Disclosure**

This information, together with responses to later questions, will be made available to the public within our "Consultation Summary" document.

**Please state the authority for which you are an elected member, and the ward/ electoral area which you represent:**

.....

**Please state your name**

.....

*Now go to Question 5.*

**Section 2. Your response to the Local Transport Plan 3 Emerging Strategy**

Everyone should answer all questions in this section which they wish to respond to.

**Public Disclosure**

We will publish the responses to the questions in this section, parts of the responses, or a summarised version of the response, within our "Consultation Summary" document

**Question 5. Do you agree with the transport vision for South Hampshire?**

Yes, I strongly agree       Yes, I agree       I neither agree nor disagree   
No, I disagree       No, I strongly disagree   
*(please tick one box)*

**Do you have any comments regarding the transport vision for South Hampshire?**

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*

**Question 6. Do you agree with the challenges facing South Hampshire that have been identified?**

Yes, I strongly agree       Yes, I agree       I neither agree nor disagree   
No, I disagree       No, I strongly disagree   
*(please tick one box)*

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*

**Question 7. Please indicate the priority by which each of the Transport Outcomes for South Hampshire should be addressed:**

Please tick the appropriate box for your priority for each transport outcome	Highest priority	High priority	Average priority	Low priority	Not a priority
Outcome 1: Increased modal share for public transport and active travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 2: Reduced need to travel and reduced dependence on the private car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 3: Improved journey time reliability for all modes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 4: Improved road safety within the sub-region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 5: Improved accessibility within and beyond the sub-region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 6: Improved air quality and environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 7: Promoting a higher quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*(please tick one box for each question)*

**Do you have any comments regarding the Transport Outcomes for South Hampshire that have been identified?**

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*



**Question 8. Please indicate the priority by which each of the Emerging Transport Policies A to M should be addressed:**

Please tick the appropriate box for your priority for each policy.	Highest priority	High priority	Average priority	Low priority	Not a priority
Policy A ("Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy B ("To optimise the capacity of the highway network and improve journey time reliability for all modes")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy C ("To achieve and sustain a high quality, resilient and well-maintained highway network for all")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy D ("To deliver improvements in air quality")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy E ("To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy F ("To improve road safety across the sub-region")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy G ("To promote active travel modes and develop supporting infrastructure")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy H ("To deliver high quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy I ("To further develop the role of water-borne transport within the sub-region and across the Solent")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy J ("To deliver targeted investment in rail infrastructure and service improvements")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy K ("To work with Local Planning Authorities to integrate planning and transport")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy L ("To deliver high quality public realm improvements")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy M ("To safeguard and enable the future delivery of highway improvements within the sub-region")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*(please tick one box for each question)*

**Do you have any comments regarding the Emerging Transport Policies for South Hampshire that have been identified?**

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*

**Now go to Question 9.**

**Question 9. Of the potential options for delivery listed within Policies A to M, which measures would you MOST like to see delivered? Please explain the reasons for your views.**

*Please make sure you state which policies your responses relate to.*

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*

**Question 10. Of the potential options for delivery listed within Policies A to M, which measures would you LEAST like to see delivered? Please explain the reasons for your views.**

*Please make sure you state which policies your responses relate to.*

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*

**Now go to Section 3.**

**Section 3. Keeping you informed about LTP3**

**Do you wish us to contact you if we need to clarify or discuss your response?**

Yes                       No

*(please tick one box)*

**Do you wish us to inform you when we publish documents as part of the LTP3 programme?**

Yes                       No

*(please tick one box)*

**Please provide us with your preferred contact details**

.....

*Thank you for your response. Please post this form to the address given on the first page of this form.*