

Public Document Pack

# COUNCIL APPENDICES

Wednesday, 16th March, 2011  
at 2.00 pm

APPENDICES ATTACHED TO THE LISTED REPORTS

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**5 EXECUTIVE BUSINESS**

- Decisions taken by Cabinet between December 2010 and February 2011

**9 LOCAL TRANSPORT PLAN 3**

- Local Transport Plan 3 – TfSH Consultation Summary Document
- Agreed LTP3 South Hants Joint Strategy

**10 ADOPTION OF THE SAFE CITY PARTNERSHIP PLAN 2011/12**

- Draft Safe City Partnership Annual Plan 2011-12

TUESDAY, 8 MARCH 2011

SOLICITOR TO THE COUNCIL

### **DECISIONS BY CABINET 22<sup>nd</sup> NOVEMBER 2010**

On consideration of the following reports, Cabinet on the 22<sup>nd</sup> November agreed the following:

### **CORPORATE FINANCIAL MONITORING FOR THE PERIOD TO THE END OF SEPTEMBER 2010**

#### **General Fund**

- (i) Note the current General Fund revenue budget monitoring position for the General Fund 2010/11 as at Month 6 (September), which is a forecast over spend at year end of £293,900 against the budget approved by Council on 17<sup>th</sup> February 2010. This can be compared against the reported over spend at Month 3 of £1,123,600; an improvement of £829,700.
- (ii) Note that the baseline forecast over spend for portfolios is £4,302,200.
- (iii) Note that portfolios continue to take remedial action to manage a number of the corporate and key issues highlighted in this report and that the financial impact is reflected in the forecast position..
- (iv) Note that the Risk Fund includes £3.3M to cover service related risks, and that the estimated draw at Month 6 is £3.0M to cover expenditure which is included within the baseline forecast portfolio over spend of £4.3M. At this stage of the year, it has been prudently assumed that a further draw of £365,500 may be required in 2010/11 and consequently that the Risk Fund will be fully utilised.
- (v) Note that the Revenue Development Fund now totals £3.6M following the allocation of a further £1.3M in 2010/11 to portfolios. At this stage of the year it has been prudently assumed that the remainder of the Fund will be fully utilised, with the exception of £450,000. This was earmarked for the Building Schools for the Future Programme which has been halted by the Government.
- (vi) Note that it has been assumed that the contingency of £250,000 will be fully utilised by the end of 2010/11.
- (vii) Note the forecast includes an approved carry forward for Central Repairs & Maintenance as agreed by Full Council.
- (viii) Note the performance to date with regard to the delivery of the agreed savings proposals approved for 2010/11 as detailed in Appendix 10.
- (ix) Note the performance against the financial health indicators detailed in Appendix 11.

- (x) Note the performance outlined in the Quarterly Treasury Management Report attached as Appendix 12 and specifically that the indicator relating to the ratio of financing costs to the net revenue stream has been reviewed and amended to 10.0% as outlined in paragraph 16. This amendment will be reflected in the next revision to the Treasury Management Strategy.

### **Housing Revenue Account**

- (xi) Note the current HRA budget monitoring position for 2010/11 as at Month 6 (September), which is a forecast under spend at year end of £1,300 against the budget approved by Council on 17<sup>th</sup> February 2010, as outlined in paragraph 17. This can be compared against the reported over spend at Month 3 of £154,200; an improvement of £152,900.

### **SECOND QUARTER PERFORMANCE MONITORING FOR 2010/11 CORPORATE PLAN**

- (i) Note that 68% of Performance Indicators that are the responsibility of the Council and 93% of the Commitments set out in the 2010/11 Corporate Plan are reported to be on target at the end of September 2010.
- (ii) Ensure that appropriate actions are in place by the end of December 2010 for all areas where significant variances have been reported, where no targets have been set, or where monitoring information was not available at the end of September 2010.

### **SOUTHAMPTON LOCAL ECONOMIC ASSESSMENT**

- (i) To delegate authority to the Executive Director, Corporate Policy and Economic Development following consultation with the Leader of the Council to consult on the draft Local Economic Assessment for Southampton; and
- (ii) To delegate authority to the Executive Director, Corporate Policy and Economic Development following consultation with the Leader of the Council to take any other action necessary to meet the Council's obligations under the Local Democracy, Economic Development and Construction Act 2009 in respect the duty to produce a Local Economic Assessment (LEA).

### **COURT LEET PRESENTMENTS 2010**

- (i) That the initial officer responses to the Presentments approved by the Court Leet Jury as set out in Appendix 1 to the report be noted; and
- (ii) That individual Cabinet Members ensure that responses are made to Presenters regarding presentments within their portfolios as appropriate and as soon as practically possible

## PRIMARY SCHOOL REVIEW: PHASE 2 STATUTORY CONSULTATION

- 1 To note the outcome of the pre-statutory consultation as set out in Appendix 1 of this report.
- 2 To make the following statutory proposals for changes to primary education in the city by enlarging the following schools in September 2011.
  - (i) The enlargement by 15 places (0.5FE – forms of entry) per year group of Bassett Green Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 315 to 420 by September 2017.
  - (ii) The enlargement by 30 places (1FE – form of entry) per year group of Glenfield Infant School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (90 places) per year group, and increasing the net capacity from 179 to 270 by September 2013.
  - (iii) The enlargement by 10 places (0.33FE – forms of entry) per year group of Highfield CE Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.16FE (35 places) to 1.5FE (45 places) per year group, and increasing the net capacity from 233 to 315 by September 2017. This enlargement would be carried out in conjunction with the CE diocese of Winchester.
  - (iv) The enlargement by 15 places (0.5FE – forms of entry) per year group of Kanes Hill Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 315 to 420 by September 2017.
  - (v) The enlargement by 30 places (1FE – forms of entry) per year group of Moorlands Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1FE (30 places) to 2FE (60 places) per year group, and increasing the net capacity from 210 to 420 by September 2017.
  - (vi) The enlargement by 30 places (1FE – forms of entry) per year group of Shirley Warren Primary School, with implementation from 1 September

2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1FE (30 places) to 2FE (60 places) per year group, and increasing the net capacity from 210 to 420 by September 2017.

- 3 To make the following statutory proposals for changes to primary education in the city by enlarging the following schools in September 2012
- (i) The enlargement by 15 places (0.5FE – forms of entry) per year group of Banister Primary School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 162 to 420 by September 2018.
  - (ii) The enlargement by 30 places (1FE – form of entry) per year group of Fairisle Infant School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 270 to 360 by September 2014.
  - (iii) The enlargement by 30 places (1FE – form of entry) per year group of Fairisle Junior School, with implementation from 1 September 2015, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 360 to 480 by September 2018. This proposal is to be treated as linked to 3(ii) above.
  - (iv) The enlargement by 15 places (0.5FE – forms of entry) per year group of Harefield Primary School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 315 to 420 by September 2017.
  - (v) The enlargement by 30 places (1FE – form of entry) per year group of Tanners Brook Infant School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 270 to 360 by September 2014.
  - (vi) The enlargement by 30 places (1FE – form of entry) per year group of Tanners Brook Junior School, with implementation from 1 September 2015, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 360 to 480 by September 2018.

This proposal is to be treated as linked to 3(v) above

- (vii) The enlargement by 30 places (1FE – form of entry) per year group of Valentine Infant School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 270 to 360 by September 2014.

- (viii) Linked to this is the enlargement by 30 places (1FE – form of entry) per year group of Heathfield Junior School, with implementation from 1 September 2015, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 359 to 480 by September 2018.

This proposal is to be treated as linked to 3(vii) above.

- (ix) The enlargement by 30 places (1FE – form of entry) per year group of Sholing Infant School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (90 places) per year group, and increasing the net capacity from 174 to 270 by September 2014.

- (x) Linked to this is the enlargement by 30 places (1FE – form of entry) per year group of Sholing Junior School, with implementation from 1 September 2015, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (120 places) per year group, and increasing the net capacity from 239 to 360 by September 2018.

This proposal is to be treated as linked to 3(ix) above

- (xi) The enlargement by 15 places (0.5FE – forms of entry) per year group of St Patrick's Catholic Primary School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 315 to 420 by September 2017. This enlargement would be carried out in conjunction with the RC diocese of Portsmouth.

- (xii) The enlargement by 30 places (1FE – forms of entry) per year group of St Mark's CE Primary School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (90 places) per year group, and increasing the net capacity from 459 to 630 by September 2017.

This enlargement would be carried out in conjunction with the CE diocese of Winchester.

- 4 To note enlargements to the following schools which do not need statutory proposals, but will be actioned through the annual admissions process in due course.
  - (i) The enlargement by 30 places (1FE – form of entry) per year group of Beechwood Junior School, with implementation from 1 September 2014, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (90 places) per year group, and increasing the net capacity from 311 to 360 by September 2017. This proposal is to be treated as linked to 2(ii) above.
  - (ii) The enlargement by 30 places (1FE – forms of entry) per year group of Mansel Park Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1FE (30 places) to 2FE (60 places) per year group, and increasing the net capacity from 358 to 420 by September 2017.
- 5 To delegate authority to the executive Director of Children’s Services & Learning, following consultation with the Cabinet Member for Children’s Services & Learning to do anything necessary to give effect to the recommendations in this report.
- 6 To delegate authority to the executive Director for Children’s Services & Learning in consultation with the Solicitor to the Council to take any action necessary to comply with the requirements of the Schools Standards & Frameworks Act 1998 and associated legislation, including but not limited to the publication of Statutory Notices and compliance with statutory representation procedures, to give effect to the recommendations in this report.

## **ESTATE REGENERATION PROGRAMME**

- (i) To delegate to the Solicitor to the Council to amend, finalise and sign the Development Agreements with the preferred developers for each of the three sites within Phase 2 Estate Regeneration Programme with the respective preferred bidders comprising:
  - (a) Lot 1 Exford Avenue Shopping Parade: Lovell Partnerships Limited /First Wessex Housing Association.
  - (b) Lot 3 Laxton Close: Lovell Partnerships Limited /First Wessex Housing Association.
  - (c) Lot 4 Meggeson Avenue: Lovell Partnerships Limited/First Wessex Housing Association.
- (ii) Lot 2 Cumbrian Way: Not to award.



- (iii) Delegate authority to the Head of Property and Procurement to negotiate and agree the purchase of each of the parcels of land shown edged red on Appendices 1 – 3 (being Exford Avenue Shopping Parade, 222-252 Meggeson Avenue and 5 – 92 Laxton Close)
- (iv) (a) That subject to reasonable attempts to negotiate the acquisition of each of the parcels of land referred to in paragraph 3 above respectively having failed, that the Solicitor to the Council be authorised to make Compulsory Purchase Orders to acquire those relevant parcels of land and any necessary rights for the following parcels of land, all being within the Council's Phase 2 Estate Regeneration Programme:
  - 1. Exford Avenue Shopping Parade as shown edged red on the map in Appendix 1.
  - 2. 222-252 Meggeson Avenue as shown edged red on the map in Appendix 2.
  - 3. 5 – 92 Laxton Close as shown edged red on the map in Appendix 3.

under Section 226(1) (a) Town & Country Planning Act 1990 for the purpose of facilitating the carrying out of redevelopment and improvement of the land.

(b) The Solicitor to the Council be authorised to approve the basis of each Statement of Reasons for making the Compulsory Purchase Orders as set out in Appendices 4 to 6.

- (v) The Solicitor to the Council be authorised to:
  - (a) To make, advertise and secure confirmation and implementation of the Compulsory Purchase Orders referred to in paragraph 3(a) above.
  - (b) To acquire interests in or rights over the land shown edged red on Appendices 1 - 3 either by agreement or compulsorily.
  - (c) To amend all or any of the Statements of Reasons referred to in paragraph 4(b) above as required.
  - (d) To approve agreements with land owners setting out the terms for withdrawal of any objections to any of the Compulsory Purchase Orders (to include payment of compensation), including where appropriate seeking exclusion of land from any Order.
  - (e) To approve (once vacant possession and planning permission has been obtained) the service of a Final Demolition Notice and the demolition of the buildings and structures on the land edged red in Appendices 1 to 3.

## **THE DISPOSAL OF LAND AT BROADLANDS ROAD AND RE-PROVISION OF ALLOTMENTS AT BRICKFIELD ROAD**

- (i) To approve in principle the sale terms of the Broadlands Road allotment site to Southampton University, subject to Secretary of State Consent.
- (ii) To approve the conversion of the land at Brickfield Road into replacement allotment plots, subject to Planning Approval.
- (iii) To delegate authority to Head of Property & Procurement after consultation with the Executive Director for Neighbourhoods to take any such action as considered necessary to facilitate the conversion of the Brickfield Road site into allotments and for the disposal of the Broadlands Road sit

## **DECISIONS BY CABINET 20<sup>TH</sup> DECEMBER 2010**

On consideration of the following reports, Cabinet on the 20<sup>th</sup> December agreed the following:

### **APPROVAL TO GRANT DELEGATED POWERS TO OFFICERS AND MEMBERS WITHIN THE FRAMEWORK OF THE RECENT NHS WHITE PAPER**

- (i) To delegate to the Executive Director for Health and Adult Social Care, after consultation with the Cabinet Member for Adult Social Care and Health, authority to take any decision and/or develop approaches that commit Council resources that are within budget and policy to deliver better outcomes for local people and support the aims of the NHS White Paper – Equity and Excellence: Liberating the NHS.

### **ENDORSEMENT OF STATEMENTS OF PURPOSE: ADOPTION, FOSTERING AND PRIVATE FOSTERING SERVICES**

- (i) To approve the Statements of Purpose for the Council's Adoption, Fostering and Private Fostering Services as set out in Appendices 1-3.

### **HOUSING REVENUE ACCOUNT CAPITAL PROGRAMME PROJECT APPROVAL PHASE III**

- (i) To approve a virement of £720,000 from the 2011/12 uncommitted provision for "decent homes plus funding – future years" to the sheltered communal improvements budget and, in accordance with finance procedure rules, to give approval to spend the £720,000 on improvements to Rozel Court, Sarnia Court, James Street, Milner Court and Neptune Court.
- (ii) To approve a virement of £1.6M from the 2010/11 "Decent homes future works" budget with the following sums being added to the 2010/11 budgets for:
  - Decent Homes works in Harefield - £767,000
  - Decent Homes work in Central - £583,000
  - Decent homes work to supported housing - £250,000
- (iii) To approve, in accordance with Financial Procedure Rules an overall increase in the approval to spend on these 3 schemes in the sums set

out above.

### **HOUSING STRATEGY 2011-2015 AND HOUSING REVENUE ACCOUNT BUSINESS PLAN 2010-2040**

- (i) To agree the process and timetable for approval of the Southampton Housing Strategy 2011 - 2015 and Housing Revenue Account Business Plan 2010 – 2040.
- (ii) To approve the Housing Issues Paper attached in Appendix 1.

### **AUTHORITY TO ADVERTISE PROPOSED DISPOSAL BY LEASE OF LAND AT ABBEY HILL TO WESTON SAILING CLUB**

- (i) To authorise the Solicitor to the Council to advertise the proposed disposal by lease renewal of land at Abbey Hill to Weston Sailing Club for two consecutive weeks in a local newspaper.
- (ii) Should any objections be received, to bring a subsequent report and refer these objections to Cabinet for a decision

### **AUTOMATION OF ITCHEN BRIDGE TOLL COLLECTION SERVICE**

- (i) To implement an automated toll collection service for Itchen Bridge
- (ii) To delegate authority to the Executive Director of Environment, following consultation with the Solicitor to the Council and Executive Director of Resources, to take any necessary action to give effect to recommendation (i) above, including but not limited to undertaking any and all necessary procurement activities in compliance with Contract Procedure Rules (including award of contract and all associated or ancillary matters), making necessary changes to the relevant Toll Orders made under the Hampshire Act 1983 (including determination of objections following advertisement of proposed changes) and consulting upon and implementing all necessary service, staffing and organisational structure changes necessary to implement the project.
- (iii) To approve, in accordance with Financial Procedure Rules, capital expenditure, as set out in confidential Appendix 2, subject to Council approving the addition of the Itchen Bridge Toll Automation scheme to the Environment and Transport Capital Programme in February 2011. This scheme will be funded by a combination of borrowing and contributions from the Itchen Bridge Major Maintenance Fund, as set out in the confidential appendix.
- (iv) To consult with staff and unions on the automation, which will lead to a need for restructuring of the service and potential staffing reductions. Redeployment of affected employees will be a priority

### **AUTHORITY TO ADVERTISE PROPOSED DISPOSAL OF MAYFIELD LODGE**

- (i) To authorise the Solicitor to the Council to advertise the proposed disposal of Mayfield Lodge for two consecutive weeks in a local newspaper.
- (ii) Should any objections be received, to bring a subsequent report and refer these objections to Cabinet for determination.

## **DECISIONS BY CABINET 17<sup>TH</sup> JANUARY 2011**

**All items were confidential**

## **DECISIONS BY CABINET 7<sup>TH</sup> FEBRUARY 2011**

On consideration of the following reports, Cabinet on the 7<sup>th</sup> February agreed the following:

### **HOUSING REVENUE ACCOUNT BUDGET REPORT**

- (i) To consider the report and agree that the Recommendations be made to Council at the meeting on 16 February 2011.

## **GENERAL FUND CAPITAL PROGRAMME – 2011/12/ TO 2013/14**

- (i) Approve the revised General Fund Capital Programme (which totals £219.5M as detailed in paragraph 4) and use of resources.
- (ii) Approve the over programming of £9.2M as detailed in paragraph 11 which is within the previously approved tolerances.
- (iii) Add £1.4M to the Leader's capital programme in 2011/12 for the following schemes to be funded by revenue:
  - Major Site Development Posts - £150,000
  - Watermark West Quay - £346,000
  - West Quay Site B Phase 2 - £37,000
  - Royal Pier - £445,000
  - Town Depot - £381,000
  - Former Tyrrell & Green Site - £60,000
  - Fruit & Vegetable Market - £25,000
- (iv) Add £3.8M to the Environment & Transport capital programme in 2011/12 for the following works to be funded by government grants (LTP Settlement):
  - Roads & Other Highways - £1,923,000
  - Integrated Transport - £1,900,000
- (v) Add £2,649,000 to the Environment & Transport capital programme in 2011/12 for roads to be funded by revenue.
- (vi) Add £2,054,000 to the Environment & Transport capital programme in 2011/12 for Roads to be funded by Council Resources (Highways Borrowing).

- (vii) Add £1.0M to the Environment & Transport capital programme for the Itchen Bridge Toll Automation - £150,000 in 2010/11 and £850,000 in 2011/12, to be funded by council resources (unsupported borrowing) £510,000 and contributions £490,000.
- (viii) Add £920,000 to the Environment & Transport capital programme for the following schemes to be funded by revenue:
  - Congestion Relief - £100,000 in 2011/12
  - Pavement Works - £200,000 in 2010/11 and £550,000 in 2011/12
  - St Denys Footway & Lighting - £70,000 in 2010/11
- (ix) Add £800,000 to the Environment & Transport capital programme in 2011/12 for the following schemes to be funded by contributions:
  - Civic Centre Place - £625,000
  - Legible Cities - £175,000
- (x) Add £310,000 to the Adult Social Care & Health capital programme in 2011/12 for the following schemes to be funded by revenue:
  - Care Standards and Health & Safety £260,000
  - Essential Appliances and Equipment £50,000
- (xi) Add an additional £50,000 to the Local Services & Community Safety capital programme for the Daisy Dip scheme to be funded by council resources (Aster House capital receipt).
- (xii) Note that the revised General Fund Capital Programme takes into account the Comprehensive Spending Review (CSR) for 2011/12 and future years.

#### **GENERAL FUND REVENUE BUDGET – 2011/12 TO 2013/14**

- (a) Note the position on the estimated outturn and revised budget for 2010/11 as set out in paragraphs 5 to 11
- (b) Approve that the Executive Director for Health & Adult Social Care enter into an agreement with NHS Southampton City (NHSSC) under section 256 of the National Health Act 2006 for a period of two years and three months. Under the agreement NHSSC will transfer budget to the Council to spend on services that benefit health as directed within the Local Government Finance Settlement announced on 13<sup>th</sup> December 2010 and notification from Department of Health on 4<sup>th</sup> January in respect of 2010/11. The sums to be transferred by NHSSC and for inclusion within the Council's budget are £776,200, £3.1M and £3.0M in 2010/11, 2011/12 and 2012/13 respectively.
- (c) Note the position on the forecast roll forward budget for 2011/12 as set out in paragraphs 13 to 23.
- (d) Note and approve the arrangements made by the Leader, in accordance with the Local Government Act 2000, for the Cabinet Member for Resources and

Workforce Planning to have responsibility for financial management and budgetary policies and strategies, and that the Cabinet Member for Resources and Workforce Planning will, in accordance with the Budget & Policy Framework Rules as set out in the Council's Constitution, be authorised accordingly to finalise the Executive's proposals in respect of the Budget for 2011/12, in consultation with the Leader, for submission to Full Council on 16<sup>th</sup> February 2011.

- (e) Recommends that Full Council
- i) Notes the Consultation process that was followed as outlined in Appendix 1.
  - ii) Approves the revised estimate for 2010/11 as set out in Appendix 2.
  - iii) Approves the use of £0.5M of in year under spends to increase the organisational Development Reserve in 2010/11 to ensure that adequate provision is made for the costs associated with the implementation of staff related savings.
  - iv) Notes the position on the forecast roll forward budget for 2011/12 as set out in paragraphs 13 to 23.
  - v) Approves an additional draw from General Fund Balances of up to £0.5M in 2011/12 if required during the year.
  - vi) Approves the Invest to Save Bids set out in Appendix 3.
  - vii) Approves the revenue pressures and revenue developments as set out in Appendices 4 and 5.
  - viii) Approves the efficiencies, income and service reductions as set out in Appendix 6.
  - ix) Approves the changes to staff terms and conditions set out in Appendix 7.
  - x) Approves the dismissal and re-engagement of staff in order to implement the changes to terms and conditions in the event that a collective agreement cannot be reached with the Unions.
  - xi) Delegates authority to the Chief Executive as Head of Paid Service in consultation with the Chief Financial Officer (CFO) and the Solicitor to the Council to take any steps in connection with amendments to the Terms and Conditions changes, the negotiation of any potential changes with the Unions and any process associated with the implementation of these changes.
  - xii) Delegates authority to the CFO in consultation with the Solicitor to the Council to make changes to the budget for 2011/12 to reflect negotiated

changes to the proposals or if a collective agreement cannot be reached with the Unions

- xiii) Notes that the Independent Remuneration Panel are currently being convened so that they may review and make recommendations on Members' Allowances to Standards and Governance Committee and thereafter Full Council before September 2011 as required by the law.
- xiv) Approves the General Fund Revenue Budget as set out in Appendix 8, which assumes a council tax freeze.
- xv) Delegates authority to the CFO to action all budget changes arising from the approved pressures, bids, efficiencies, income and service reductions and incorporate any other approved amendments into the General Fund estimates.
- xvi) Notes that after taking these items into account, there is an estimated General Fund balance of £5.1M at the end of 2013/14 as detailed in paragraph 54.
- xvii) Delegates authority to the CFO, in consultation with the Solicitor to the Council, to do anything necessary to give effect to the Recommendations in this report.
- xviii) Sets the Budget Requirement for 2011/12 at £190,688,500.
- xix) Notes the estimates of precepts on the Council Tax collection fund for 2011/12 as set out in Appendix 10
- xx) Notes the Medium Term Forecast as set out in Appendix 11.
- xxi) Authorises the Chief Executive and Chief Officers to pursue the development of the options for efficiencies, income and service reductions as set out in Appendix 6 for the financial years 2012/13 and 2013/14 and continue to develop options to close the remaining projected gaps in those years.

## **DECISIONS BY CABINET 14<sup>TH</sup> FEBRUARY 2011**

On consideration of the following reports, Cabinet on the 14<sup>th</sup> February agreed the following:

### **THIRD QUARTER PERFORMANCE MONITORING FOR 2010/11 CORPORATE PLAN**

- (i) To note that 66% of Performance Indicators that are the responsibility of the Council and 93% of the Commitments set out in the 2010/11 Corporate Plan are reported to be on target at the end of December 2010, and

- (ii) To ensure that, appropriate actions are in place by the end of March 2011 to improve performance for all areas where significant variances have been reported.

## **CORPORATE REVENUE FINANCIAL MONITORING FOR THE PERIOD TO THE END OF DECEMBER 2010**

### **General Fund**

It is recommended that Cabinet:

- (i) Note the current General Fund revenue budget monitoring position for the General Fund 2010/11 as at Month 9 (December), which is a forecast under spend at year end of £1.1M against the budget approved by Council on 17<sup>th</sup> February 2010, as outlined in paragraph 4. This can be compared against the reported over spend at Month 6 of £293,900; an improvement of £1.4M.
- (ii) Note the transfer of £776,200 of funding to the Council from NHS Southampton City, the impact of which, (subject to approval by Cabinet to enter into an agreement with NHS Southampton City), will be reflected in future monitoring reports (iii) Note that the baseline forecast over spend for portfolios is £3.9M.
- (iv) Note that portfolios continue to take remedial action to manage a number of the corporate and key issues highlighted in this report and that the financial impact is reflected in the forecast position.
- (v) Note the corporately agreed decision taken to put in place a spend moratorium on non essential expenditure for the final quarter of the financial year.
- (vi) Note that the Risk Fund includes £3.3M to cover service related risks, and that the estimated draw at Month 9 is £4.1M to cover expenditure which is included within the baseline forecast portfolio over spend of £3.9M. (vii) Note that the Revenue Development Fund totals £3.6M. Expenditure has been reviewed and it is forecast that the remainder of the Fund will be fully utilised, with the exception of £450,000. This was earmarked for the Building Schools for the Future Programme which has been halted by the Government.
- (viii) Note that £49,500 has been allocated from the contingency to fund the recommendations contained in the 2010/11 Grants to Voluntary Organisations report as approved by Cabinet on 21<sup>st</sup> June 2010.
- (ix) Note that it has been assumed that the remaining contingency of £210,500 will be fully utilised by the end of 2010/11.
- (x) Note the forecast does not include the impact of potential carry forwards which at Month 9 total £65,000, which if approved by Full Council as part of the Outturn report to be presented in July would be a draw on balances.
- (xi) Note that an addition to the Organisational Development Reserve of £0.5M is to be recommended in order to ensure that adequate provision is made for the



costs associated with the implementation of staff related savings. This will serve to reduce the forecast addition to balances from £1.1M to £600,000.

- (xii) Note the performance to date with regard to the delivery of the agreed savings proposals approved for 2010/11 as detailed in Appendix 10.
- (xiii) Note the performance against the financial health indicators detailed in Appendix 11.
- (xiv) Note the performance outlined in the Quarterly Treasury Management Report attached as Appendix 12.

### **Housing Revenue Account**

It is recommended that Cabinet:

- (xv) Note the current HRA budget monitoring position for 2010/11 as at Month 9 (December), which is a forecast under spend at year end of £127,800 against the budget approved by Council on 17<sup>th</sup> February 2010, as outlined in paragraph 19. This can be compared against the reported over spend at Month 6 of £1,300; an improvement of £129,100.

### **PROVISION OF STREET HOMELESSNESS PREVENTION**

- (i) To continue to deliver a service to prevent street homelessness in Southampton;
- (ii) To deliver the service in house as part of SCC Homelessness Services;
- (iii) To delegate authority to the Head of Housing Solutions following consultation with the Solicitor to the Council and the Head of Organisational Development to TUPE in those staff from the current provider SVS, who meet the statutory TUPE requirements in line with Southampton's TUPE Protocol; and
- (iv) To delegate to the Executive Director of Neighbourhoods, following consultation with the Cabinet Member for Housing, the Solicitor to the Council and the Executive Director of Resources, authority to do anything necessary to effect the recommendations in the report.

### **TO DEVELOP A SHARED FINANCIAL ARRANGEMENT AND INTEGRATED COMMISSIONING OF LEARNING DISABILITY SERVICES WITH NHS SOUTHAMPTON CITY OR A RELEVANT NGS SUCCESSOR BODY**

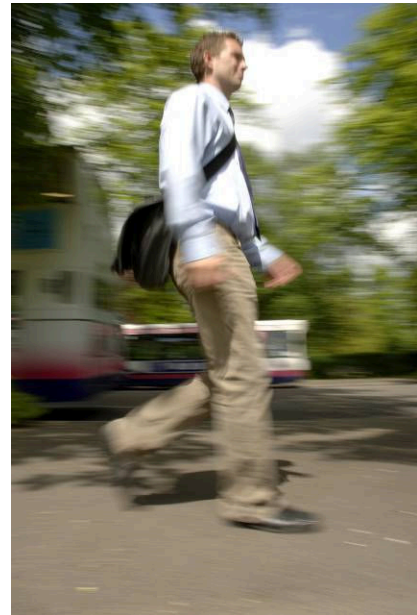
- (i) To enter into a partnership agreement between the Council and NHSSC or relevant successor body for a period of ten (10) years from 1<sup>st</sup> April 2011 upon such terms as the Solicitor to the Council considers reasonable under Section 75 National Health Services Act 2006 and enable the Council to act as lead partner for the Integrated Commissioning of Learning Disability Services and relevant financial arrangements;
- (ii) To delegate authority to the Executive Director of Health and Adult Social Care to enter into this partnership arrangement and approve future variations to the agreement; and

- (iii) To delegate authority to the Executive Director of Health and Adult Social Care to establish a Partnership Board to manage the partnership Arrangements and to agree the constitution and terms of reference for the Partnership Board.

### **CONCESSIONARY FARES 2011/12**

- (i) To reimburse operators at a rate of 47.6p in the £, plus 7.5p per generated journey, in accordance with the guidance given by the Department for Transport (DfT);
- (ii) To revise the ticket types used in the calculation of the average fare to include day tickets and carnet (multi-trip tickets) in addition to single and returns, as per the guidance issued by the DfT;
- (iii) To delegate authority to the Head of Planning and Sustainability, in consultation with the Chief Financial Officer, to reimburse smaller operators at a fixed rate by agreement between the parties;
- (iv) To delegate authority to the Head of Planning and Sustainability in consultation with the Solicitor to the Council and the Chief Financial Officer, following consultation with the Cabinet Members for Environment and Transport and Resources and Workforce Planning to make any necessary variations or changes to the 2011/12 scheme arising from any outstanding appeals to take any action necessary to give effect to the recommendations including but not limited to the service of statutory Notices (including Variation and Participation Notices) and participation in and determination of any appeal against the proposed Concessionary Fares Scheme or reimbursement arrangements for 2011/12; and
- (v) To delegate authority to Head of Planning and Sustainability, in consultation with the Solicitor to the Council and the Chief Financial Officer, following consultation with the Cabinet Members for Environment and Transport and Resources and Workforce Planning, to determine and approve payment of any substantiated operator claims for additional capacity and capital costs, in accordance with Financial Procedure Rules.

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



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.

## Table of Contents

Executive Summary .....	4
Introduction .....	6
What is Local Transport Plan 3? .....	6
South Hampshire LTP3 Joint Strategy .....	7
South Hampshire LTP3 Strategy Consultation Activities.....	8
“Local Transport Plan 3: Consultation on a draft strategy for South Hampshire” document.....	8
Consultation materials and activities .....	8
Online and written response survey .....	9
Presentations to stakeholders.....	10
Stakeholder consultation events.....	11
Email Publicity .....	13
Other consultation activities .....	16
South Hampshire LTP3 Strategy Consultation Responses .....	17
Public Consultation Survey Responses .....	18
Statistics on Responses.....	18
Summary of feedback from consultation events .....	33
Appendices .....	43
Appendix 1: Public Consultation Survey Questions .....	43

## 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.

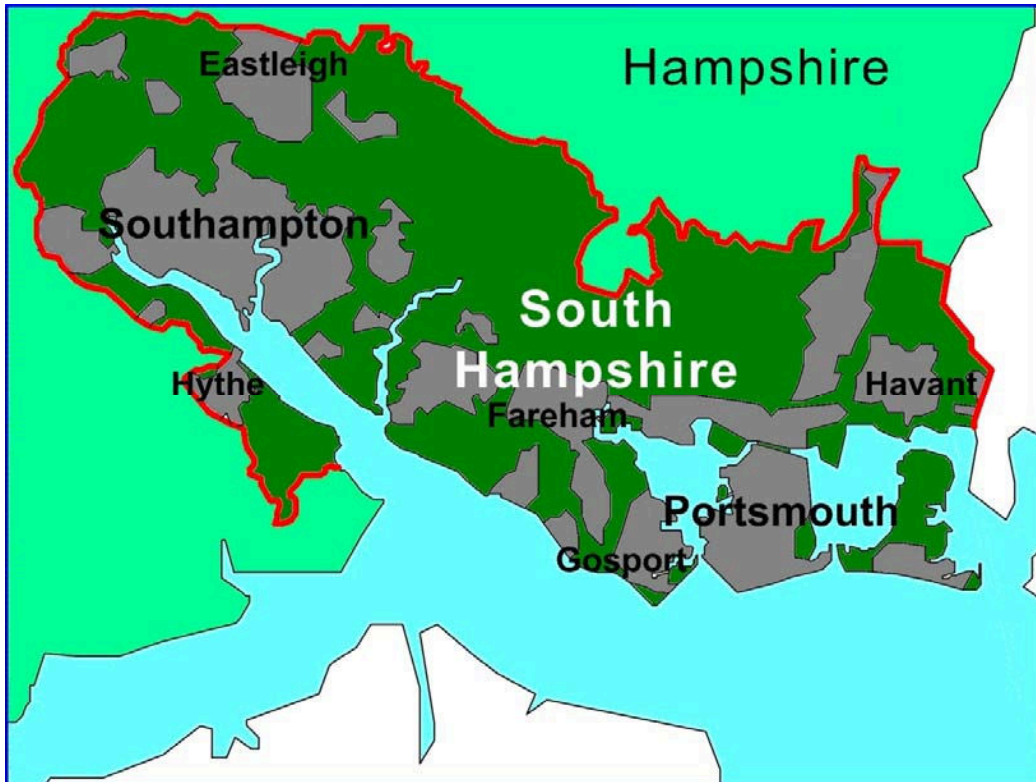
The South Hampshire LTP3 joint strategy sets out the vision, outcomes and policies for transport that the three local authorities agree to pursue in the South Hampshire area for up to the next 20 years.

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:

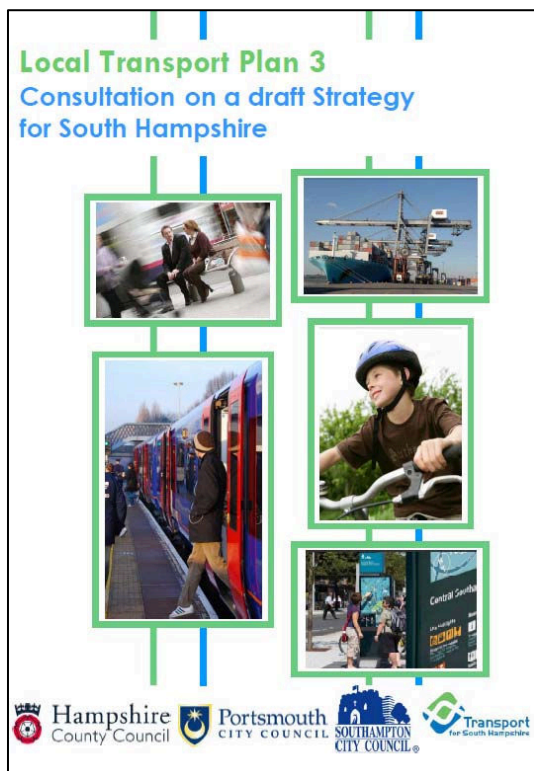
- A shared joint strategy and shared transport policies to be adopted by each authority, providing a common approach to transport across South Hampshire; and
- An individual implementation plan, detailing how these policies will be put into action through transport schemes and maintenance at a local 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/ltp-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](#).

<b>Presentation Date</b>	<b>Audience</b>	<b>Presented by</b>	<b>Location</b>
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.

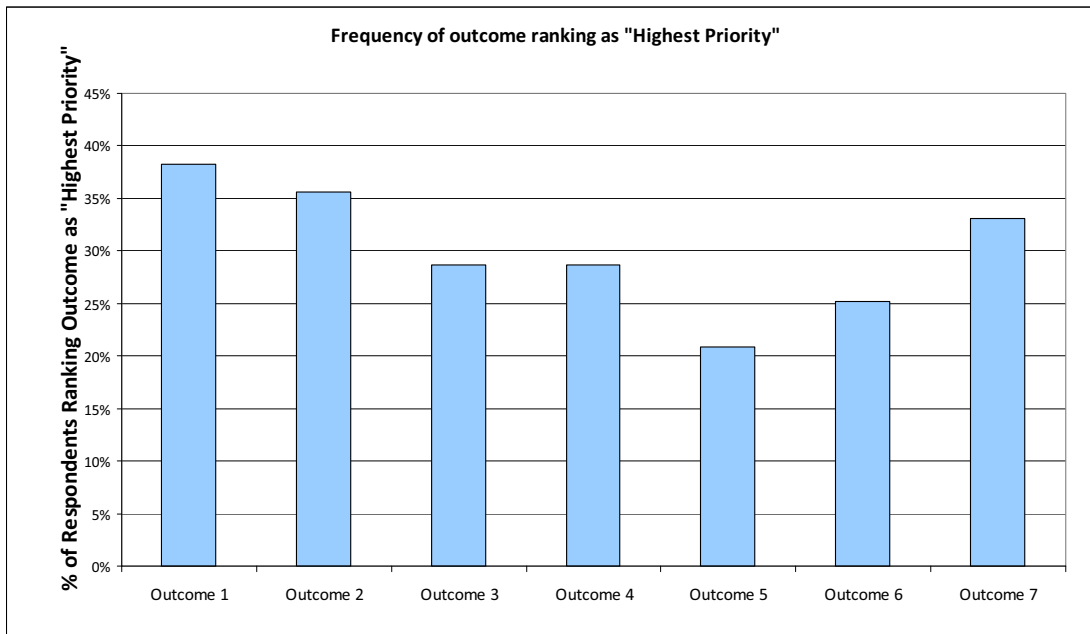
#### Transport Outcome Priority

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

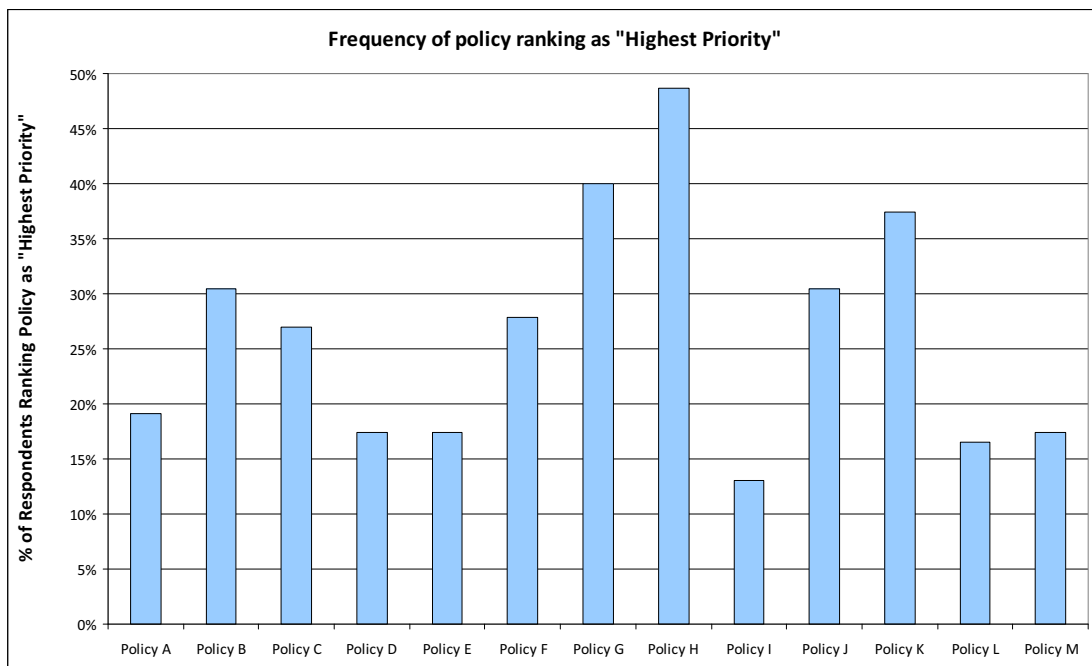
Respondents were asked to identify the priority which should be accorded to each of the 13 transport policies proposed in the draft Joint Strategy consultation document. The transport policies were as follows:

- 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").

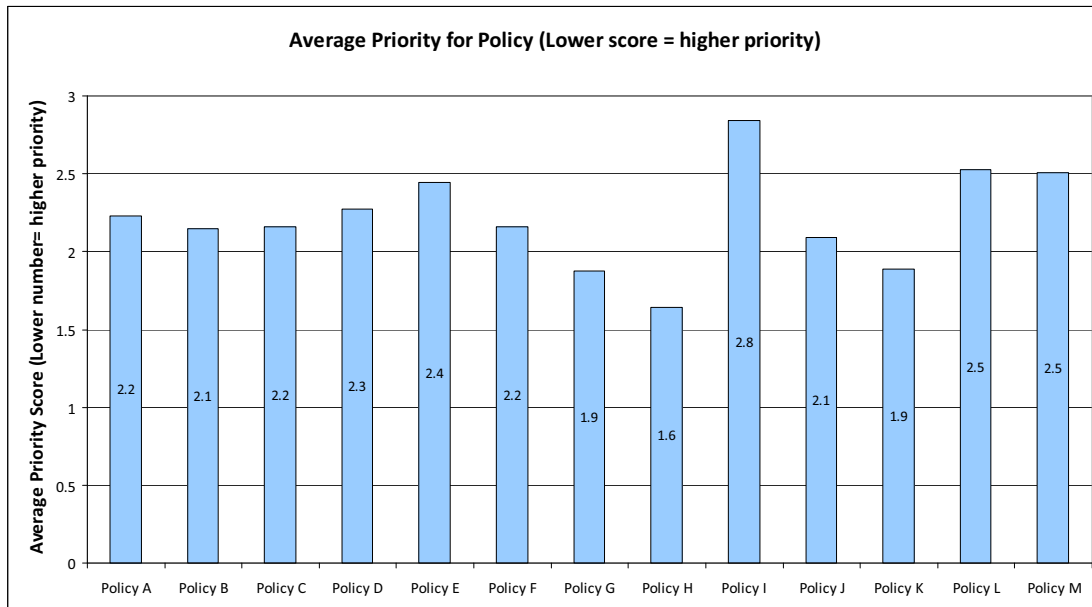
Respondents could give each policy one of the following priorities for delivery:

- 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:

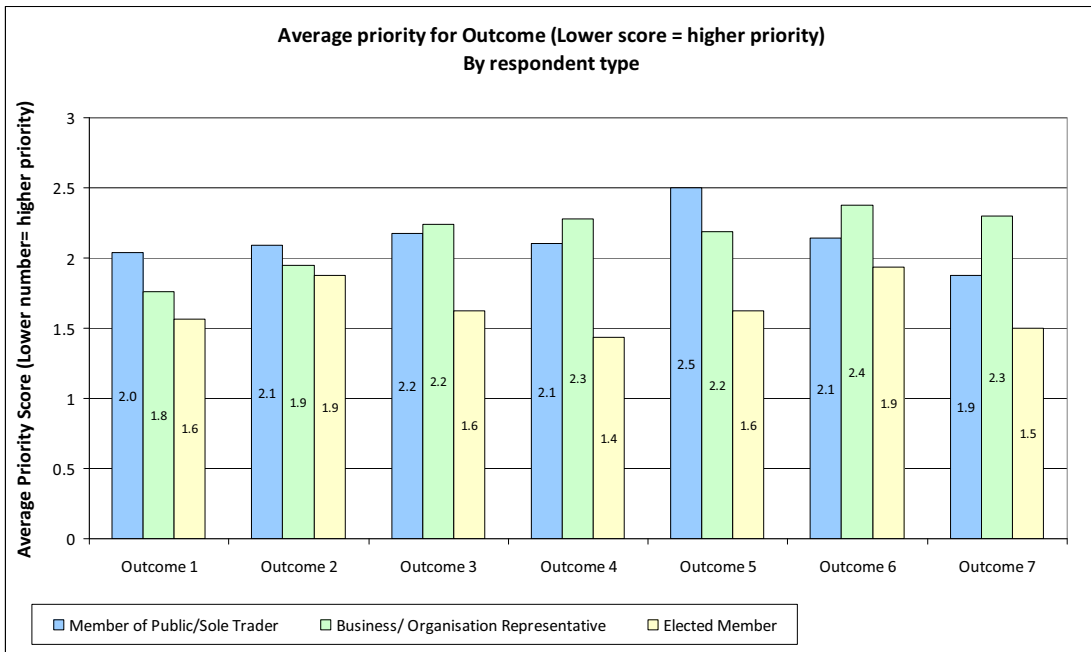
- Policy G ("To promote active travel modes and develop supporting infrastructure");
- Policy H ("To deliver high quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures"); and
- Policy K ("To work with Local Planning Authorities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

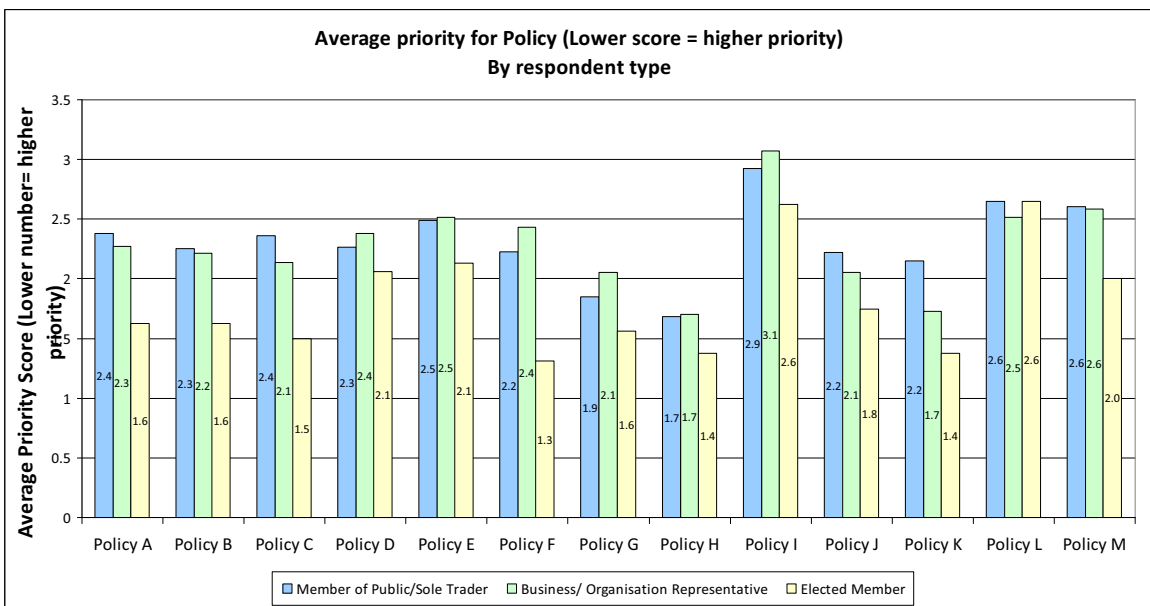
A comparison of the priority accorded to outcomes and policies and how this varies between different respondent types (members of the public/sole traders, business and organisation representatives, and elected members) is provided.



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**

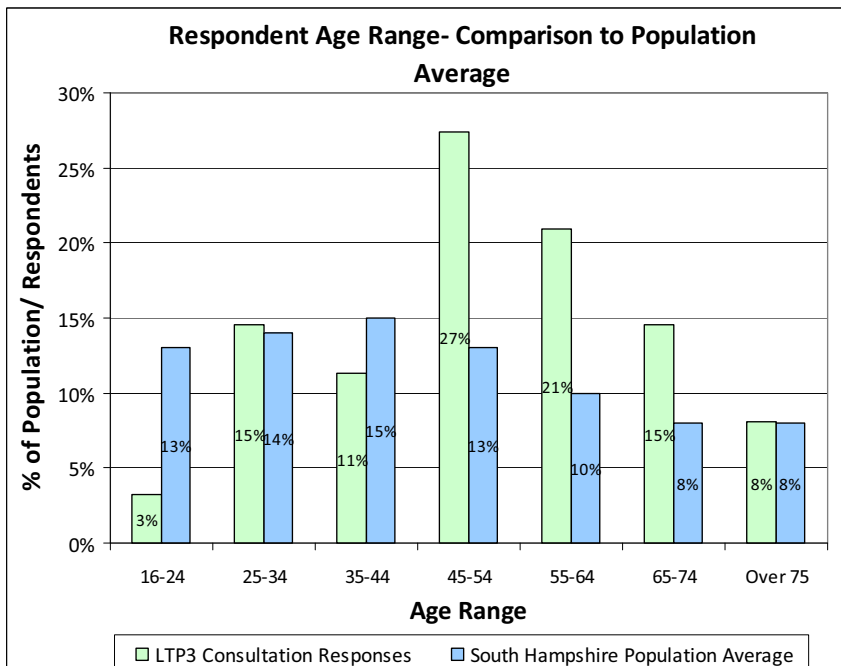
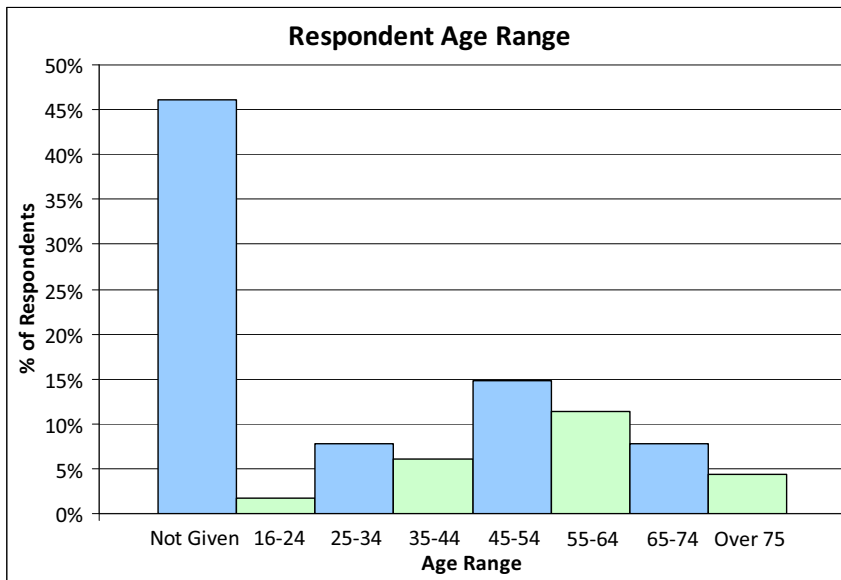
Woodgreen Parish Council

**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.



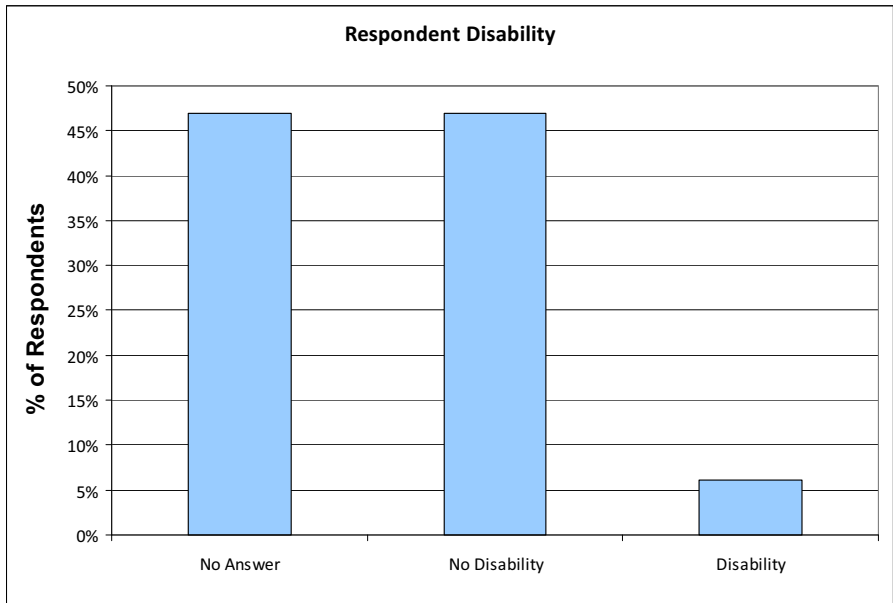
<sup>1</sup> In this instance, the population of South Hampshire is taken to be the sum population of Southampton and Portsmouth Unitary Authorities and Eastleigh, Fareham, Gosport and Havant Borough Councils.



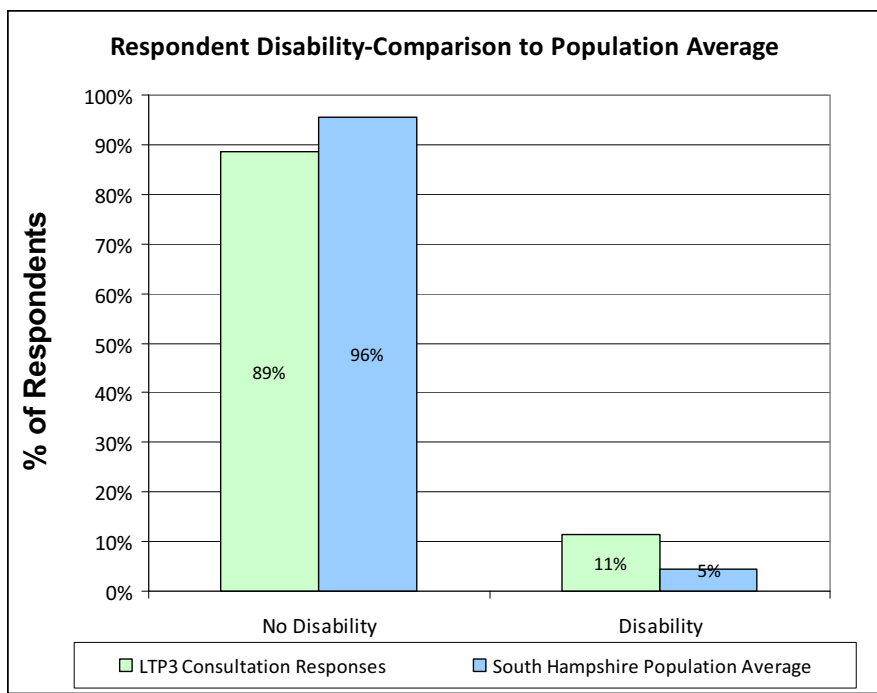
These results show that whilst representation of the 25-34, 35-44 and over 75 age ranges in the consultation was generally consistent with the population average in the area, there is considerable over-representation of respondents in the 45-54, 55-64, and 65-74 age ranges. Those aged 16-24 are under-represented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

	Highest priority	High priority	Average priority	Low priority	Not a priority
<b>Please tick the appropriate box for your priority for each policy.</b>					
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.*

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### South Hampshire Joint Strategy

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This document sets out the shared approach to transport in the South Hampshire sub-region to 2031. This transport strategy has been 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 \(TfSH\)](#)<sup>1</sup>.

This sub-regional strategy is also contained within the Hampshire County Council /Portsmouth City Council/Southampton City Council LTP3 documents. To help keep this joint strategy concise, it includes a number of hyperlinks, to a range of web pages where further explanation and detail is available. A brief glossary of terms is available on page 27 of this document.

#### Introduction to South Hampshire

South Hampshire is the largest urbanised area in the south of England outside London, home to almost one million people and encompasses the cities of Portsmouth and Southampton, and the urban centres of Eastleigh, Fareham, Gosport, Havant, Romsey, Totton and Hythe.

South Hampshire covers a land area of 572 square kilometres. The sub-region is composed of a rich and diverse variety of environments with 80% of its 275km coastline designated, either internationally or nationally, for its nature conservation value.

The South Hampshire economy is strong in the sectors of business services, advanced manufacturing, logistics, marine, aviation and creative industries, and boasts world-class Higher Education institutions.

However the sub-region's economic performance has historically lagged behind the South East average, and whilst some areas enjoy very strong economic performance, there are some [localised pockets of deprivation](#)<sup>2</sup>. Regeneration efforts are being focused on helping these deprived areas contribute more effectively to the performance of the sub-region as a whole.

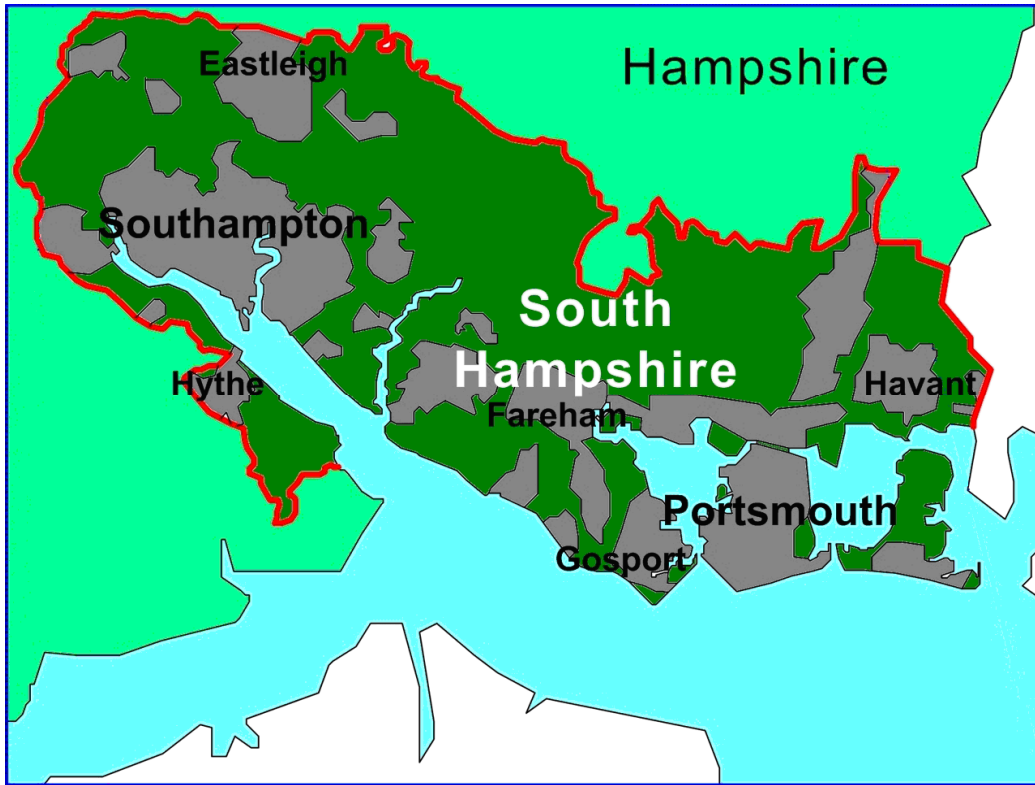
The [Partnership for Urban South Hampshire \(PUSH\)](#)<sup>3</sup> is working to address this through creation of new jobs, improving workforce skills and productivity, reducing levels of economic inactivity and active involvement in regeneration of urban centres.

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<sup>1</sup> <http://www3.hants.gov.uk/tfsh>

<sup>2</sup> [PUSH IMD Map- need to insert link](#)

<sup>3</sup> <http://www.push.gov.uk/>



*[The above map will be replaced with a contextual map showing the main road and rail networks, cross-Solent ferry routes and locations of international gateways (i.e. ports and airport)]*

South Hampshire benefits from extensive transport links by air, road, rail and sea to the rest of the UK and beyond. Transport corridors in South Hampshire also provide the primary means of access from much of the UK to south east Dorset (including Bournemouth and Poole), and are the principal means of access to the Isle of Wight.

South Hampshire contains three international gateways of vital importance to the UK economy. The [Port of Southampton](http://www.abports.co.uk/custinfo/ports/soton.htm)<sup>4</sup> is the second biggest container port in the UK by throughput and the busiest passenger cruise ship port in the UK, and also is a key route for the import and export of motor vehicles and bulk goods. The [Port of Portsmouth](http://www.portsmouth-port.co.uk/)<sup>5</sup> is a substantial freight and ferry port for cross-channel services, and the adjacent Naval Base and shipyard are of great importance to the economy. [Southampton Airport](http://www.southamptonairport.com/)<sup>6</sup> is the busiest airport in South-central England, serving a range of destinations across the UK, continental Europe and the Channel Islands.

<sup>4</sup> <http://www.abports.co.uk/custinfo/ports/soton.htm>

<sup>5</sup> <http://www.portsmouth-port.co.uk/>

<sup>6</sup> <http://www.southamptonairport.com/>



## How this Joint LTP3 Strategy was developed

The three Local Transport Authorities (LTAs) of Hampshire County Council, Portsmouth City Council and Southampton City Council have an established record of working together to address strategic transport issues and challenges facing South Hampshire. This South Hampshire LTP3 Joint Strategy builds on the jointly-produced Solent Transport Strategy (in conjunction with the Isle of Wight) which formed part of Local Transport Plan 2 (2006-2011) for each of the three LTAs.

This joint working was strengthened further in 2007, by the establishment of [Transport for South Hampshire \(TfSH\)](#)<sup>7</sup> to plan transport improvements for the South Hampshire sub-region. The TfSH authorities began working together on development of a joint strategy in the summer of 2009.

The diagram overleaf shows the main steps of the process through which this Joint Strategy was produced.

The feedback from an initial round of consultation with elected members and key stakeholders in late 2009 provided a starting point for developing this Joint Strategy. The strategy also draws on existing national, sub-regional and local policies, Government guidance, and evidence drawn from a range of strategic studies, to inform the approach to strategy development. A list of these policies can be found on page 5.

During the spring of 2010, the three LTAs produced a draft Strategy, which was subject to internal consultation with officers and Executive Members. A revised draft Strategy reflecting these comments was circulated for general public consultation.

The consultation ran for a twelve-week period between July and September 2010, during which a series of presentations and workshops with stakeholders and community representatives were held, as well as three major stakeholder events and a range of other activities to publicise the proposed strategy and gain opinions of stakeholders, elected members, and the public. The document "[Local Transport Plan 3: a Joint Transport Strategy for South Hampshire- Summary of Consultation Activities](#)"<sup>8</sup> describes and summarises all consultation activities, responses, and results.

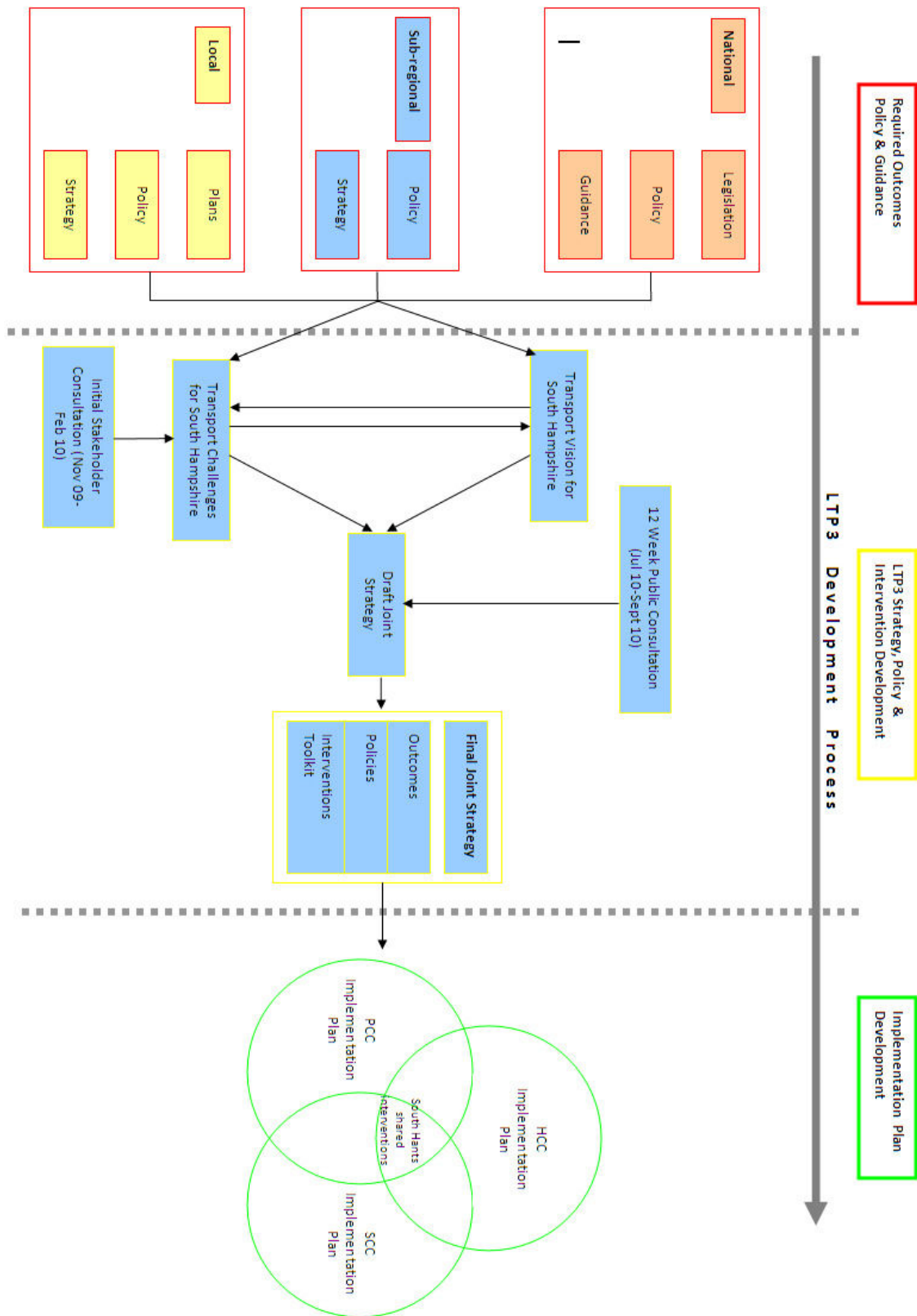
During the autumn of 2010, the three LTAs made a series of revisions that sought to enhance and refresh the Joint Strategy. These changes reflect both feedback from respondents to the consultation and also the numerous Government policy announcements made over the summer and autumn of 2010 on the abolition of regional government bodies, the move towards greater localism and de-centralisation of powers, and the development of Local Enterprise Partnerships. Importantly, these changes in policy are occurring within an increasingly constrained funding environment. The Department for Transport has rationalised the number of funding streams. From 2011, Local Transport Authorities will be able to submit bids to a new Local Sustainable Transport Fund.

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<sup>7</sup> <http://www3.hants.gov.uk/tfsh>

<sup>8</sup> LTP3 South Hants Consultation Summary Document- [INSERT HYPERLINK WHEN PUBLISHED!](#)

Approval of the Joint LTP3 South Hampshire Strategy will be sought from the TfSH Joint Committee on 22 November 2010, prior to the Strategy being taken forward as part of the LTP3s of the respective Local Transport Authorities.



## Policy Background

Adoption of this Local Transport Plan is a statutory requirement under the [Local Transport Act \(2008\)](#)<sup>9</sup> and this document has been informed by a framework of national, sub-regional and local policy.

The transport strategy for South Hampshire has taken into account national legislation, policy and guidance and a number of key sub-regional and local level plans and strategies, as outlined below. The diagram on the next page illustrates the LTP3 production process.

Level	Legislation, plan, strategy or guidance
National legislation, policy and guidance	<ul style="list-style-type: none"> <li>• The <a href="#">Local Transport Act 2008</a><sup>10</sup></li> <li>• The <a href="#">Climate Change Act 2008</a><sup>11</sup>;</li> <li>• <a href="#">Decentralisation and Localisation Bill</a><sup>12</sup> (Autumn 2010);</li> <li>• <a href="#">The Coalition: Our programme for government</a><sup>13</sup> (May 2010);</li> <li>• <a href="#">Guidance on Local Transport Plans</a><sup>14</sup> (July 2009);</li> <li>• <a href="#">Low Carbon Transport: A Greener Future</a><sup>15</sup> (July 2009);</li> <li>• <a href="#">A Safer Way: Consultation on Making Britain's Roads the safest in the world</a><sup>16</sup> (April 2009);</li> <li>• <a href="#">Delivering a Sustainable Transport System</a><sup>17</sup>, (November 2008);</li> <li>• <a href="#">The Eddington Transport Study</a><sup>18</sup> (December 2006);</li> <li>• <a href="#">The Stern review on the Economics of Climate Change</a><sup>19</sup> (October 2006);</li> <li>• Localism and Decentralisation Bill (expected November 2010)</li> </ul>
Sub-regional policies and strategies	<ul style="list-style-type: none"> <li>• Transport for South Hampshire <a href="#">Reduce</a><sup>20</sup> and <a href="#">Manage</a><sup>21</sup> Strategies (consultation drafts);</li> <li>• <a href="#">The South Hampshire Agreement - Multi-Area Agreement (MAA)</a><sup>22</sup>; (March 2010)</li> <li>• <a href="#">Transport for South Hampshire Freight Strategy</a><sup>23</sup> (June 2009)</li> <li>• <a href="#">Towards Delivery: The Transport for South Hampshire statement</a><sup>24</sup> (April 2008)</li> <li>• The Urban South Hampshire 2014-19 Delivery Strategy<sup>25</sup> (Due ????)</li> </ul>
Local plans, policies and	<ul style="list-style-type: none"> <li>• Local Development Frameworks (LDFs) of local planning authorities<sup>26</sup>;</li> <li>• Hampshire County Council's <a href="#">Draft Economic Assessment</a><sup>27</sup> (final version due</li> </ul>

<sup>9</sup> [http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga\\_20080026\\_en.pdf](http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080026_en.pdf)

<sup>10</sup> [http://www.opsi.gov.uk/acts/acts2008/ukpga\\_20080026\\_en\\_1](http://www.opsi.gov.uk/acts/acts2008/ukpga_20080026_en_1)

<sup>11</sup> [http://www.opsi.gov.uk/acts/acts2008/ukpga\\_20080027\\_en\\_1](http://www.opsi.gov.uk/acts/acts2008/ukpga_20080027_en_1)

<sup>12</sup> <http://www.number10.gov.uk/queens-speech/2010/05/queens-speech-decentralisation-and-localism-bill-50673>

<sup>13</sup> [http://www.cabinetoffice.gov.uk/media/409088/pfg\\_coalition.pdf](http://www.cabinetoffice.gov.uk/media/409088/pfg_coalition.pdf)

<sup>14</sup> <http://www.dft.gov.uk/adobe/pdf/165237/ltp-guidance.pdf>

<sup>15</sup> <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/sustainable/carbonreduction/low-carbon.pdf>

<sup>16</sup> <http://www.dft.gov.uk/consultations/closed/roadsafetyconsultation/roadsafetyconsultation.pdf>

<sup>17</sup> <http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/>

<sup>18</sup> <http://www.dft.gov.uk/about/strategy/transportstrategy/eddingtonstudy/>

<sup>19</sup> [http://www.hm-treasury.gov.uk/sternreview\\_index.htm](http://www.hm-treasury.gov.uk/sternreview_index.htm)

<sup>20</sup> <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-reduce.htm>

<sup>21</sup> [TFSH MANAGE STRATEGY-NEED TO FIND LINK!](#)

<sup>22</sup> [http://www.push.gov.uk/priorities/multi\\_area\\_agreement.htm](http://www.push.gov.uk/priorities/multi_area_agreement.htm)

<sup>23</sup> <http://www3.hants.gov.uk/tfsh/tfsh-freight-strategy.htm>

<sup>24</sup> <http://www3.hants.gov.uk/tfsh/towards-delivery-april-2008.pdf>

<sup>25</sup> The Urban South Hampshire 2014-19 Delivery Strategy- [NO LINK AS NOT YET PUBLISHED](#)

strategies	<p>April 2011);</p> <ul style="list-style-type: none"> <li>Existing and emerging Local Authority Economic Development Strategies for <a href="#">PUSH</a><sup>28</sup>, Hampshire, Portsmouth &amp; Southampton;</li> <li>The Sustainable Community Strategies of <a href="#">Hampshire</a><sup>29</sup>, <a href="#">Portsmouth</a><sup>30</sup> and <a href="#">Southampton</a><sup>31</sup>;</li> <li>Corporate strategy of <a href="#">Hampshire</a><sup>32</sup>, and Corporate Plans of <a href="#">Portsmouth</a><sup>33</sup> and <a href="#">Southampton</a><sup>34</sup>;</li> <li>Children and Young Peoples Plans of <a href="#">Hampshire</a><sup>35</sup>, <a href="#">Portsmouth</a><sup>36</sup> and <a href="#">Southampton</a><sup>37</sup>.</li> </ul>
Infrastructure-related plans	<ul style="list-style-type: none"> <li><a href="#">Port of Southampton Master Plan</a><sup>38</sup></li> <li><a href="#">Southampton Airport Master Plan</a><sup>39</sup></li> <li>Port of Portsmouth Master Plan (??)</li> <li><a href="#">South West Main Line Route Utilisation Strategy (RUS)</a><sup>40</sup></li> <li><a href="#">Freight Route Utilisation Strategy (RUS)</a><sup>41</sup></li> <li><a href="#">Strategic Freight Network(Network Rail/ DfT)</a><sup>42</sup></li> </ul>

No reference has been made in the policy table to the regional level, as this tier of planning has been abolished by the coalition government and is set to be replaced by a national planning framework. An increased focus on decentralisation and localism will mean more powers are devolved to a more local level. Regional Development Agencies are set to be replaced by [Local Enterprise Partnerships \(LEPs\)](#)<sup>43</sup>. More information about LEPs will emerge in due course

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<sup>26</sup> - Southampton LDF: <http://www.southampton.gov.uk/s-environment/policy/developmentframework/>  
- Portsmouth LDF: <http://www.portsmouth.gov.uk/living/3850.html>  
- Havant LDF: <http://www.havant.gov.uk/havant-4302>  
- Fareham LDF: <http://www.fareham.gov.uk/council/departments/planning/ldf/>  
- Eastleigh LDF: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policies-and-design/local-development-framework.aspx>  
- Gosport LDF: <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/>

<sup>27</sup> [http://www3.hants.gov.uk/business/economic\\_data/economicassessment.htm](http://www3.hants.gov.uk/business/economic_data/economicassessment.htm)  
<sup>28</sup> [http://push-staging.hants.gov.uk/push\\_consultation-4.pdf](http://push-staging.hants.gov.uk/push_consultation-4.pdf)  
<sup>29</sup> [http://www3.hants.gov.uk/73496\\_sustain\\_communities\\_2.pdf](http://www3.hants.gov.uk/73496_sustain_communities_2.pdf)  
<sup>30</sup> [http://www.portsmouth.gov.uk/media/CPT\\_Strategy\\_Vision\\_-\\_aspirations.pdf](http://www.portsmouth.gov.uk/media/CPT_Strategy_Vision_-_aspirations.pdf)  
<sup>31</sup> [http://www.southampton-partnership.com/images/City%20of%20Southampton%20Strat\\_tcm23-196707\\_tcm23-249613.pdf](http://www.southampton-partnership.com/images/City%20of%20Southampton%20Strat_tcm23-196707_tcm23-249613.pdf)  
<sup>32</sup> <http://www3.hants.gov.uk/corporatestrategy>  
<sup>33</sup> [http://www.portsmouth.gov.uk/media/Corporate\\_Plan\\_2008\\_Final\\_30\\_July\\_08\\_\(low\\_res\)\\_web.pdf](http://www.portsmouth.gov.uk/media/Corporate_Plan_2008_Final_30_July_08_(low_res)_web.pdf)  
<sup>34</sup> <http://www.southampton.gov.uk/modernGov/mgConvert2PDF.aspx?ID=2461>  
<sup>35</sup> <http://www3.hants.gov.uk/cypp-forweb.pdf>  
<sup>36</sup> [http://www.portsmouth-learning.net/pln/custom/files\\_uploaded/uploaded\\_resources/2617/PORTSMOUTH\\_CYPP\\_2009-2011.pdf](http://www.portsmouth-learning.net/pln/custom/files_uploaded/uploaded_resources/2617/PORTSMOUTH_CYPP_2009-2011.pdf)  
<sup>37</sup> [https://www.southampton.gov.uk/Images/3%2009%2021309%20CYP%20FINAL%20PRINT\\_tcm46-233296.pdf](https://www.southampton.gov.uk/Images/3%2009%2021309%20CYP%20FINAL%20PRINT_tcm46-233296.pdf)  
<sup>38</sup> <http://www.southamptonvts.co.uk/portconsultation/files/SMP.pdf>  
<sup>39</sup> [http://www.southamptonairport.com/assets/Internet/Southampton/Southampton%20downloads/Static%20Files/Southampton\\_masterplan\\_final.pdf](http://www.southamptonairport.com/assets/Internet/Southampton/Southampton%20downloads/Static%20Files/Southampton_masterplan_final.pdf)  
<sup>40</sup> <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/37299%20swml%20rus.pdf>  
<sup>41</sup> <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/freight/freight%20rus.pdf>  
<sup>42</sup> <http://www.dft.gov.uk/pgr/rail/strategyfinance/strategy/freightnetwork/strategicfreightnetwork.pdf>  
<sup>43</sup> <http://www.communities.gov.uk/localgovernment/local/localenterprisepartnerships/>

## Transport Vision for South Hampshire

Transport is an enabler of activity, allowing people to access a wealth of opportunities for work, education and leisure.

The movement of people and goods in efficient and sustainable ways helps support the South Hampshire economy and protects, preserves and enhances the environment, can reduce greenhouse gas emissions, and can contribute to a sense of place.

In addition, this also delivers against a wider range of local and national objectives, delivering improvements in health, quality of life, equality of opportunity, safety and security.

The vision of the TfSH authorities is to create:

*"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"*

This vision will be delivered through the set of thirteen transport policies detailed within this document.

To successfully deliver our transport vision for South Hampshire, there are six key challenges which need to be tackled.

## Challenges facing South Hampshire

Building on consultations carried out between November 2009 and February 2010, the TfSH authorities identified the following seven key challenges as being key issues that this transport strategy must address. The challenges are not listed in any order of importance.

Challenge	Background
Securing funding to deliver transport improvements during what is expected to be a prolonged period of public-sector spending restraint.	Short term funding for investment in transport will be extremely limited. Developer contributions are important sources of funding for essential transport infrastructure to support economic growth, and have become increasingly important in the current funding climate. In addition, we need to work more closely with partners to identify and maximise use of alternative funding sources.
Ensuring the timely delivery of transport infrastructure to support housing and employment growth and regeneration opportunities	<p>Improvements to the transport system will be necessary in order to support growth identified within Local Development Frameworks and the associated additional trips.</p> <p>We aim to accommodate these additional trips through sustainable modes wherever possible. Investment in sustainable modes will also encourage modal shift within existing trips. There are also local requirements for critical infrastructure to unlock and facilitate some planned development.</p>
Ensuring continued reliable transport access to the sub-region's three international gateway ports and airport	<p>The international gateway ports of Portsmouth and Southampton and the airport at Southampton rely on good access for both passengers and freight.</p> <p>In the medium to longer term, forecast growth in volumes of passenger and freight traffic originating from all three international gateways will be catered for by targeted investment to improve journey time reliability on strategic transport corridors. Rail will play an increasingly significant role, requiring both investment in new rolling stock and enhanced rail infrastructure.</p>

Challenge	Background
<p>Maintaining the existing transport network and its resilience to the effects of extreme weather events</p>	<p>Climate change is expected to result in warmer, wetter winters and hotter, drier summers meaning changes in approach to highway design, maintenance and assessment will be required.</p> <p>The physical highway infrastructure deteriorates with age and use. Regular maintenance is required to ensure that they meet the needs of users of the highway network and enable the safe movement of people and goods by road;</p> <p>In a challenging funding climate, there is a need to ensure that value for money is realised from investment in maintenance</p>
<p>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</p>	<p>The complex nature of journey patterns and travel to work across the sub-region has resulted in heavy reliance on the private car. To reduce this, there needs to be significant improvements in quality and affordability of public transport networks which are controlled by private operators.</p> <p>Walking and cycling must be made a more viable option for shorter journeys. The promotion of travel planning, flexible working and car sharing will be further developed. Car ownership levels tend to be lower in deprived areas and so these communities are more reliant upon public transport to access jobs and services. In rural areas it is often not possible to run bus services on a commercial basis, so lower cost alternatives such as shared taxis need to be considered.</p>
<p>Managing the existing transport network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration, and growth.</p>	<p>Traffic levels are forecast to grow due to background increases in car journeys and trips generated by new developments.</p> <p>There will be a need to mitigate the impact of this forecast growth in travel, to ensure that the sub-region continues to be an attractive place to live and work, supporting the economy by safeguarding reliable access to the international gateways.</p>

<b>Challenge</b>	<b>Background</b>
Mitigating the adverse impacts of transport activity on people, communities and habitats	Whilst transport is an important enabler of activity, the movement of people and goods can result in adverse impacts on the environment and communities. Transport activity is a major contributor towards carbon dioxide and other greenhouse gas emissions. Climate change is expected to result in more extreme weather patterns and increased risk of coastal flooding. Air quality and noise impacts from transport are harmful to the health and wellbeing of communities. Transport corridors can also cause severance of communities and habitats. The South Hampshire sub-region contains a number of sites of high environmental value and importance.



## Transport Outcomes

In order to deliver the transport vision for South Hampshire, the TfSH authorities have identified seven key outcomes, which are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. These outcomes define the policy framework for delivery. All of the seven outcomes are closely inter-linked and inter-dependent. Addressing one outcome may help address other outcomes. The table below details the outcomes and how they contribute to the policies. The challenges are not listed in any order of priority:

Outcome	Policies that contribute
Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling	H, I, J, K, L
Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how	H, I, J, L
Improved <a href="#">journey time reliability</a> <sup>44</sup> for all modes	A, B, C, D, F, I
Improved road safety within the sub-region	D, G
Improved <a href="#">accessibility</a> <sup>45</sup> within and beyond the sub-region	B, I, K, L, M, N
Improved air quality and environment, and reduced greenhouse gas emissions	E, F, H, K
Promoting a higher quality of life	C, D, E, G, H, I, L, M

<sup>44</sup> <http://www.highways.gov.uk/business/19073.aspx>

<sup>45</sup> <http://www.dft.gov.uk/pgr/regional/itp/accessibility/guidance/gap/accessibilityplanningguidanc3634>

## Transport policies

The 13 policies that follow (Policies A to M) set out the policy framework through which the TfSH authorities will seek to address the challenges. The philosophy of [Reduce-Manage-Invest](#)<sup>46</sup> is central for each proposed policy. This means the TfSH authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to and complementing the others. For each policy there is a toolkit of delivery options, from which each Local Transport Authorities will select the most appropriate for inclusion within their Implementation Plans. Many of these delivery options will be common to each authority.

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<sup>46</sup> <http://www3.hants.gov.uk/tfsh/tfsh-strategy.htm>

**Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire.**

<p><b>Why?</b></p>	<p>The transport network plays a vital role in supporting the economic prosperity of South Hampshire by ensuring people can go about their day to day activities of journeys to work, training, shopping, leisure and recreation. A well-functioning transport system enables people and goods to be moved sustainably, efficiently and reliably. Unpredictability of journey times and congestion increases costs to businesses and results in wasted time (and therefore money).</p> <p>New development brings with it additional demand for travel. It is essential that transport infrastructure in the vicinity of development sites is improved where necessary to support sustainable access to and from new developments.</p>
<p><b>How?</b></p>	<p>The TfSH authorities will develop closer partnerships and dialogue with businesses to ensure that transport improvements are geared towards improving economic prosperity and helping to unlock planned development sites. Part of this dialogue will involve encouragement of businesses to contribute towards the cost of innovative transport improvements and solutions that would benefit them through match funding.</p>
<p><b>Delivery options</b></p>	<ul style="list-style-type: none"> <li>• Engage closely with Local Enterprise Partnerships and business on transport issues;</li> <li>• Explore the potential of tax increment financing to help fund transport improvements;</li> <li>• Work with business sector to explore opportunities for sponsorship and match funding by commercial partners for schemes</li> </ul>
<p><b>Outcomes</b></p>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved <a href="#">journey time reliability</a><sup>47</sup> for all modes</li> </ul>

<sup>47</sup> <http://www.highways.gov.uk/business/19073.aspx>

**Policy B: 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**

<b>Why?</b>	The three international gateways serve a large hinterland. Making sure that people and goods can flow easily and reliably to and from these gateways will maximise their contribution to the wealth and health of the wider UK economy. The economic success of South Hampshire depends on maintaining or improving levels of journey time reliability on strategic road and rail corridors. Cross-Solent ferry services from both gateway ports provide vital access to Isle of Wight.
<b>How?</b>	Decisions regarding investment in strategic transport corridors are taken by central Government utilising national budgets. The TfSH authorities will seek to influence investment decisions at national level to ensure timely investment to enable the best use to be made of existing transport infrastructure and deliver new infrastructure or capacity where most needed to improve journey time reliability. The TfSH authorities will work to encourage a greater share of onward movement of container freight traffic is catered for by rail.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Investigate the potential for <a href="#">Hard shoulder running</a><sup>48</sup> and <a href="#">variable speed limits</a><sup>49</sup> on the busiest sections of motorway;</li> <li>• <a href="#">Traffic lights at the busiest motorway onslips</a><sup>50</sup> to improve traffic flow;</li> <li>• Work towards a joint <a href="#">traffic control and information centre</a><sup>51</sup> and other partnership measures;</li> <li>• Improvements to quality and availability of travel information;</li> <li>• Continued develop of initiatives by South Hampshire Freight Quality Partnership</li> <li>• Port Traffic Management Plans;</li> <li>• Provide extra capacity to enable movement of more freight by rail – (e.g. new 'passing loops').</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved journey time reliability for all modes</li> <li>• Improved accessibility within and beyond the sub-region</li> </ul>

<sup>48</sup> <http://www.highways.gov.uk/roads/projects/22988.aspx>

<sup>49</sup> <http://www.highways.gov.uk/news/25754.aspx>

<sup>50</sup> <http://www.highways.gov.uk/knowledge/17308.aspx>

<sup>51</sup> <http://www.romanse.org.uk/theteam.htm>

**Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes**

<b>Why?</b>	Increasing levels of congestion affect both the operation of strategic linkages which are often already at-capacity, and journey time reliability, impacting on economic productivity across the sub-region.
<b>How?</b>	The TfSH authorities will work to better manage the existing highway network to ensure that existing capacity is optimised and used efficiently. This policy will maximise the throughput of the highway network for all users and modes. This will entail using traffic signal and other highway technologies, helping to improve network management, bus priority, to improve journey time reliability for all forms of travel and contribute to modal shift. Real-time traffic and travel information will be gathered and disseminated through a variety of sources and systems in a timely, efficient manner to enable people to make informed decisions about their travel choices.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Upgrading and enhancing <a href="#">Urban Traffic Control systems</a><sup>52</sup> enabling bus priority and Real Time Passenger Information provision;</li> <li>• Improved road network monitoring and operation (e.g. junction improvements and re-allocation of road space);</li> <li>• Pre- and in-journey travel Information (using <a href="#">static</a><sup>53</sup> and <a href="#">mobile</a><sup>54</sup> media);</li> <li>• Improvements to Information Systems on the local highway network (e.g. Variable Message Signing);</li> <li>• Car Park Guidance Systems;</li> <li>• <a href="#">High Occupancy Vehicle</a><sup>55</sup> (HOV) Lanes;</li> <li>• Investigating the removal of traffic lights at specific locations.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved journey time reliability for all modes</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>52</sup> <http://utmc.uk.com/index.php>

<sup>53</sup> <http://www.romanse.org.uk/technologies/VMS.htm>

<sup>54</sup> <http://www.romanse.org.uk/technologies/mobiledevices.htm>

<sup>55</sup> [http://www.konsult.leeds.ac.uk/private/level2/instruments/instrument029/I2\\_029summ.htm](http://www.konsult.leeds.ac.uk/private/level2/instruments/instrument029/I2_029summ.htm)

**Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all**

<b>Why?</b>	Physical highway infrastructure deteriorates with age and use and as a result requires regular maintenance to ensure that they meet the needs of users and provide for the safe movement of people and goods. The economy and well-being of the sub-region depends on having a well-maintained highway network that can cater for the movement of people and goods. The effects of climate change will necessitate a highway network that is more resilient to more extreme weather conditions. Additionally, through improvements to street lighting, energy efficiency can be increased, which alongside recycling of highway materials and other methods, will help reduce the carbon footprint of maintenance and operation of the highway.
<b>How?</b>	Each Local Transport Authority will tailor the delivery of highway maintenance to the particular needs of their own areas. Each authority has its own arrangements with highway maintenance contractors. However, as a general rule, highway maintenance investment will be targeted where it is needed to ensure value for money whilst protecting and enhancing the condition of the existing network, so it is better placed to cope with more extreme weather events, factoring in the ‘whole life costs’ of assets.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Transport Asset Management Plans;</li> <li>• Maintenance contracts;</li> <li>• Improved maintenance and energy efficiency of street lighting and traffic control systems;</li> <li>• Improved co-ordination of street works;</li> <li>• Improvements to highway drainage to better cope with heavy rainfall (e.g. <a href="#">Sustainable Urban Drainage Systems</a><sup>56</sup>);</li> <li>• Delivery of maintenance programmes for roads, bridges, pavements and cycle paths;</li> <li>• Maximise the re-cycling of highway construction materials.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved journey time reliability for all modes</li> <li>• Improved road safety within the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>56</sup> <http://www.environment-agency.gov.uk/business/sectors/36998.aspx>

<b>Policy E: To deliver improvements in air quality</b>	
<b>Why?</b>	Congestion creates higher levels of air pollution as queuing traffic, especially in more restricted or confined spaces, generates higher concentrations of vehicle emissions. Poor air quality, can create or exacerbate health and respiratory problems (e.g. asthma). Air Quality Management Areas (AQMAs) are places where pollutant levels exceed government thresholds. Twenty Air Quality Management Areas (AQMAs) have been identified within urban areas across the sub-region. Local authorities have responsibility for public health.
<b>How?</b>	The TfSH authorities will work with key partners, environmental health professionals and transport operators to mitigate the impacts of traffic on air quality. The principal causes of poor air quality will be addressed by implementing a strategic area-wide approach within each urban centre to minimise the cumulative effect of road transport emissions. This can be achieved through measures promoting modal shift towards public transport modes, walking and cycling, reducing single occupancy car journeys and tackling congestion.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• <a href="#">Air Quality Management Areas</a><sup>57</sup> and Air Quality Action Plans;</li> <li>• Promotion of cleaner, greener vehicle technologies e.g. alternative fuels;</li> <li>• <a href="#">Car Share Schemes</a><sup>58</sup>;</li> <li>• Support for <a href="#">Car clubs</a><sup>59</sup> and similar schemes;</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved air quality and environment, and reduced greenhouse gas emissions</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>57</sup> <http://www.airquality.co.uk/laqm/information.php?info=aqma>

<sup>58</sup> <https://hants.liftshare.com/default.asp>

<sup>59</sup> <http://www.carplus.org.uk/car-clubs/benefits>

**Policy F: To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development**

<b>Why?</b>	The cost and availability of parking has considerable influence on travel choices and if not managed in a co-ordinated manner can act as a barrier to efforts to widen travel choice. If insufficient parking is provided or if prices are considered high, then parking can be displaced into residential areas further out from town centres. Provision of free staff workplace parking may make it less likely for people to choose to use alternative travel methods.
<b>How?</b>	The TfSH authorities will encourage better co-ordination between local authorities with responsibilities for car parking to improve the way existing parking is used and priced. Discounts can be offered to encourage car sharing, low-emission vehicles, mopeds and motorcycles. Park and ride sites offering lower cost parking than in urban centres can help reduce congestion and address poor air quality in the centres. It is important that parking management measures are implemented alongside improvements to sustainable travel modes to help increase the attractiveness and viability of these alternatives over private car trips, to support widening travel choice.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Develop complementary policy approaches to parking;</li> <li>• Controlled Parking Zones;</li> <li>• Improved management and supply of residential parking;</li> <li>• Park and ride network (e.g. bus and rail based systems);</li> <li>• Improved parking at well-used commuter railway stations;</li> <li>• Improved parking provision for motorcycles;</li> <li>• Car park management and guidance systems;</li> <li>• <a href="#">Workplace travel planning</a><sup>60</sup>;</li> <li>• Appropriate consideration of the needs of blue badge holders;</li> <li>• Ensure appropriate parking provision for motorcycles and mopeds</li> <li>• Enable and manage deliveries to and servicing of buildings</li> <li>• Investigation into Appropriate parking provision for commercial vehicles</li> <li>• <a href="#">Car clubs</a><sup>61</sup>;</li> <li>• Provision of electric vehicle charging points within car parks.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved journey time reliability for all modes</li> <li>• Improved air quality and environment, and reduced greenhouse gas emissions</li> </ul>

<sup>60</sup> <http://www.dft.gov.uk/pgr/sustainable/travelplans>

<sup>61</sup> <http://www.carplus.org.uk/car-clubs/benefits>



<b>Policy G: To improve road safety across the sub-region</b>	
<b>Why?</b>	Road traffic collisions, as well as causing distress to those involved, also result in wider costs to society in terms of cost of providing healthcare treatment to those injured, and loss of productivity. Accidents create tailbacks and delays that adversely affect journey time reliability within the sub-region.
<b>How?</b>	Work to date has been effective at reducing incidences of speeding and unsafe road-user behaviour through education, engineering and enforcement. Reductions in speed limits and crossing improvements within built up areas have further improved the safety of vulnerable road users.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• <a href="#">Speed Management</a><sup>62</sup> measures;</li> <li>• Actively consider wider implementation of 20mph speed limits/ zones within residential areas;</li> <li>• Traffic Management measures;</li> <li>• <a href="#">Safer Routes to schools</a><sup>63</sup> schemes;</li> <li>• Road Safety education and training to improve road user behaviour.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved road safety within the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>62</sup> <http://www.roadsafe.com/programmes/speed.aspx>

<sup>63</sup> <http://www.portsmouth.gov.uk/living/649.html>

<b>Policy H: To promote active travel modes and develop supporting infrastructure</b>	
<b>Why?</b>	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general wellbeing. Increasing the number of journeys undertaken by Active Travel modes will help to tackle the obesity epidemic, improve air quality and reduce congestion.
<b>How?</b>	The TfSH authorities will work with key health and activity partners (e.g. Sport England) to develop a network of high quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and participative events will radically increase the profile and understanding of the benefits of active travel.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling;</li> <li>• Delivery of comprehensive walking and cycling networks (e.g. Green Grid);</li> <li>• Delivery of walking and cycling measures identified within Town Access Plans (TAPs);</li> <li>• Crossing improvements for pedestrians and cyclists;</li> <li>• Cycle hire scheme for urban centres;</li> <li>• Delivery of improved secure cycle parking facilities at key destinations; and</li> <li>• Support the delivery of measures contained within Rights of Way Improvement Plans (ROWIPS).</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how</li> <li>• Improved air quality and environment, and reduced greenhouse gas emissions</li> <li>• Promoting a higher quality of life</li> </ul>

**Policy I: To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services.**

<p><b>Why?</b></p>	<p>Improving the quality of public transport will widen travel choice giving a viable alternative to the private car for certain everyday journeys such as those to work, shops, education, health and leisure facilities. For those without access to a car, buses and taxis are often the only realistic travel option for journeys to access goods and services. The large majority of bus services in South Hampshire are provided on a commercial basis by privately owned operators. This means that the TfSH authorities must work with these operators in order to encourage provision of better bus services.</p> <p>As new jobs are created, more people will wish to access the city centres of Southampton and Portsmouth and it is essential that a good quality bus service is provided along main corridors. This will accommodate growth whilst reducing the overall carbon footprint of transport and prevent deterioration of journey time reliability on main routes into urban centres.</p>
<p><b>How?</b></p>	<p>The TfSH authorities will work closely with commercial bus operators to help them plan and deliver service improvements and develop Bus Rapid Transit on a number of key corridors. This will help improve the reliability and attractiveness of bus services, making them a more viable alternative to the private car, with accurate and up-to-date information on how services are running. Measures to take advantage of advances in ticketing technology such as smartcards (already being introduced by some bus operators across their networks) will improve the affordability, convenience and attractiveness of buses. Management of taxi operators, and support for the voluntary sector in the provision of community transport services helps to meet transport needs that cannot easily be met by bus services.</p>
<p><b>Delivery options</b></p>	<ul style="list-style-type: none"> <li>• Development of a <a href="#">Bus Rapid Transit (BRT) network</a><sup>64</sup> and other innovative public transport solutions between main centres;</li> <li>• Bus Priority measures;</li> <li>• Development of a comprehensive premium urban bus network offering high frequency services using high-quality vehicles;</li> <li>• Improved strategic interchanges and high quality bus stop Infrastructure;</li> <li>• Delivery of public transport measures identified within Town Access Plans (TAPs);</li> <li>• Park and ride network;</li> <li>• Improved travel information in user-friendly formats;</li> <li>• Measures to support taxi services eg suitably located taxi ranks;</li> <li>• Improved ticketing (e.g. smartcards, ticket purchase via mobile phones);</li> <li>• Support for Community Transport services.</li> </ul>
<p><b>Outcomes</b></p>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how.</li> <li>• Improved journey time reliability for all modes</li> </ul>

<sup>64</sup> <http://www3.hants.gov.uk/tfsh/bus-rapid-transit.htm>

	<ul style="list-style-type: none"> <li>• Improved accessibility within and beyond the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>
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<b>Policy J: To further develop the role of water-borne transport within the sub-region and across the Solent</b>	
<b>Why?</b>	The sub-region already has a good network of ferry services, connecting coastal settlements. In addition, cross-Solent ferry services from both gateway ports provide vital access to Isle of Wight for passengers and freight. Enhancing the integration between waterborne transport and other sustainable travel modes through improved interchanges, will help widen travel choice and reduce peak hour congestion.
<b>How?</b>	The TfSH authorities will work to improve the quality of bus, taxi and cycle interchange facilities and information at ferry terminals, particularly at Town Quay in Southampton, The Hard in Portsmouth and Gosport.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Development of improved transport interchange facilities for buses and taxis at ferry terminals;</li> <li>• Improved ticketing (e.g. smartcards, ticket purchase via mobile phones);</li> <li>• Maintain ongoing dialogue with ferry operators to encourage delivery of passenger improvements;</li> <li>• Provision of secure cycle parking in the vicinity of ferry terminals.</li> <li>• Support port operators in their aspirations to increase freight moved by short-sea shipping</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling;</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how;</li> </ul>

<b>Policy K: To work with rail operators to deliver improvements to station facilities and where practical, better infrastructure and services for people and freight.</b>	
<b>Why?</b>	The rail network in South Hampshire is of strategic importance for both passengers and freight. There is potential to grow the modal share of rail for passenger and freight movements both within and beyond the sub-region. This policy will seek to facilitate a greater role for rail for local journeys within the sub-region. Targeted improvements to rail can help this mode provide an attractive alternative to the car for peak hour commuter journeys to key employment areas.
<b>How?</b>	The TfSH authorities will work with the rail industry encourage investment in improved station facilities, enhanced interchange facilities at main rail stations , and rail infrastructure such as track capacity, to make rail a more attractive option. Further investment in train services is also needed. The TfSH Rail Communications Protocol will be used to take forward improvements to the South Hampshire rail network ensuring more passengers and freight are carried by rail and improve rail service frequencies.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Promote measures which will enable more freight to be moved by rail;</li> <li>• Re-opening freight only lines for passenger use (e.g. Waterside line);</li> <li>• Improving rail access to Southampton Airport from the east and west;</li> <li>• Increasing capacity on the rail route between Eastleigh and Fareham;</li> <li>• Improved station and key city centre interchange facilities;</li> <li>• Improved cycle and car parking at well-used commuter railway stations;</li> <li>• Investigate opportunities for park and rail;</li> <li>• Working with train operators to deliver station travel plans;</li> <li>• Further development of <a href="#">Community Rail Partnerships</a><sup>65</sup> (CRPs);</li> <li>• Improved capacity for cycles, wheelchairs and pushchairs on trains;</li> <li>• Use of rolling stock suitable for the type of route across the network.</li> <li>• Explore the feasibility of options for light rail in South Hampshire</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling</li> <li>• Improved accessibility within and beyond the sub-region</li> <li>• Improved air quality and environment, and reduced greenhouse gas emissions</li> </ul>

<sup>65</sup> <http://www.acorp.uk.com/Values%20of%20CPR's%20project.html>

<b>Policy L: To work with Local Planning Authorities to integrate planning and transport</b>	
<b>Why?</b>	The location, scale, density and design of new development and the mix of land uses has a significant influence on the demand for travel. Encouraging development on brownfield sites close to existing shops and services, and supporting higher density, mixed use development helps reduce the need to travel and the length of journeys, and makes it easier for people to walk, cycle or use public transport.
<b>How?</b>	The TfSH authorities will work with local planning authorities across the sub-region to encourage higher density and mixed-use developments to be located within main urban centres, in locations that are easily accessible by a range of travel methods. Planning authorities will be encouraged to locate new housing and employment development within close proximity. This will help reduce the need to travel and encourage the use of sustainable travel modes, thereby improving health. Good design of residential developments will ensure that key services are provided locally and that neighbourhoods are walkable, with good cycle and public transport links to nearby urban centres. Residential and workplace travel planning will be used to effectively manage the journeys created with development.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• The current and emerging local planning authorities' Local Development Frameworks (LDF) infrastructure delivery plans will be developed alongside the Implementation Plan sections of the Hampshire, Portsmouth and Southampton Local Transport Plans;</li> <li>• Seeking developer contributions from new development to mitigate the impact of new development on existing transport networks;</li> <li>• Residential and <a href="#">workplace travel planning</a><sup>66</sup>;</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how</li> <li>• Improved accessibility within and beyond the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>66</sup> <http://www.dft.gov.uk/pgr/sustainable/travelplans/work/>

<b>Policy M: To develop and deliver high quality public realm improvements</b>	
<b>Why?</b>	The quality of streetscape can have a big influence on the vibrancy of a place and the way people use streets. Place-making initiatives and the development of 'Naked Streets' will provide a better setting for people friendly activity, providing a more user-friendly public realm for pedestrians, vulnerable road users and cyclists. Public Realm improvements utilising high quality materials, where affordable and practical, with careful detailing and public art will add to the character, feel and ownership of local places.
<b>How?</b>	Within cities, town and district centres, the TfSH authorities will reduce street clutter and make streetscape improvements using high-quality materials and street furniture to enhance the public realm and its accessibility.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Reducing street clutter (e.g. pedestrian guard railing);</li> <li>• Streetscape enhancements (e.g. lighting, paving, planting, and street furniture);</li> <li>• Delivering improvements that follow the design principles set out in current design guidance and informed by examples of best practice.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved accessibility within and beyond the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>

<b>Policy N: To safeguard and enable the future delivery of transport improvements within the sub-region</b>	
<b>Why?</b>	A limited number of targeted highway and rail improvements have been identified which would serve to address problems of localised congestion, unlock development sites with highway access problems and tackle adverse impacts of traffic on quality of life in communities.
<b>How?</b>	Delivery of major schemes for highway improvements is dependent on funding decisions by Government and external contributors. The TfSH authorities will safeguard the routes of proposed highway improvements and continue to work with these agencies to secure funding for these schemes.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Safeguarding routes of proposed bypasses for communities where heavy traffic causes problems of severance, noise and poor air quality (e.g. Botley, Stubbington);</li> <li>• Safeguarding land to enable developer-led access solutions to unlock Dunsbury Hill Farm and Eastleigh River Side for new employment uses;</li> <li>• Enabling developer-led road improvements to facilitate access to planned major development areas (e.g. North Whiteley);</li> <li>• Safeguard land for developing a new motorway junction on the M275 serving Tipner, Portsmouth;</li> <li>• Investigate feasibility for provision of a bridge link from Tipner to Horsea Island (for all modes); and</li> <li>• Safeguard land for new stations at certain locations e.g. Farlington.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved accessibility within and beyond the sub-region</li> </ul>

## Glossary of Terms

Acronym/ Common Term	Full Title	Explanation
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<b>Acronym/ Common Term</b>	<b>Full Title</b>	<b>Explanation</b>
<b>AQMA</b>	<b>Air Quality Management Area</b>	An identified area where various air pollutant levels breach national limits, requiring action to deal with poor air quality.
<b>Active Travel</b>		Modes of travel which require physical activity, ie walking and cycling.
<b>BRT</b>	<b>Bus Rapid Transit</b>	Provision of dedicated, segregated bus lanes, junction priority, high quality "stations" and other infrastructure to provide a bus-based version of light rail rapid transit, capable of supporting high frequency services moving large volumes of passengers.
<b>Car Club</b>		Organisations providing cars based in key locations for hire to members via an online or telephone booking system. Car clubs allow infrequent car users to access a car when they need it, without the high cost or parking difficulties associated with car ownership.
<b>CPGS</b>	<b>Car Park Guidance System</b>	System which combines monitoring of car park capacity and occupancy with Variable Message Signage (see "VMS") to route car drivers to car parks with available parking spaces, reducing the number of vehicles circulating searching for spaces at busy times and reducing traffic congestion.
<b>CPZ</b>	<b>Controlled Parking Zone</b>	An area where parking restrictions (typically a requirement to display a valid ticket or permit) are in force.
<b>CRP</b>	<b>Community Rail Partnership</b>	Community Rail Partnerships encourage greater use of rail services on rail routes away from main-line corridors by raising their profile in the community. This can be achieved by publicity, developing links with local communities served by the rail route and recruiting volunteers to help 'adopt' stations.
<b>DaSTS</b>	<b>Delivering a Sustainable Transport System</b>	Government report and policy guidance outlining goals and planned development for transport, aiming to balance the delivery of economic growth with reductions in the environmental impact of transport.
<b>Eddington Report</b>	<b>Eddington Transport Study</b>	A report authored by Sir Rod Eddington in 2006. This report examined the relationship between transport and the economy and the environment, and made recommendations on the direction future transport direction should take.
<b>Green Grid</b>		The Green Grid concept aims to create a multi-functional network of interlinked, multi-functional and high quality open spaces that connect with town centres, public transport nodes, the countryside in the urban fringe, and major employment and residential areas. The PUSH Green Infrastructure Strategy is a step towards the creation of a Green Grid in South Hampshire.
<b>HA</b>	<b>Highways Agency</b>	Government agency responsible for managing the trunk road and motorway network.
<b>Hampshire County Council</b>		County Council covering the county of Hampshire but excluding the cities of Portsmouth and Southampton. Major urban areas in Hampshire include Havant, Gosport, Fareham, Eastleigh, Winchester, Basingstoke, Andover, Farnborough, and Aldershot.

<b>Acronym/ Common Term</b>	<b>Full Title</b>	<b>Explanation</b>
<b>HOV Lanes</b>	<b>High Occupancy Vehicle Lanes</b>	Lanes dedicated for use by buses and cars carrying multiple occupants. Intended to encourage car-sharing by rewarding car-sharers with faster, less congested journeys.
<b>Journey time reliability</b>		It is important for people making a regular journey that the length of time taken between their origin and destination is reasonably predicible, and does not fluctuate excessively from day to day. Unpredictability adds to costs of business and results in wasted time.
<b>LDF</b>	<b>Local Development Framework</b>	A series of local development documents prepared by district councils and unitary authorities that outline the spatial planning strategy for their area.
<b>Legible Cities/ Legible South Hampshire</b>		The Legible Cities concept involves the development of direction signage and maps to enable pedestrians and cyclists to navigate around the city with greater ease and confidence. A Legible South Hampshire project would involve deployment of a common brand of Legible Cities signage in urban locations across South Hampshire.
<b>LEP</b>	<b>Local Enterprise Partnership</b>	The current Government has proposed to set up a number of regional / sub-regional organisations known as LEPs to replace the now-decommissioned Regional Development Agencies (RDAs).  LEPs will provide the strategic leadership in their areas to set out local economic priorities and will feature more private sector representation than RDAs. LEPs will address such areas as planning, housing, local transport and infrastructure, employment, and inward investment.  More information on the development of LEPs will become available during winter 2010 and into 2011.
<b>Local Transport Act</b>		The Local Transport Act (2008) is an act of Parliament that enables local authorities to better manage bus services, consider introduction of road charging schemes, and also outlines the requirements for delivery of Local Transport Plans.
<b>LTA</b>	<b>Local Transport Authority</b>	A Local Authority responsible for the operation, management and development of the highway network (excluding trunk roads and motorways, which are the responsibility of the Highways Agency) within its area. LTAs are also generally responsible for subsidy of certain bus routes and maintenance and improvement of transport infrastructure (excluding infrastructure under control of the Highways Agency, Network Rail, and private operators).
<b>LTP3</b>	<b>Local Transport Plan 3</b>	The document for which this glossary is written. Local Transport Plan 3 outlines the transport policies, strategy and implementation plans for Local Transport Authorities from 2011 to 2031.

<b>Acronym/ Common Term</b>	<b>Full Title</b>	<b>Explanation</b>
<b>Modal Share</b>		The proportion of journeys made by a mode (ie type) of transport, eg a modal share of 70% for cars means 70% of journeys are made by car.
<b>Naked Streets</b>		Streets with none (or very little) of the usual street furniture such as traffic lights, signs, kerbs, railings, white lines and other road markings. In certain locations, studies have found that “naked streets” reduce traffic speeds and improve safety for users compared to more traditional street layouts, markings and furniture.
<b>PTW</b>	<b>Powered Two-Wheeler</b>	A powered two wheel vehicle, ie a motorbike, motor scooter, or electric scooter.
<b>PCC</b>	<b>Portsmouth City Council</b>	Unitary Authority covering Portsea Island, and the mainland consisting of Paulsgrove to the west and Farlington to the east.
<b>PUSH</b>	<b>Partnership for Urban South Hampshire</b>	A partnership between Local Authorities in South Hampshire which aims to deliver sustainable, economic growth and regeneration to create a more prosperous, attractive and sustainable South Hampshire.
<b>ROWIP</b>	<b>Rights of Way Improvement Plan</b>	A plan which considers how best to manage and develop the Public Rights of Way network (including bridleways and public footpaths).
<b>RTI</b>	<b>Real Time Information</b>	System providing live updates on expected arrival times of buses at each stop, and often also accessible online or via text message.
<b>SCC</b>	<b>Southampton City Council</b>	Unitary Authority covering the city of Southampton and much of its urban and suburban area.
<b>SUDS</b>	<b>Sustainable Urban Drainage System</b>	Urban drainage system designed to reduce the impact of water runoff from urban developments. SUDS generally use systems of collection, storage, cleaning, and controlled release to more slowly release cleaner drainage water back into the environment. These systems are less prone to flooding than conventional drainage.
<b>Stern Review</b>	<b>Stern Review on the Economics of Climate Change</b>	A report produced in 2005 for the British Government by economist Nicholas Stern. It examines the economic impacts of climate change, as well as considering the policy challenges involved in developing a low-carbon economy and in adapting to the consequences of climate change.
<b>TAMP</b>	<b>Transport Asset Management Plan</b>	A Transport Asset Management Plan aims to bring together the management processes associated with the maintenance of the transport network with information on the transport assets maintained by a local authority in one document.
<b>TAP</b>	<b>Town Access Plan</b>	A programme identifying schemes which can help improve movement in and around towns, and to make the best use of roads and public spaces. TAPs are Hampshire County Council’s primary vehicle for identifying how to improve parts of the transport network in towns in Hampshire.

Acronym/ Common Term	Full Title	Explanation
TfSH	<b>Transport for South Hampshire</b>	<p>Transport for South Hampshire is a delivery agency formed in 2007 for the South Hampshire sub-region, bringing together local transport authorities, transport operators, business interests and government agencies to deliver change. The organisation is a partnership made up of the Local Highway Authorities of Hampshire, Southampton and Portsmouth, together with transport providers and other agencies.</p>
TIF	<b>Tax Increment Financing</b>	<p>The coalition government in autumn 2010 announced new powers for Local Authorities to be able to borrow against future estimated local tax receipts. This could mechanism be used to help deliver local transport improvements.</p>



# Safe City Partnership Plan

## 2011 – 2012



\* New indicator

# Contents

## INTRODUCTION AND CONTEXT

1. Setting the scene
2. Working with other partnerships

## LOOKING BACK

3. 'We said, we did': Our performance last year
4. Summary of changes in the last year
5. 'You said, we did .....

## LOOKING FORWARD

6. Priorities for 2011/12
7. Headline Actions



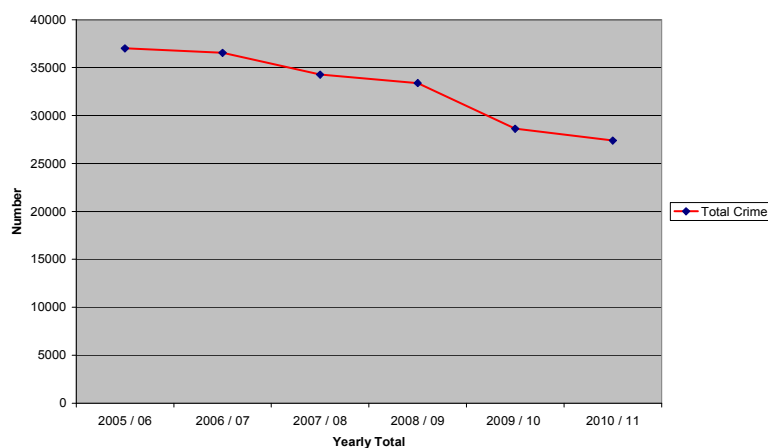
# Introduction and Context

## 1. Setting the scene

Our recent Residents' Survey shows that crime and anti-social behaviour is second only to the economy as a top issue for local people. This Safe City Partnership Plan describes how the wide range of organisations and services in Southampton work together with residents to make our city safer.

We aim to continue to make Southampton a safe city. We want to make you feel safer in your home and your neighbourhood. We also want you to enjoy visiting or working in the city centre and making the most of what Southampton has to offer while feeling safer day and night.

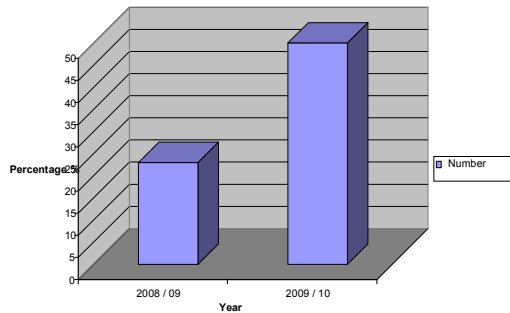
We aim to prevent and reduce crime by working together with other services to tackle the root causes of crime – such as promoting responsible drinking or supporting families with multiple problems. We also want to ensure we respond effectively where crime does occur, to reduce reoffending and to protect victims and vulnerable people in our communities.



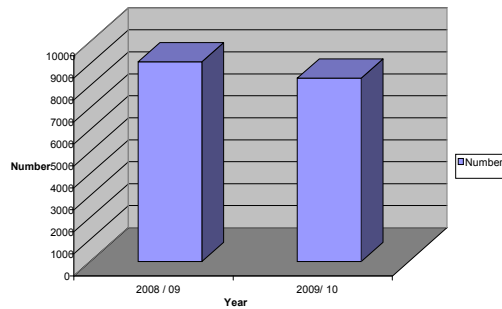
All Crime Yearly Figures

**Southampton is a safer city, with overall crime rates falling for 4 consecutive years.**

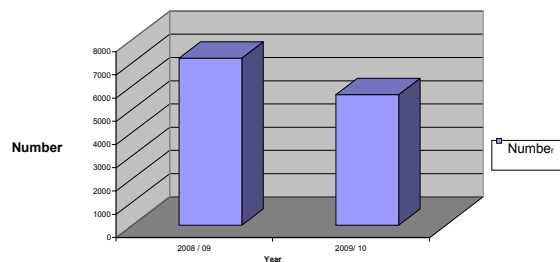
As detailed in this Plan, the Partnership succeeded in meeting the local targets set against the top 3 priorities in last year's plan. So in the last 18 months we have seen a fall in violent crime, criminal damage and anti-social behaviour. We also achieved a substantial increase in the percentage of local people who feel the Council and Police successfully tackle crime and anti-social behaviour in their area (up 27% to 50%). In fact crime levels in December 2010 were the lowest level in one month (in Southampton) since 2003.



Percentage of people who think the Council and Police are tackling crime and Anti-social behaviour in their area – increased by 27%.



Violent Crime - Reduction of 8%



Criminal Damage - Reduction of 22%

We still need to continue to improve our comparative position (to other similar areas) and although most crime types are falling our annual crime assessment shows we need to focus this year on reducing house burglary. While the Partnership has worked hard to listen to and respond to the issues that matter most to local residents in local areas, this Plan highlights the priority the Partnership will continue to give to this area and we plan to expand our activities to involve more individuals and communities in helping us to improve safety in neighbourhoods.

This Plan looks back at what we said we would do last year and what we did achieve. It also looks forward to the year ahead and identifies key priorities and actions that will make the most of our collective effort and resources.

**Priorities for 2011/12 are:**

- **Reducing violent crime**
- **Reducing burglary**
- **Improving public involvement and perception of safety**

Reducing crime and improving safety is subject to changing national policies, while all partners are reacting to the national austerity measures. As a result, this area of work is subject to a rapidly changing climate but we will continue to work together to achieve efficiencies while delivering priority services together.



## 2. Working with other partnerships

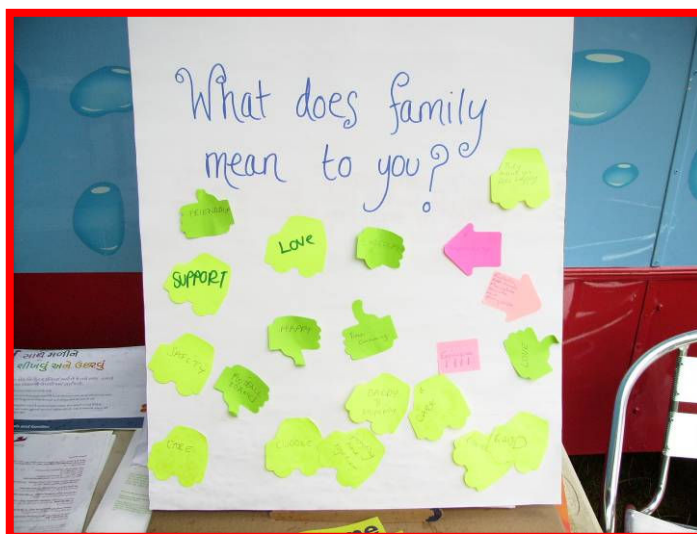
By working together to improve community safety the Safe City Partnership seeks to make a significant contribution to meeting the City priorities - to achieve sustained economic growth and low cost, efficient, customer centred services. We also contribute to addressing the four key challenges for the City (as set out by the Southampton Partnership) which are:

- Economic development
- Educational attainment and skills
- Well-being
- A sustainable green and attractive environment.

Many of the causes and solutions to tackling crime and offending behaviour are rooted in the issues addressed within the city 4 key challenges. For example, the Safe City Partnership has a strong focus on preventing and reducing the harms caused by alcohol and drugs which has benefits for health and well-being as well as safety; we seek to involve service-users or local residents in crime prevention projects and activities that in turn can contribute to skills development of volunteers; while an enhanced image and reputation as a safe city, for example through reduced crime in the city centre at night can contribute to a thriving night time economy; improved educational standards and reduced absenteeism, more resilient families and cleaner and greener environments all contribute to reducing crime.

Although the Safe City Partnership provides the expertise and focus to make communities safer, we recognise other partnerships in the city make a crucial difference to preventing and reducing crime too. Improving the economy of the city, health of residents and educational standards are just a few examples of issues that will also contribute to reducing crime and anti-social behaviour.

We are part of a much bigger picture of services and agencies working together to improve the quality of life for local people in our city.



An exercise with young people led by the Think Family Team

# LOOKING BACK .....

## 3. 'We said, we did'

Here we review how we performed against specific targets and priorities set in the last Safe City Partnership Plan (2009/10). The top 3 priorities were:

- To reduce 'All Crime'.<sup>1</sup>
- To reduce Violent Crime and Criminal Damage.
- To improve public perception of safety in the city.

### We said, we would ....

- Reduce All Crime by at least 7%
- Reduce Violent crime by 5%
- Reduce Criminal Damage by a further 8%
- Improve the percentage of people who think the council and police are tackling crime and anti-social behaviour in their area to 30%.
- Improve Southampton's relative position (in the priority areas) when compared to Community Safety Partnerships in other areas (our Most Similar Group<sup>2</sup>).

### We did .....

By the end of the 2nd quarter in 2010/11, we did

- Reduce All Crime by 9%
- Reduce Violent Crime by 9.56%
- Reduce Criminal Damage by 17%
- Increase public perception of safety by 27% - the percentage of local people who think the Council and police are tackling crime and anti-social behaviour in their area is now 50%
- Improve Southampton's comparative position for All Crime from 14/15 (15 = worst in group) to 12/15.

However, we did not improve our comparative position for Violent Crime or Criminal Damage.

- Most Serious Violence position has worsened from 3rd of 15 to 6/15.
- Violence against the Person – Southampton remains worst 15/15.
- Criminal Damage – Southampton's position is unchanged at 14/15

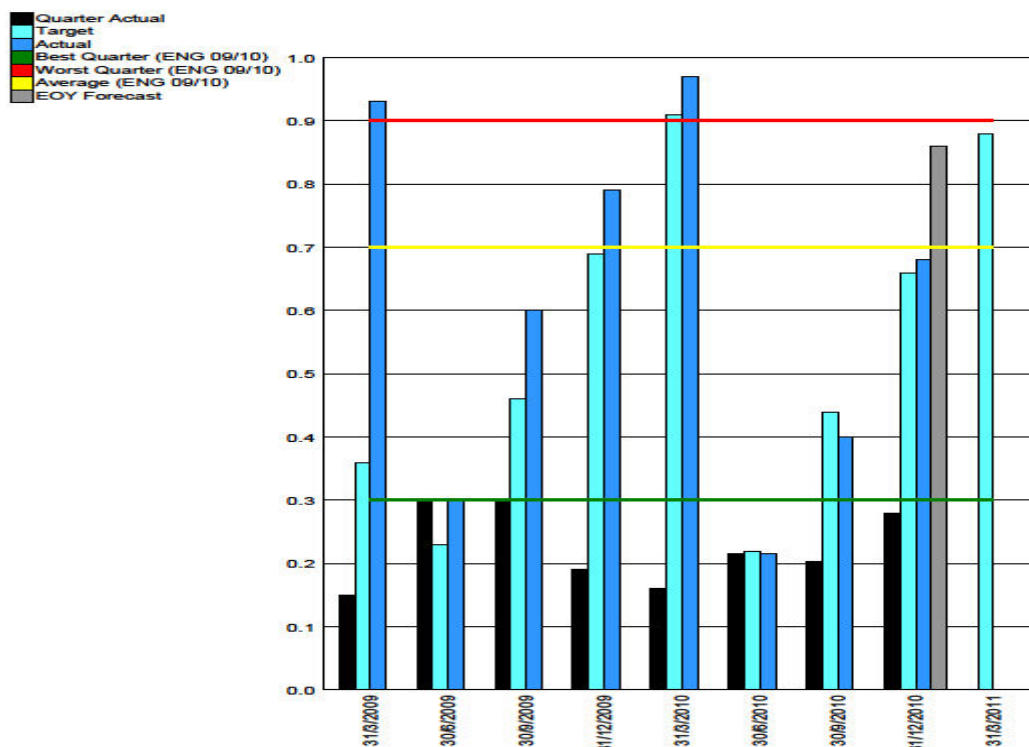
Despite another successful year in terms of local crime rates falling, Southampton's position compared to other Community Safety Partnerships in our most similar group' has stubbornly failed to shift in most areas (except All Crime). We also reach above national average levels in key areas including Violent Crime. This position reflects the national trend of reducing crime and the relatively low starting position of our crime levels – that is, we have to make really significant incremental changes to shift relative positions when all areas are experiencing falling crime. Nevertheless, the challenge for the partnership is to continue to reduce all crime rates and to do so to such a level that our comparative position positively improves.

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<sup>1</sup> All Crime is defined as the total count of every incident reported to Police found to be a crime.

<sup>2</sup> This measures, compares and ranks reported crimes in a designated group of 15 other Safety Partnerships and shows how we are doing compared to others in that group.

## Serious Violent Crime



Significantly reducing Violent Crime is clearly our most challenging area. Although it is important to note that the comparative data particularly shows high reported rates of lower level violence which will often encompass non-physical contact that is still within the very broad definition of 'Violent Crime'. Only 2.9% of all violence in 2009/10 is 'Most Serious Violence'. So Southampton is still very much a safe city in actual and relative terms.

The two biggest single elements of 'Violent Crime' in the city are Domestic Violence (24%) and Alcohol and Public Place related violence (with significant links to the Night Time Economy 19%). The Partnership has been very proactive in the last two years to make a difference in both of these areas and will continue to do so. For example, a range of key initiatives were established in 2009/10 to improve safety and prevent violence including ICE Bus, Street Pastors and the Yellow Card scheme. While the city holds a leading position on Partnership responses to the highest risk victims of Domestic Violence, we have recently reviewed how to make further improvements to reach more victims of Domestic Violence and provide effective support to reduce risk and reduce repeat victimisation. These two areas will remain top priorities in 2011/12.

### **We said we would:**

Meet the targets set by government for 34 Performance Indicators

**We did:**

By the end of the second quarter, 29 out of 34 of all the performance indicators were monitored and of these;

- 21 were green (achieved in full)
- 4 were amber (slight variance from target)
- 3 were red (not achieved)

Those indicators that were red were:

- Reduce dwelling burglary
- Number of Domestic Violence homicides (NI34)
- Number of gun crimes per 1,000 population.

Dwelling Burglary is discussed on Page 11. There was tragically 1 domestic homicide in the 2010/11 and this target is nil. However, this is despite an effective partnership response to highest risk victims of Domestic Violence (ranked in top 4 in the country). Gun Crime is still at very low levels in Southampton and this indicator is not showing a consistent trend.

**We said, we would:**

Deliver 84 actions as part of our agreed action plan - to achieve the top priorities. These were allocated to respective sub-groups of the partnership.

**We did:**

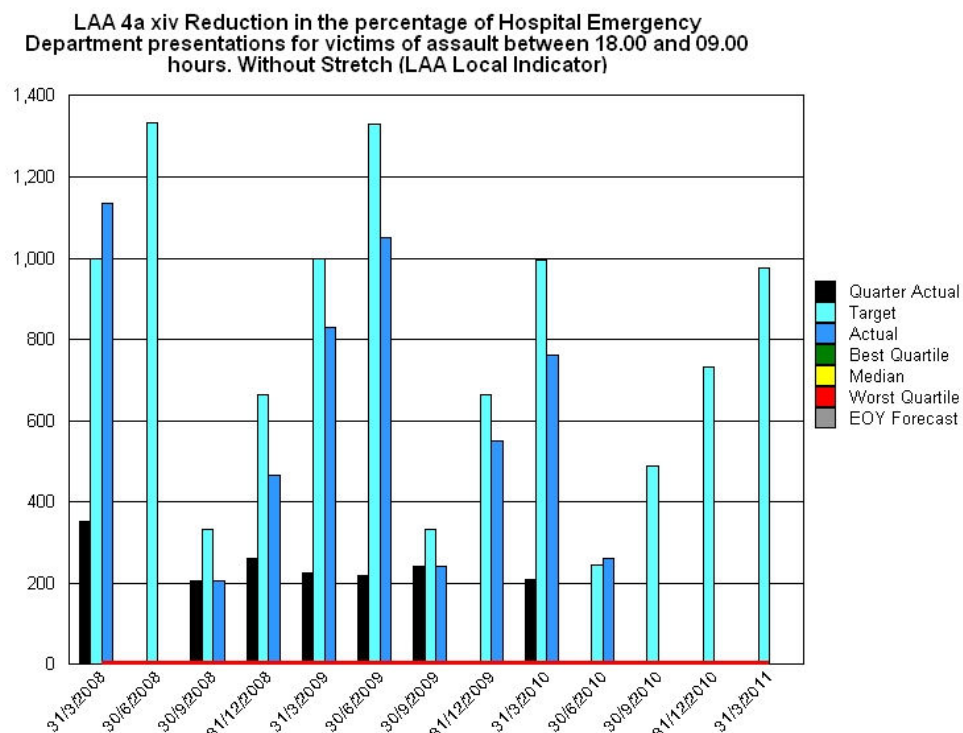
Achieve more than 80% of these actions at the end of Quarter Three and we project achieving all agreed actions by year end.

## 4. Summary of changes in the last year

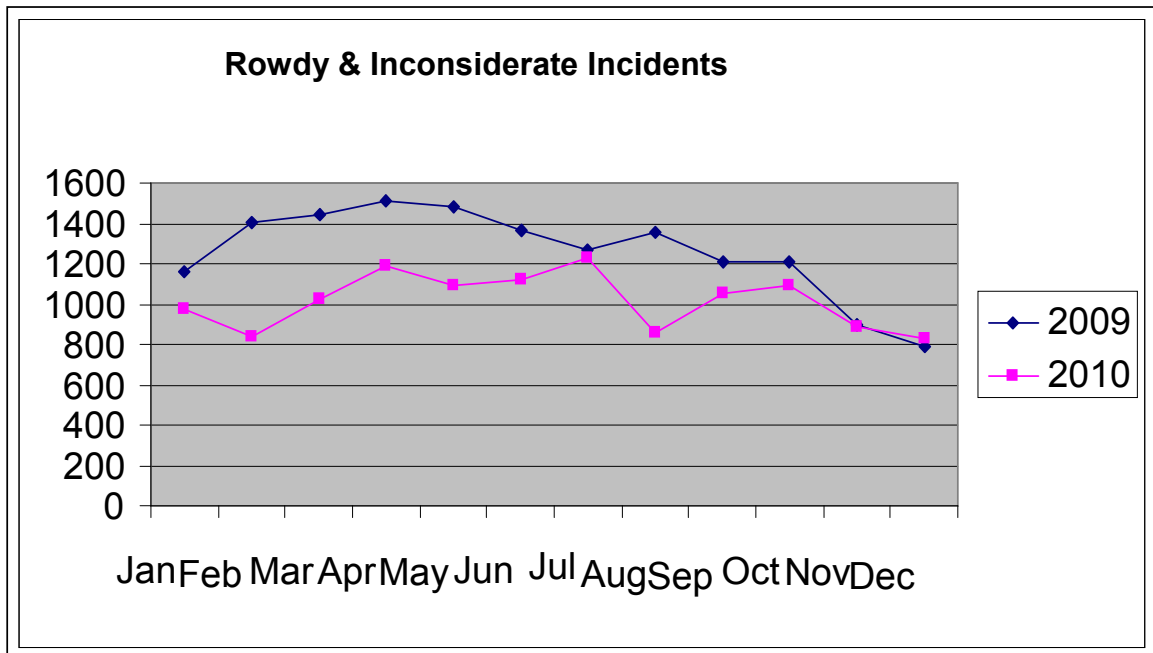
This Plan is underpinned by local data and analysis of crime and anti-social behaviour, and the views of local residents that form the annual 'Strategic Assessment'. Key facts arising from the most recent assessment (covering year end 2009/10 and 2 quarters of 2010/11) are summarised here.

### Key positive changes

- Overall crime and anti-social behaviour is reducing. The total level of 'All Crime' is down 7% at year end and 9% at the end of Quarter 2 (Sept 2010). This represents the 4<sup>th</sup> consecutive year of falling crime levels.
- Violent Crime is down by 9.56%. At year end the most significant fall within this category was youth-on-youth violence (down 24% on the previous year). Serious violent crime was down 8% at year end.
- Violent Crime in the night time economy is showing a consistent downward trend. Quarter 2 (July – Sept 2010) displayed a 33% reduction on the same quarter in 2009. Projections indicate a good decrease in incidents in the city centre at night for year end 2011/12. This is supported by a drop in Emergency Department hospital admissions late at night as a result of alcohol-related assault. See the graph below.



- Youth offending reduced by 26% and the number of first time entrants to the Criminal Justice system fell by 16%. This continues a downward trend.
- Reoffending (by adults) reduced by 12%.
- Anti-social behaviour fell substantially by year end (April 2010) compared to the previous year (-15%) and Rowdy and Inconsiderate behaviour dropped in 2009/10 (-19%) and that trend has continued.



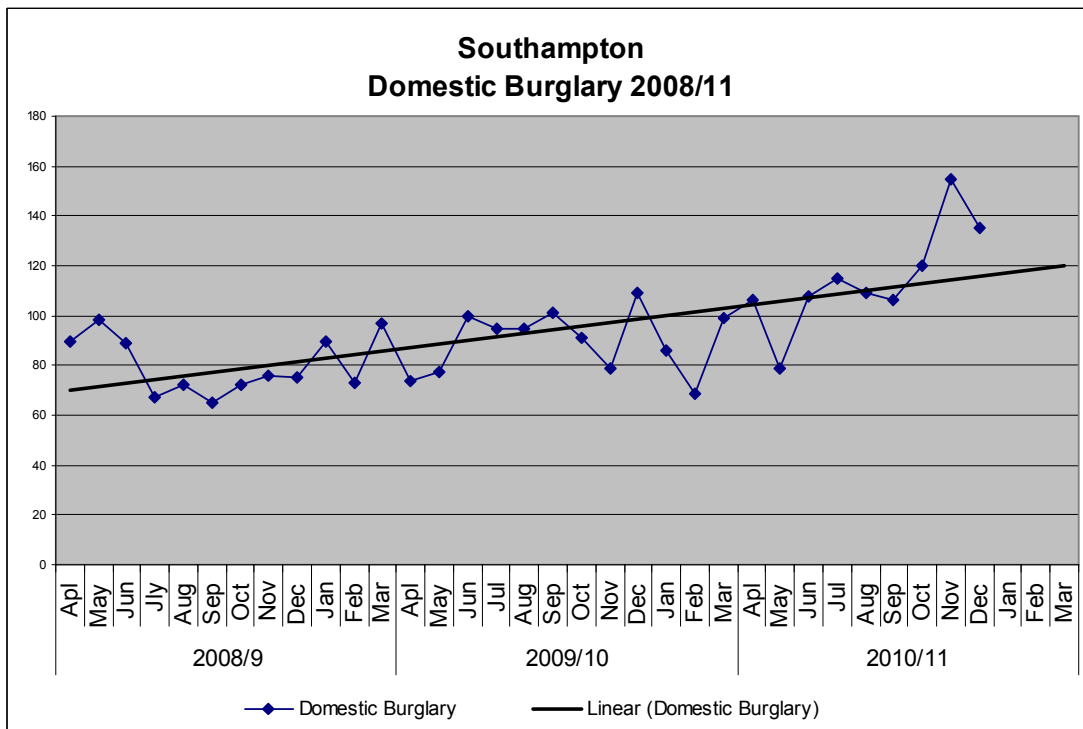
- Criminal Damage (often used as a proxy measure for anti-social behaviour) also fell (by 21% at year end and 17% to Sept 2010). This drop continues a substantial 3 year downward trend.
- Arson levels varied over the year but reduced overall at year end by 17%.
- The number of Neighbourhood Watch schemes has doubled over the last two years.
- The percentage of local people who feel the Council and Police tackle crime and anti-social behaviour in their area has more than doubled from 23% to 50%. (a 27% increase)

### **Other key changes**

House burglary was one of the very few crime types to increase (up 12% at year end and 17% at Sept 2010). The continuing upward trend that started in 2010 reflects the emerging

national rise in burglary but is more significant in Southampton. This is mirrored in an adverse shift in comparative position with our 'Most Similar Group' of Community Safety Partnerships (from 4<sup>th</sup> best of 15 in March 2010 to 9<sup>th</sup> out of 15 in Sept 2010). The factors contributing to this rise in house burglary include the economic climate but it is also attributed to a small number of prolific offenders. Additionally, there are links between drug use and serious acquisitive crime.

Action taken by the Partnership to seek to tackle this upward trend includes police targeted detection and arrest measures; public awareness campaigns about crime prevention and home security – this was a key theme in Safer Southampton Week and a Christmas burglary campaign - plus targeted anti-burglary initiatives, for example, crime prevention activities with students.



The Partnership will re-double focus in this area in 2011/12. A rise in burglary rates is not only an important issue in itself but it also has a strong link to fear of crime as it is a crime type that is frequently identified by residents as the crime they worry most about.

## The Economy

In the last year Southampton Partnership monitored the potential impact of the economic climate on key issues including crime. To that end, we have tracked rates of domestic burglary, non – domestic burglary, robberies and the number of vehicle thefts on a monthly basis. Findings to date from the October 2009 baseline show that burglary is occurring at a higher rate on a consistent basis where as the other indicators vary month to month and do not show a consistent trend to date. In addition, the substantial spending pressures on all partner services have begun to create new challenges for the Partnership and the impact of the substantial changes in all partner organisations will also be monitored by the Partnership.

## Alcohol related harm

Alcohol-related harm remains a significant problem in Southampton. Both crime data and health data indicate that too many adults and young people in the city use alcohol at harmful levels and in ways that put both their health and wellbeing and their safety at risk. Research

by the North West Health Observatory in a range of key health measures such as Alcohol-specific hospital admissions for under 18s and estimates of binge drinking position Southampton as above national average. Southampton also records above average rates of alcohol-related recorded crimes.

Alcohol plays a significant role in criminal behaviour as well as in the safety, health and well-being of residents. The Probation Service reports a significant link between alcohol and offending behaviour and the Domestic Violence team has identified alcohol as a key issue, especially with regards to individuals who are resistant or unable to change their behaviour. Of particular concern is high use of alcohol amongst young people which not only contributes to street based crime and anti-social behaviour, but also to 'fear of crime'. We also know that a number of dependant children are affected by adult alcohol use and this puts these children at greater risk of offending and other related harm.

The Partnership has worked very hard and achieved considerable recent success in tackling some of the harms caused by alcohol. A range of projects in the Night Time Economy commenced last year and this year the Best Bar None scheme will continue work in this area to seek to raise standards of management in city centre licensed premises.

In addition, Children's Services and Health Services have recommissioned work with young people and substance misusers to support more young people in treatment (99 in treatment with more than 90% with alcohol or cannabis use as the presenting problem), leading to over 90% successfully completing treatment. There is more targeted outreach and brief interventions for young people with alcohol problems reaching around 2,000 young people under 18 years old last year.

The Safe City Partnership will continue to prioritise joint work to prevent and reduce the harms caused by alcohol. But it is also recognised that this is an issue with wider partnership significance and so we will work with other partnerships to support action in this area with outcomes for health and well-being, the economy and safety.

## **5. Community Feedback: 'You said, we did' .....**



We try to understand what issues matter most to you – residents, visitors and workers of the city – on a continuous basis throughout the year. We use surveys, regular community meetings and big campaigns like Safer Southampton Week to engage with local people. The highlights from the local public feedback are captured here.

## Recently ‘You said’ .....

- **On Safety and Crime in the city<sup>2</sup>**
  - 91% of residents (surveyed) said they feel safe in their local area during the day (up 6% from 2008)
  - 57% said they feel safe in their local area after dark ( up 19% from 2008)
  - 50% of residents (surveyed) felt the Council and Police successfully deal with crime and anti-social behaviour (up 27% from 2008)

This means more local people feel safer and more satisfied with local services that tackle crime and anti-social behaviour. However, when asked if crime is increasing or decreasing 72% said it had remained unchanged – 20% thought crime had gone up and only 8% thought it had decreased. This suggests local residents don’t believe crime is falling and there remains a need to reassure residents about crime and safety in the city. Because of this response, improving public perception is a continuing partnership priority for 2011/12.

*In fact, crime and anti-social behaviour has substantially decreased over the last few years in Southampton.*

- **On key crime and safety issues in the city that worry you most<sup>3</sup>, the majority of you said:**
  - Burglary
  - Anti-social behaviour.
- **On local priority concerns, the most consistent issues are:**
  - youth nuisance, young people congregating
  - young people acquiring alcohol
  - cycling on pavements
  - young people setting fire to litter / grass
  - motor cycle nuisance
  - inappropriate use of vehicles
  - fly tipping

*Here we list just a few examples of local actions*

## In response to what you said, we did .....

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<sup>2</sup>Based on the City Survey of residents 2010/11

<sup>3</sup> Based on the ‘fast feedback form’ used at partner and partnership event to ask resident views throughout the year.

- **Reduce Anti-Social Behaviour and Criminal Damage**

Every month the Council (Safer Communities Team), Police, SCC Housing and Registered Landlords, schools and other parties meet to discuss where anti-social behaviour is taking place and determine what to do to tackle it. This year, the highest number of Anti-Social Behaviour Orders were granted since the powers began in 1999 (the vast majority of these were led by the council). Southampton was the first city in the country to establish new ASB MARACs – multi agency risk assessment conferences for the most vulnerable victims of anti-social behaviour to provide more effective partnership support. Since starting in 2010, 22 ASB MARACs have been held. Joint operations aimed at tackling anti-social behaviour problem areas – involving the council, police, partners and sometimes residents – totalled 26 this year.

- **Make the city centre safer at night**

Launched on 1 June 2010, the Yellow Card scheme aims to reduce drink related violence and anti-social behaviour. On the issue of one Yellow Card, details are taken of that person. On receiving a 2nd Yellow Card, that person will be banned from all participating night time economy venues in the city for a period of up to 12 months. At the end of September 2010, 281 people were issued with one yellow card and 12 people received a second yellow card banning them from the city centre Night Time Economy. This scheme operates with the support of licensed premises and works alongside Street Pastors, ICE BUS and Taxi Marshalls that all help visitors to the city have a safer night out.



### **ICE BUS Feedback**

We set up ICE Bus last year and have built on the success of this project to make it more cost effective and ensure it is on the streets at peak times. The ICE Bus provides an emergency medical and welfare provision in the city late Saturday nights and during peak times.

*"I'm just writing to say a massive thank you. The helpers on ICE Bus saved me last Saturday. I was very ill and got split up from my friends. The girls who looked after me were brilliant ..... I dread to think what would have happened if they weren't there"*

*Young woman after attending the ICE Bus*

*"On behalf of myself, my daughter and family we would like to say a very, very big thank you to the 'good Samaritans' who helped my grandson on Saturday night. We are so very grateful to them and the service you offer."*

#### Feedback about the ICE Bus

- **Reducing youth offending.**

The Youth Offending Team and Hampshire Police successfully implemented triage in Police custody suites to ensure decisions about young people are made faster and those young people referred to the Youth Offending Team have a plan of intervention established. A strong emphasis is placed on restorative justice where the young offender will be confronted with the consequences and impact of their behaviour upon the victim. Reoffending by this cohort is proven to be much lower than for others and the number of first time entrants in Southampton has reduced by 50% since 2007/08.

- **Tackling under-age drinking.**

Partners worked together to launch a pilot initiative in the west of the city which established a Young People's Alcohol Worker to work with schools, youth settings and other outreach targeting under 15s. The Parent Support Link helpline also developed alcohol - advice for parents - available through the helpline 23 hours a day.

- **Reducing Hate Crime**

The Hate Crime and Harassment Task Group supports the victims of hate crime and increases confidence in reporting. The rate of repeat victims has remained under 3% as a result of on-going multi-agency interventions. A local Safe Places pilot has been launched in Portswood, an initiative that connects local disability groups, local businesses and agencies. A new initiative to encourage third party reporting, Don't Stand By ... Do The Right Thing, was launched at the Holocaust Memorial Day event.

# LOOKING FORWARD

## 6. The Annual Improvement Priorities for 2011/12:

Based on the findings of the strategic assessment the partnership has 3 annual improvement priorities for the coming year – those areas that require particular focus. They are:

- reducing Violent Crime
- reducing Dwelling Burglary
- increasing the involvement of individuals and communities to improve safety in their neighbourhoods and improve public perception of safety

To make a difference in the improvement areas, with a particular view on improving the comparative position in these areas, we will set the following key targets:

- reduce Violent Crime by 5%
- reverse the upward trend then reduce Dwelling Burglary by 3%
- increase the number of Neighbourhood Watch schemes by a further 25%. This would result in a 75% increase over 3 years.
- improve public perception of safety by at least 10%. This would lead to 60% satisfaction with the Police and Council tackling crime in local areas.

### Neighbourhood Priorities

The Partnership District Management Groups will identify key priorities for each District based on localised data and community feedback. District-level priority delivery plans will then be agreed and delivered in each of the two Districts in the city.

### Cross Partnership Priorities

In addition, wider cross-partnership priorities that the Safe City Partnership will particularly focus on is:

- Tackling alcohol-related harm.
- Supporting economic development especially in the Night Time Economy.

### Area Based Reviews

The Partnership will also lead on delivering 2 significant Area Based Budget (ABB) Reviews; Improving Responses to Domestic Violence and Reducing Reoffending. The Safe City Partnership will contribute to the ABB Review for Think Family. These reviews examine in detail the financial and social costs of the issue under review and the Partnership savings and efficiencies that can be made, leading to improved ways of working that take a 'Total Place' perspective. These reviews should lead to significant service and financial outcomes to the benefit of service users and agencies.

### Efficiency Actions

In the current economic climate the Safe City Partnership is also actively seeking to deliver efficiencies both in the functions of the partnership itself, for example, reducing meetings and in taking joint approaches to local funding decisions to ensure key services and activities are sustained. We are also exploring new ways of working to join-up or share services to maximise resources.

### **Headline Action Plan**

The attached table provides headline actions and outcomes for the three top improvement priorities. This is indicative of the approach and activities to be undertaken. However, more detailed delivery plans will underpin each of these areas of work.

## Annual Improvement Priority

### 1. Reducing Violent Crime

#### • Key outcomes

- Reduce the number of reported incidents of violence.
- Improve our comparative position for Violent Crime (against our Most Similar Group).
- Reduce Emergency Department hospital admissions for alcohol-related assault (at night).
- Reduce repeat incidents of Domestic Violence
- Reduce alcohol-related violence in the Night Time Economy.
- Reduce youth-on-youth (lower level) violence escalating from anti-social behaviour.
- Develop systems for the earlier identification of people who are drinking at harmful levels and provide timely advice and intervention
- Continue and expand public campaigns to encourage safe drinking levels

#### • Resources

Actions identified here will be further developed and delivered through re-shaping or re-focus of existing resources across relevant services to realise efficiencies and create capacity to prioritise actions in this area. For example the new DV model will seek to substantially re-shape current provision. Additional funding will be sought through government funding and private sector support, this will include new external funding for night time economy activities. Partners will also explore new ways of funding large initiatives for example through social finance to deliver integrated initiatives to reduce offending.

## Headline Actions

- Develop and deliver the new Domestic Violence 'Integrated Services' model to improve joint service delivery and increase earlier interventions.
- Build on Partnership work to target offenders and challenge and change behaviour
  - Embed the Integrated Offender Management model to target partnership action at offenders most likely to reoffend.
  - Deliver the Reducing re-offending Area Based Budget review to tackle reoffending.
- Build on existing Night Time Economy projects e.g. Yellow Card, Street Pastors and ICE bus to expand reach and impact.
  - Identify partnership measures to seek to tackle irresponsible drinking promotions and promote safe and responsible drinking behaviours.
- Increase actions to further tackle youth anti-social behaviour – targeting actual and potential violent offenders.
  - include targeted Partnership work with families with multiple problems, and continue Youth Offending Team Triage
  - actions to reduce under-age drinking

## Lead Agency

SCC/SDVF

Probation/ Police

NTE Operational Group

SCC/YOT

## Annual Improvement Priority

## Headline Actions

## Lead Agency

### 2. REDUCING HOUSE BURGLARY

#### • Key Outcomes

- Halt and reverse the upward trend for reported incidents of dwelling burglary.
- Increase public confidence in partners tackling burglary and reduce public fear of crime (burglary in particular)
- Increase detection and conviction rates for Burglary.
- Increase home security – especially ‘vulnerable’ properties.
- Target Partnership burglary prevention measures in hot spot locations.
- Increase public awareness and self-help measures
- Seek to disrupt the market for stolen goods.

#### • Resources

Actions will be delivered through prioritising existing resources to tackle this issue, for example police resources to focus on reducing burglary. Targeted communications and promotion of Neighbourhood Watch will deploy existing officer time from relevant agencies, use some residual government funding and be included in routine public meetings or events. Some specific actions such as ‘design-out’ crime will be integrated into planned and already funded developments.

- Redouble measures to identify and target, catch and convict offenders committing burglary.
- Deliver a range of targeted campaigns to increase public awareness of home security and self-help measures.
  - Target vulnerable properties and hot spot areas.
- Identify and deploy suitable situational crime prevention measures.
- Promote Neighbourhood Watch in vulnerable areas.
- Positive publicity to reduce fear of crime.
- Maximise ‘Design-out’ opportunities in hot spot areas by using environmental improvements.
- Deliver actions and promote public awareness of the purchasing of stolen goods.

Police

SCC and Police Comms Teams/  
District Management Groups

District Management Groups

SCC Safer Communities

Communications Teams

Police Crime Prevention Officers

Police

## Annual Improvement Priority

### 3. To increase public involvement and improve the public's perception of safety

#### • Key outcomes

- Increase number of residents volunteering or involved in local crime reduction and safety initiatives and activities.
- Continue the 2-year upward trend for increased number of Neighbourhood Watch schemes in the city.
- Improve the percentage of residents who think the Council, Police and partners tackle crime and anti-social behaviour in their area.
- Deliver positive messages to increase public reassurance about safety in the city.

#### Resources

These actions will be developed and delivered within current provision, with additional funding from residual government grant for the bigger campaigns. Community involvement and volunteering initiatives will be delivered as part of the city's broader response to the Big Society agenda. Positive reassurance will form part of each partner's communications and engagement with local people and collective effort will ensure delivery of the two planned events – Neighbourhood Watch Week and Safer Southampton. 'Crime Reports' and other new ways of giving information to the public to increase trust and transparency will be met from existing commitments.

## Headline Actions

- Deliver Partnership campaign to increase the number of volunteers as Special Constables to 100 in the city.
- Take supporting action to enable more volunteer involvement in crime reduction and safety projects.
- Deliver Partnership activities to raise awareness and positively encourage growth of Neighbourhood Watch.
  - Deliver Neighbourhood Watch Week (link to national 'week') and annual Neighbourhood Watch Conference/ Event.
- Roll out and positively raise awareness of 'Crime Reports' – public access to on-line local crime data to increase transparency and access to data.
- Deliver positive reassurance activities including a Safer Southampton event.

## Lead Agency

SCC and Police

SCC and Voluntary Sector groups

SCC and Police/ DMGs

DMGs

DMGs  
Safer Communities Team to co-ordinate



## Efficiency Actions

### Delivering efficient and effective Partnership services

#### ○ Key Outcomes

- Deliver agreed outcomes through a lean, cost-effective Partnership.
- Monitoring and allocation of resources (where available) to maximise shared outcomes.
- Sharing or re-shaping services and activities to maximise resources.

#### ○ Resources

- Delivery within existing partner resources with specific actions met by officer time for agreed priority actions.

## Headline Actions

- Implement a much reduced Partnership structure.
- Develop efficient and low cost communication mechanisms
  - Introduce Crime Reports
  - Electronic performance monitoring.
  -
- Deliver Key Area Based Budget Reviews – developing specific invest-to-save models for:
  - Domestic Violence
  - Reducing Reoffending
- Explore new funding options including social impact bonds, private sector support, Government grants.
- Review opportunities for shared assets and services.

## Lead Agency

SCP Executive

SCC Comms Team and DMGs

SCC Probation Children's Services and Learning

SCP Executive

SCP Executive



## How we will measure our performance

## Appendix 1

Indicator	Year End 2009/10	Target 2010/11	Target 2011/12	1 yr Target % change
<b>Safe City Partnership overarching indicators</b>				
<ul style="list-style-type: none"> <li>○ All Crime</li> <li>○ Reduce reoffending<sup>4</sup></li> </ul>	26,626	26,991	25,355	↓5%
	To be set	To be set	To be set	To be set
<ul style="list-style-type: none"> <li>○ Percentage of offenders 18+ reoffending</li> </ul>	10.54%	<9%	<7.5%	↓1.5%
<b>Priority 1: Reducing Violent Crime</b>				
<ul style="list-style-type: none"> <li>○ Violent Crime</li> <li>○ Repeat incidents of Domestic Violence</li> <li>○ Serious Violent Crime per 1,000 pop (Actual crime numbers)</li> <li>○ Assault with injury</li> <li>○ Emergency Department admissions from victims of assault</li> <li>○ Comparative position for Violent Crime</li> </ul>	8316	7900	7505	↓5%
	36%	30%	28%	↓2%
	0.95 (228)	0.88 (206)	0.69 (162)	↓22%
	N/A	3,373	TBA	TBA
	1,051	1,035	1,019	↓1.5%
	15/15	14/15	13/15	- 1
<b>Priority 2: Reducing Burglary</b>				
<ul style="list-style-type: none"> <li>○ Dwelling Burglary</li> <li>○ Comparative position</li> </ul>	1,075	1,015	985	3%
	3/15	2/15	3/15	-1
<b>Priority 3: Improving involvement and public perception.</b>				
<ul style="list-style-type: none"> <li>○ * Increase in number of Neighbourhood Watch schemes</li> <li>○ % of people who think Council and Police tackle crime and ASB in their area</li> </ul>	122 schemes	+25% (30 more schemes) 152 total	+25% (40 more schemes) 190 total	+25%
	23%	30% (actual 50%)	60%	↑10%
<b>Other critical indicators</b>				
<ul style="list-style-type: none"> <li>○ Criminal Damage – number of incidents</li> <li>○ Anti-social Behaviour – Rowdy and Inconsiderate reports</li> <li>○ Hate Crime reports</li> <li>○ Primary Arson reports</li> <li>○ Secondary Arson reports</li> <li>○ First time entrants to the criminal justice system (per 100,000)</li> <li>○ Change in the number of problem drug users in treatment</li> </ul>	5,631	5,626	5,457	↓3%
	16,619	15,510	15,045	↓3%
	-	-	-	TBA
	186	TBA	125	↓33%
	532	TBA	466	↓12%
	909	TBA	TBA	TBA
	761	771	773	+1%

<sup>4</sup> A single national performance indicator is soon to be established until then and for the purpose of continuity we will continue to use NI18 as a measure.

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