

Code	Description	Comments	Response
A - General Comments			
A1	Comments on consultation: generally	<p>Proposals are too vague to fully understand what they mean. SMART objectives would have helped</p> <p>Biased survey to give results the council wants</p> <p>People won't disagree with these general proposal - we need space to give views on the how</p> <p>Listen to people, which you don't</p> <p>The impact of these proposals are unknown and impossible to determine</p> <p>Some parts of themes you can agree with whilst also disagree with other parts</p> <p>These proposals are a bit pie in the sky (empty promises) create more practical proposals that are more likely to happen</p> <p>These proposals are full of buzz words and jargon</p> <p>The proposals are the same old ideas that are always given with no real overarching vision.</p> <p>The city planning has always been piecemeal as opposed to large scale replanning of infrastructure</p> <p>This questionnaire is poorly designed and confusing</p> <p>Waste of money coming up with these proposals</p> <p>Consultation is a waste of time, will ignore responses they don't want to hear</p> <p>Structure of strategy could be improved (e.g. move car share schemes and cycle schemes to 'safe city')</p> <p>Have something been done to engage who do not have access to the internet?/This consultation needs more engagement that is not online</p> <p>Make the proposals clearer and more specific</p> <p>More publicity needed of this consultation to get more engagement</p> <p>Consultation questions are too general to be able to answer</p> <p>Questions don't give chance to show opinion of both proposed goals and method to achieve goals</p> <p>Consultation is biased. Only interested and asks about opinion of proposals themselves not how they will be achieved</p> <p>You will just do what you want to anyway, regardless of public's views</p> <p>Nothing will come of these proposals or consultation</p> <p>Make sure you engage young people and get their views</p> <p>Too much information in the survey</p> <p>Thank you for carrying out this work, and for the vision to make Southampton a better place to live. It's much appreciated.</p> <p>Nothing is mentioned about the implementation and plans for progression. How are you going to achieve these goals?</p> <p>Some of these goals don't really mean anything</p> <p>The way questions are asked makes it difficult to show what you exactly agree or disagree with because lots of points have been put together</p>	<p>Noted. Clarification on the consultation and the non-internet options in Final Consultation Report</p> <p>Document will have a Plain English check and minor structural adjustments to improve flow and readability</p>
A2	Comments on the consultation: more information needed	<p>Give more detail on: the rapid transit system; reduction of casualties in accident hotspots</p> <p>Give specific ways of HOW you are going to achieve these proposals</p> <p>Acknowledge that some of this is reliant on other forces and powers beyond the local authority (i.e. Highways England, LEPs and Department for Transport)</p>	<p>Noted. This will be expanded on in the How We Will Do It (Delivery) section</p>
A3	Clean Air Zone comments	<p>To combat air quality living walls and rooftop gardens with hives signs be amazing, local businesses should have incentives.</p> <p>This local transport plan should have a wider vision to improve air quality</p> <p>Disagree with charges</p> <p>Business and trade will go elsewhere</p> <p>Tax cars</p> <p>Any charge could affect pensioners without cars or those living on the outskirts of the city as it could increase cost of public transport or cost to drive if private vehicles are charged</p> <p>Charging lorries or private cars with destroy city's economy</p> <p>How would you help charities and small businesses that need to access the city centre with vans?</p> <p>Restrict diesel vehicles with charges like in London</p> <p>Should not be ignoring cars and penalising buses</p> <p>Exclude residents</p> <p>Current policy does not match these goals</p> <p>Fine for NOx emissions</p> <p>This is just another tax</p> <p>Technology is already improving car emissions so air pollution will already improve without clean air zone charge</p> <p>Emergency service workers are unable to use public transport due to start and finish times. Possibly have exemption from any emissions tax</p> <p>Make Southampton great again, somewhere to be proud of</p> <p>Using charges to subsidise public transport and park and ride</p>	<p>Reference to the Clean Air Zone will be consistent with final Council decision (due in Jan 19) and ensure that synergies with aspirations of the Clean Air Strategy are retained.</p> <p>Reference to other pricing/charging are to be removed.</p>
B - Disagreement and alternative suggestions			
B1	General disagreement	<p>Use money for public services like: care for the elderly, youth services, reduce council tax, reduce poverty, build homes, improve services</p> <p>Many of these proposals are already happening</p> <p>The council should focus on its current obligations instead of making grand plans for things that they may struggle to do</p> <p>A lot of these ideas are things that were being done previously but have been cut due to lack of funding</p> <p>This plan does not seem suitable for Southampton, almost more appropriate for Winchester or Romsey</p> <p>Proposals are too generic and corporate</p>	<p>Noted</p>
B2	General distrust of council	<p>You are only out to make money</p> <p>Don't trust council to actually do what is proposed</p> <p>Council dragging its feet with this</p> <p>This will take the council too long to do</p> <p>The council cannot fulfill its current duties, let alone these proposals</p> <p>The council do not have residents best interests at heart</p> <p>The approach to this will be half hearted</p> <p>The council has a history of planned that are never fulfilled - why is this any different?</p>	<p>Noted</p>
		<p>Question practicalities of proposals. Seems unrealistic</p> <p>This could change or be scrapped when political landscapes change both locally and nationally</p>	

B3	Doubts over proposals likelihood of success or happening at all	<p>Not sure there is the surrounding infrastructure to support a zero emission zone for example a good enough electric vehicle infrastructure nationally</p> <p>Businesses will get their way, to the detriment of residents and this will not happen</p> <p>With current budget restrictions, these are unlikely to happen</p> <p>The goals are too idealistic so won't be implemented properly or left unfinished.</p> <p>These sorts of plans have been thought of before and then not carried out</p> <p>Worry that some areas and communities will get more funding than others creating disparities</p> <p>Residents of Southampton don't care enough to look after the environment around them so why bother improving it?</p>	Noted
B4	Not enough is being done, do more	<p>Do more to achieve goal of a healthy and active city, current proposals are not enough</p> <p>The zero emission activities are not enough to improve air quality</p> <p>Will need more resource to enforce some of these proposals</p> <p>The plans are not bold enough</p> <p>These plans will not make it safer or more attractive to cycle</p> <p>Playing catch up with mistakes made in local transport planning decades ago. We must NOW correct the mistakes and design a good planned transport system of the future</p> <p>These plans are too timid - not doing enough</p> <p>These plans are not enough to achieve the goals you want</p> <p>Take a stronger stance</p>	Noted. Reference to the Clean Air Zone will be consistent with final Council decision (due in Jan 19) and ensure that synergies with aspirations of the Clean Air Strategy are retained.
B5	Need more immediate short term plans	<p>Something needs to be done sooner - get going on this now</p> <p>These proposals should have happened years ago and should already be in place</p> <p>Surely a tram system could be developed in the next 5 - 10 years not 40</p> <p>A Park and Ride has been needed for 10 years, it needs to be put in asap to lower air pollution now</p> <p>These proposals should be in a short term plan</p> <p>Implement these plans asap to improve air quality quickly</p> <p>These could have in a much shorter time frame than is proposed</p> <p>Set plans of what will happen before 2040, so say by 2020, 2030 etc.</p> <p>Road maintenance should be done well before 2040</p> <p>Implement zero emission in zone in the near future not long term</p> <p>This time length is too long - it won't reduce emissions in time (IPCC report said by 2030)</p>	The How We Will Do It (Delivery) Section sets out how the Strategy will be delivered including mechanisms, funding and governance. A short term 3 year Implementation Plan for 2019-2022 will be produced in second half of 2019 to align with current funding.
B6	More planning and research needed	<p>More planning for rapid transit system.</p> <p>This is all aspirational. The strategy is appropriate but a tactical plan needs to be developed so that it can be delivered</p> <p>More detailed cost-analysis for proposals</p> <p>Go back to the drawing board and come up with more practical ideas</p> <p>Research needs to be done into the impacts of the proposals for example impacts of shopping and retail</p> <p>Come up with some more ambitious proposals for the long term</p> <p>Learn from other progressive European cities</p> <p>Get more information about where people want and need to travel to inform plans</p> <p>More ambitious planning</p> <p>Be more innovative - these are all inside the box, conventional, predictable ideas that have been tried and done before</p> <p>More radical planning and research</p> <p>More research on people's travel behaviours should be done</p> <p>Talk to people and communities about what they need</p> <p>Run pilots of these proposals</p>	The Issues & Options paper provides robust evidence and background into transport trends and patterns in Southampton. Officers consistently looking for best practice that can be applied in Southampton.
B7	Concerns over costs of implementation	<p>EU funding for transport projects will be lost soon</p> <p>The city maintenance and development of infrastructure needs to be cost effective</p> <p>All this will cost too much</p> <p>Where is all the funding for this coming from all of a sudden?</p> <p>Will council tax increase to cover these costs?</p> <p>Get the BID to help fund this</p>	The How We Will Do It (Delivery) Section sets out how the Strategy will be delivered including mechanisms, funding and governance. A short term 3 year Implementation Plan for 2019-2022 will be produced in second half of 2019 to align
B8	Disagree or concern with reducing the amount of car parking	<p>Should not reduce the amount of car parking without providing alternative transport methods like park and ride etc.</p> <p>Decreasing the number of disabled spaces will make it difficult for disabled individuals to get to town</p> <p>There is not enough car parking as it is, should be increasing parking. Create a city wide residents parking scheme to allow residents to park anywhere for free</p> <p>Should not reduce parking or increase charges to the extent that those living far Southampton and commuting in have to reevaluate their employment in the city</p> <p>Need for more suitable parking, current parking is not adequate for increasing number of larger vehicles (SUVs and people carriers)</p> <p>Need more car parking for disabled permits and also more enforcement of permit only as disabled permits are on the increase</p> <p>Should create more out of town parking to reduce problems on the roads</p> <p>Will put people off coming to Southampton when people should be encouraged to visit</p> <p>Will make parking difficult or expensive</p> <p>Makes no sense to reduce car parking spaces when you are expecting an increase in cars</p> <p>Less parking in the city will push more people to park in small residential roads just outside of the city which cannot cope with it</p> <p>Once you remove car parks you cannot replace them</p>	Removing and reducing parking and changing the ability for traffic to travel around the city is a key part of the Strategy to make Southampton a people focused environment where it is easier to get around on foot, walking, cycling. Car travel will still have an important role with disabled parking and access a key consideration with strategies and plans to reflect this. The An Equitable City section to be amended to have a focus on Inclusivity and Accessibility
B9	Disagree with electric vehicle development	<p>Electric cars are only affordable for wealthy, should not be encouraging, incentivising or subsidising for just the already well off to benefit</p> <p>For the majority electric vehicles are too expensive and too impractical to own</p> <p>Electric vehicles cannot do long distance journeys yet</p> <p>Questions over how green provision of electricity for these vehicles actually is</p> <p>Until people can charge electric vehicles in a matter of minutes as opposed to longer then encouraging electric vehicle development remains impractical. Inefficient battery technology</p> <p>There are quicker, more effective ways of improving air quality</p> <p>Electric car technology is too underdeveloped and impractical for mainstream use</p> <p>Electric cars are not solving pollution issues, they are just moving them as they still need to get power from somewhere</p> <p>Electric cars do not resolve issues around congestion and road maintenance or road safety</p>	Noted. Promotion and supporting alternative fuels is part of Clean Air Strategy and LTP closely reflects the aspirations of

	and encouragement	<p>The construction of electric cars creates more pollution than can be saved by their use. In addition the electricity has to be generated to run the vehicles, renewables such as wind farms are totally insufficient. Little infrastructure for the end of life batteries in the cars is in place. Child labour is used for elements in battery construction.</p> <p>Electric vehicles are no zero emissions</p> <p>Impractical to have charging in places with on-street parking</p> <p>Electric vehicle infrastructure must be developed nationally first</p> <p>electric vehicle batteries are expensive to dispose of.</p> <p>Encouraging electric vehicles may actually encourage more driving as the fuel is so cheap</p> <p>Who is paying for electricity at public charging points?</p> <p>Electric vehicles are not popular enough to warrant developing their infrastructure</p>	and LTP closely reflects the aspirations of that
B10	Disagree with focus of road transport/Move away from cars as main mode of travel to other methods	<p>Encourage alternative travel</p> <p>Most of investment is still going towards road travel improvements. The proposals are still too focused around cars. Road travel should only get funding if there is any left over</p> <p>Money should be mainly invested in active travel</p> <p>A 'successful southampton' focuses too much on road transport</p> <p>Only way to get people out of their cars is to make them</p> <p>Make the journey by car longer than the journey by public transport or bike</p>	Noted. The approach in the Strategy is to support non-car travel but acknowledges that there is still a role of road based transport to support the economic, inclusivity and operational needs of the City
B11	Disagree with self-driving vehicles	<p>Concerns over safety of self-driving vehicles</p> <p>Autonomous vehicles are not appropriate for Southampton</p>	Noted.
B12	Disagree with trams development	<p>Too expensive to implement this. Not worth the expense</p> <p>Won't work on existing roads - where would they go?</p> <p>Tracks are a problem for cyclists</p> <p>Maintenance of tramways will be too costly and disruptive</p> <p>This has already been thought of and scrapped before</p> <p>Trams are slow</p> <p>Can be dangerous - cannot stop or swerve away</p> <p>This will cost a lot of money to change all the infrastructure when it is not that necessary</p> <p>Trams won't solve issue of connecting outer areas of Southampton</p>	Noted. Trams not explicitly mentioned as a solution but as a potential component of the Southampton Mass Transit System.
B13	Disagree with or have concerns over Park and Ride	<p>Park and ride often are just linear routes from outside the city to the centre and not across or around city's</p> <p>Bus usage is low and so park and rides may not get used</p> <p>Park and ride won't solve issues of connections to district centres</p> <p>I am very concerned about the locations of Park & Ride. I currently live on Hamble Lane in Eastleigh and our local station is one proposed site. Currently air pollution on the lane is much higher than Southampton City so any increase in traffic here is not welcome for me or my young children.</p> <p>Park and ride wont work in the city, just like it doesn't work in Salisbury</p> <p>This will just create a lot of unattractive cars park on the outskirts of the city coming in</p> <p>Concerned of negative effects of park and ride for other road users and green spaces</p> <p>Seems unnecessary</p>	Noted.
B14	Disagree with increasing pedestrianised zones/	<p>It is already difficult and lengthy to travel across the city without reducing access for vehicles</p> <p>These pedestrianised zones should not cut parts of the city off for cars</p> <p>Make it more difficult for disabled people needing to use cars</p>	Noted. An Equitable City section to be amended to have a focus on Inclusivity and Accessibility
B15	Disagree with zero emissions zone	<p>This is a non-starter and unrealistic</p> <p>Diesel cars should not be penalised in a low emissions zone</p> <p>Zero emissions zone will kill the city's shopping, seriously disadvantage other valuable things such as cultural activities, and drive people elsewhere,.</p> <p>This will never happen. Too many flat blocks with residents who cannot charge their cars overnight</p> <p>Zero emissions zone will be unsuccessful until port pollution is addressed</p> <p>Concerned this zone will be used to sneak in a congestion charge</p> <p>This will hinder local people who still need to drive around</p> <p>What does a zero emissions zone mean in practice?</p> <p>A zero emissions zone would damage the city centre, shopping and businesses</p> <p>A zero emissions zone would penalise those who cannot afford an expensive electric car</p>	Noted. A Zero Emission City is about supporting the development and implementation of low and then zero emission vehicles as and when technology advances.
B16	Disagree with developing and encouraging cycling	<p>Not enough people cycle to make the cost of all this worthwhile</p> <p>The majority of people don't cycle</p> <p>Cycling should not be expanded at the expense of pedestrians</p> <p>Cycling for all journeys by all is not going to happen.</p> <p>Cyclists end up not using things created for them anyway and instead cycle with the traffic or on pavements</p> <p>Cycle lanes means less space for other traffic, causing more congestion</p> <p>Roads already have too much traffic let alone adding cyclists to it</p> <p>Not everyone can cycle</p> <p>Not everyone likes cycling</p> <p>Cycling will not help the ageing population</p> <p>Improving cycling on roads will make the traffic worse</p>	Noted.
B17	Disagree with workplace levys	<p>Only charge for newly built carparks, businesses wont want to pay extra for something they built on their own land</p> <p>Workplace levys will just encourage drivers to park on free residential streets</p> <p>This will be too high a cost for businesses to pay</p> <p>This may push businesses outside of the city</p> <p>Will impact small businesses and charities more</p>	Noted. Reference to Workplace Parking Levys to be removed.
B18	Too much focus on the city centre	<p>Invest in smaller centres too: Bitterne, Woolston, Shirley</p> <p>Transport should help local centres to thrive as well as the city centre</p> <p>Don't forget or ignore the suburbs!</p> <p>Only city centre is ever maintained and developed</p> <p>Make plans and develop for entire city not just centre</p> <p>This plan ignores the East of the city</p> <p>Even public transport routes is all going to the city centre</p>	Noted. The City Centre is the main focus of development and economic growth, however the District Centres and local neighbourhoods where people live are just as important. The development of Active Travel Zones is one area focusing on local issues
B19	Too much focus on	Smart technologies means more cost	Noted

ID	Topic	Comments	Notes
B20	technological solutions Too much focus on public transport and cycling/not fair to private car owners	Some concerns about public privacy using cameras for monitoring traffci Seems a little one sided to public transport and cycling, not so fair to private car owners. Car owners should not be penalised Travelling home on public transport or active travel is impractical for manual labourers tired after a long, physically tiring shift Should not make car drivers out as the bad guys Help private car motorists - don't penalise them If pushing people to buy electric cars then why discourage private car ownership	Noted. See B10.
B21	Disagree with congestion charges	Congestion charges will move the container and cruise business and therefore traffic away from city, losing trade for the city Residents shouldn't have to pay a congestion charge Would not want congestion charges to impact buses Would just be used as a council cash cow	Noted. Reference to Congestion Charges to be removed.
B22	Should focus on encouraging healthy	Investing in health (physical and mental) for adults and children before making the city attractive Design city to encourage healthier lifestyles	Noted. Forms integral part of Strategy and An Active City
B23	Should focus on pollution and environment	Get funding to upgrade buses to electric start ones More sensors and monitoring of air quality and share the results with residents This strategy needs to join up with the clean air strategy Do something about noise and air pollution Do something about taxis Install solar panels on buildings Implement speed restrictions and other traffic calming measures to reduce speed, noise and air pollutior Tax 'chelsea tractors' Air quality is poor in the city so must be considered when looking at transport Do something about pollution from airports and flights over Southampton Focus on other causes of pollution, not cars Do something about industrial pollution Need to act asap to improve air quality Use Amsterdam as model of sustainable transport Do something about idling vehicles. Ban idling More investment into renewable energy Get companies to use smaller LEVs for deliveries Do something about refridgerated lorry companies causing pollution (get them to move out of the centre) Concerned that airport is proposing an extension to increase the number of flights whilst SCC is trying to reduce emissions One of the priorities should be reducing the number of people who suffer from COPD and asthma. Encouraging environmentally sustainable travel and a safe environment for the residents of, and visitors to Southampton. something radical needs to be done about polluting vehicles in Southampton, particulate loads and unhealthy transport is killing the residents. We have a thermal heating plant and this could be utelized more making energy and transportation more environmental robust and sustainable. We need more electric charging points and less reliance on fossil fuels to power our vehicles. Educate in schools about air quality	Noted. Reference to the Clean Air Zone will be consistent with final Council decision (due in Jan 19) and ensure that synergies with aspirations of the Clean Air Strategy are retained.
B24	Should focus on emissions from port	Provide ship to shore power (like HM Naval base in Portsmouth) Move port or cruise terminals to outside city Protect last green bit of Southampton and stop Dibden Bay being developed into another bit of the dock This needs to be done if you are to achieve a zero emissions zone Charge port owners and users Have rules about energy use in port Consider pollution contribution from cruise ships Tax polluting ships	Noted. Through close partnership working with ABP and through CAN/Travel Plan Network to reduce emissions from Port.
B25	Encourage use of public transport	Incentivise use of trains, and public transport generally Create more and cheaper car parking around outer city train stations to encourgae people to park there and get the train in to the city centre Encourage more people that work in the city centre to use public transport more, perhaps with a subsidised annual pass	Noted. Key part of Strategy is encouraging greater use of public transport and supporting patronage growth
B26	Make public transport cheaper	Needs to be cheaper than driving and parking Subsidised public transport The cost of public transport is currently prohibitive Cheaper rail travel Make it cheaper to travel by rail across the city Make taxis cheaper (especially for disabled) Have a flat rate fare for all public transport across city	Noted. Public transport is operated commercially or through franchising from DfT. Work with operators on making it more accessible and using innovative and new payment methods.
B27	Agreement: Improve bus service (cost)	should be cheaper than driving to encourage people to use it over a car Subsidise bus fares Make buses free	Noted. As B26
B28	Agreement: Improve bus service (frequency)	More frequent buses to more affluent areas There should be buses every 10 minutes on routes Improve bus schedule to avoid: too many empty buses driving around; several buses on the same route following each other Bus service is rarely on time Some areas only have one bus an hour and they do not run in the evening Have buses running later into the evening and earlier in the morning Bring back bus routes that have been cut There should be a comprehensive bus network Bus services should be more balanced across the city, not loads in one area and nothing in another	Noted. The A Connected City section sets out the Southampton Mass Transit System to make a step change in the Public Transport network. SCC works in partnership with bus opertors to improve service provision
		First Bus are diverting routes away from areas where people live and need buses (e.g. Ocean Village, Briton Street) Create route: between Shirley and Bassett; down Hill Lane from Upper Shirley to central station; Bassett and town; between Totton and Southampton General Hospital; North of city and city centre; Portswood and Shirley; along Winchester Road (currently only one); more routes through St Marys; Sholing; East to West and vice versa; Maybush; Nursling industrial estate; bus routes from Weston to all areas of the city; Hedge end; Botley; Ashurst; Between Southampton General Hospital and areas surrounsing Southampton like Totton, Marchwood and Hythe, IOW) Don't just run routes that are profitable	

B29	Agreement: Improve bus service (routes)	<p>More cross city routes from local areas</p> <p>More bus stops and put them routes further out of city</p> <p>Shorter and more direct bus routes</p> <p>Better planning for alternative routes when original locations are unavailable</p> <p>Consider and research where people want to travel to and from to create routes that cover journeys people are wanting to make.</p> <p>Stop bus companies from cutting routes</p> <p>More bus lanes</p> <p>Keep running services into rural areas</p> <p>Fairer distribution of bus routes</p> <p>Reduce services in areas with too many buses</p> <p>Stop bus companies have same numbered routes</p>	Noted. Bus services are commercial operations, but SCC can work with operators to improve services where possible.
B30	Greener public transport	<p>Low or no emissions buses</p> <p>Introduce low emission public transport</p> <p>Get rid of diesel buses</p> <p>Electric buses</p> <p>Solar powered buses</p>	Noted. A Connected City and A Zero Emission City. Through CAN and Low Emission funding SCC can work with bus operators to continue to reduce emissions and help support viable alternative fuels.
B31	Introduce one ticket travelling system	<p>Like Solent Go but just for Southampton</p> <p>Promote current ones like Solent Go and promote any new ones</p> <p>Like an oyster card</p> <p>Southampton travel card</p> <p>For all public transport</p> <p>Work on zones across Hampshire</p> <p>Or at least get bus companies to charge the same cost fares</p>	Noted. The SMTS envisages a better and integrated payment system working with the commercial operators.
B32	Too many bus providers in area/ should have just one bus provider in area	<p>Have a system like Transport for London to reduce unnecessary competition and encouraging public transport in less profitable areas</p>	Noted. No plans for franchising as in London.
B33	Put public transport into public ownership	<p>I realise it's a government issue more than local government but just by public transport being in public ownership will make things so much easier than they are.</p> <p>Current private companies running public transport are not running an adequate service because for them it is about making a profit not providing a service</p>	Noted.
B34	Join up and integrated transport systems	<p>Transport system must be an integrated one enabling people to travel around the city without using cars</p> <p>Better integrated bus systems to train stations and park and ride.</p> <p>Integrated rail and bus timetables</p>	Noted. The SMTS envisages a connected and integrated system for Southampton and wider area.
B35	Suggestions for different types of transport (Metro, monorail, trolleybus etc.)	<p>Or monorail</p> <p>This kind of transport will not hinder the ability for goods traffic to get across the city</p> <p>Underground/subway</p> <p>Trolley bus</p> <p>Introduce or consider a trolley bus (buses powered by overhead electric power lines) or battery powered trolley buses to reduce fumes in street</p>	Noted.
B36	It is impossible to eliminate cars completely	<p>People will travel the way that is best for them regardless of any other factors</p> <p>People and cars will not be parted in the next few years</p> <p>Some people who own cars have to use it for all travel in order for it to pay its way</p> <p>People will never stop driving cars</p> <p>Because of ikea driving footfall into the city</p> <p>People will still want to drive when doing things like shopping</p> <p>People will still want and need to get around using their own transport</p> <p>Only when cars are more expensive than other modes will there be change</p> <p>Car ownership and use is on the increase not decrease</p> <p>More options for cars journeys now (e.g. Uber, driverless, car clubs etc.)</p> <p>Some people with disabilities have to drive and cannot use any other type of transport</p> <p>People won't give up private transport if other forms don't make them feel safe</p>	Noted. There is an acknowledgement that cars still have a roll to play to help economy of City and with inclusivity/accessibility, however Strategy is to make car driving not the mode of first choice.
B37	Reduce the amount of traffic in the city	<p>Reduce the amount of heavy traffic in the city</p>	Noted. A Connected City
B38	Improve road structure/ maintenance	<p>Wider roads to have more cars and better flow (e.g. at Itchen bridge)</p> <p>Get rid of the railway bridge pinch points on main routes.</p> <p>Do something about bottlenecks (e.g. Shirley Road and bus lanes; Bassett Avenue; M271 up to J3 of M27)</p> <p>Ring roads around outside of city which are large enough to take traffic and docks traffic</p> <p>Look at road structure of other cities for inspiration: Basingstoke</p> <p>Southampton as a whole, is a horrible place to move around. The A35 in general should be a fast free flowing link road out of the city. The slip road for the m271 should be two lanes and accessed from Millbrook roundabout. No access from the A35 directly. A 4 lane highway heading westbound from regent's park to serve the m271 slip from Millbrook round about would reduce the accident rates and congestion for people heading out of the city.</p> <p>Places to improve: Shirley highstreet; Upper Shirley;</p> <p>Improve major roads</p> <p>Improve road structure for crossing the river as they create natural pinch points (e.g. make woodmill lane a two way bridge; bridges across to Hythe; do something about the backups caused by Itchen Toll Bridge)</p> <p>Improve road systems around the docks to be able to cope with multiple cruise ships in dock at one time</p> <p>Need a road structure that can take the incoming traffic from various motorways, M3 and M27 in the east, west and north of the city</p> <p>Consider improvements to the M27 corridor</p> <p>Roads need to be changed and improved in order to take predicted increase in traffic. Currently over capacity</p> <p>On Itchen bridge, allow 3 vehicle lanes, the middle one could be switched depending upon the flow of traffic.</p> <p>To cope with port traffic</p>	<p>Noted. A Resilient City sets out maintenance aspirations for a Well Managed Highway.</p> <p>Alternatives to driving by car are the main direction for Strategy.</p> <p>Future technological options are being considered for Itchen Bridge to improve payment and traffic management</p>
		<p>Create a route specifically for motorists driving to the port to get them off Southampton roads (ban them). Could be built in Tanners Brook Valley going straight from M27 into docks near millbrook roundabout; or from Redbridge into docks</p>	Noted. A Connected City looks to support

B39	Create route specifically for dock traffic/ban dock traffic from city roads	<p>Ban from: The Avenue; Winchester Road Ring road around city into the docks Also create route for ambulances and patients/staff of hospitals Limit HGVs and coaches to specific routes around the city Put height barrier over the Avenue Ban HGVs from the city Distribution hubs outside city for goods to be unloaded and locally distributed using vans. For cruise passengers Only allow dock traffic to use motorways and major dual carriageways</p>	<p>the growth of the Port while managing the traffic impacts on the City's network by improving flows and reliability. As part of City Streets 2 servicing and freight in the City Centre will be amended and through Freight Consolidation/Last Mile Logistics this can reduce the number of HGV/MGV trips in the City Centre.</p>
B40	Change speed restrictions	<p>More 20 mph restrictions on residential roads which are not main routes. Restricting Bassett Avenue to 30 mph with better and safer facilities for cyclists and pedestrians. More 20 speed limits in built up areas. Unnecessary 40mph speed limit from Redbridge Road Road to Mountbatten Way causes frustration and congestion with no discernible safety benefits. Slower speeds and speed bumps along residential roads to stop rat running</p>	<p>Noted. In An Active City as part of Active Travel Zones where appropriate 20mph zones with supporting measures could be done.</p>
B41	Do something about traffic caused by school run	<p>Encourage children to walk or cycle to school to reduce traffic during the school run. Only allow children to attend schools within walking/cycling distance Walking bus/train More formal, organised 'walking buses' for primary school children would be helpful - better for children's health, parents' convenience, and the environment. Make school buses cheaper to encourage their use Park and ride for primary schools</p>	<p>Noted. The My Journey programme works with schools to encourage pupils and staff to walk, cycle and scoot more. Projects such as Metamorphosis look to actively change the environment outside the school to be more people friendly. This approach forms part of ATZs.</p>
B42	Improve disabled access across city	<p>The city needs significantly better options for the visually and hearing impaired. Ensure all crossings have green man show, sound and a spinny option for those that are visually impaired. Make it mandatory for wheelchair spaces on buses to be available for disabled. Currently mothers put their pushchairs there and refuse to move. Pushchairs should be folded down when taken on board buses or, at least, when a disabled person wants to travel. They can walk to their destination, disabled people can't. I have a Disability. there needs to be more sensible use of parking Bays for those with disabilities Access for disabled residents needs to be throughout the whole city, not just within the city centre itself - you need to be able to get to the city in the first place, and then home again. Have seats at bus stops More drop kerbs (at bus stops that are in good condition) Ensuring that dropped kerbs in pavements are opposite each other. This is essential for wheelchair and mobility scooter users. Improve provision and access for disabled drivers More seating on buses for those with physical impairments Allow people with disabled bus passes to use them before 9am</p>	<p>Noted. The An Equitable City section references improving disabled access but this is to be strengthened and made more inclusive to acknowledge that the strategy will need to encompass all people and be fair to all, so that the infrastructure and systems don't discriminate. E.g. facilities for blue badge disabled parking may move but the onwads accessibility is there and maintained to high standard</p>
B43	Work with other local authorities on this plan	<p>Working collaboratively with Eastleigh to ensure this works for everyone in the surrounding area. To build a cycle network going in and out of the city Work with other councils to improve transport options between them, not just within. Solent-wide coalition of local authorities to fight for funding and the right decisions to be made by bigger companies like Highways England, Department for Transport and LEPS.</p>	<p>Noted. Already work in partnership with HCC, PCC, EBC and others across the Solent and with HE and DfT.</p>
B44	Need to change mindsets and attitudes of people around travelling	<p>Need to change mindset so people will choose public transport or active travel before car Educate people to understand the benefits to the city and making themselves healthier Target schools and young people in particular who can be influenced to have different attitudes when they become adults and encourage their parents to change too Enforce a change in travelling habits Promote and educate within universities as well Investing in education and promotion of this topic to public</p>	<p>Noted.</p>
B45	Cyclists need to follow the rules of the roads	<p>It would be good if cyclist used current safe cycle routes but they don't. The emphasis on cycling is good as long as cyclists obey the rules of the road which most do not Many cyclists ignore zebra crossings and red lights Educate cyclists on rules of travel for them</p>	<p>Noted. Through cycle training and activities can raise good practice and road safety.</p>
		<p>it (<i>the council</i>) also seems to want to help the already fairly rich in the community rather than the ordinary resident.</p> <p>Buildung carparks underground or high will also save space and will also create more space for roads, infrastructure and new buildings. A return of a train station close to the docks would be a good idea, it'll stop much traffic of the docks and IOW ferry terminal Move ferry port out of town Build more car parks and make them cheaper The city needs change on a massive scale, complete demolition of current road networks and adjacent buildings to create a transport system capable of handling the capacity of future populations. Wasting money on interactive signs - we already have signs that are fine Disagree with improving access to airport - already well connected disagree with freight consolidation encouragement as it is already happening within private companies</p> <p>A map for people walking and cycling through the city. A freely available attraction map, linked to a website and social media would be useful. Pick up points across the city. Clear signs where people can hire bikes, mobility equipment, major bus stops and train stations are would be helpful. Interest trails for historical sights, landmarks, gardens, parks and attractions clearly marked. A museum celebrating Southampton's transport would be good (we don't celebrate our history/culture enough). Disability transport companies linked up. Either disabled only public transport or public transport with far more space for disabled users (especially during rush hour and when children are travelling to school/college). Have wider lanes that are well marked. Have count down system at road crossings. Are we going to move, what you have admitted is an aging, deprived population, closer to the city, or the city closer to the people. An aging population, but we are going to make them healthier and more active? Signposts, especially those for tourists are in a shocking state. Do something about Itchen bridge - traffic is bad. Potentially increasing the price for non-residents to use the bridge whilst retaining resident discount would be helpful.</p>	

Other disagreements or alternative suggestions	<p>How about 'A Desirable City' - A city that welcomes and nurtures new businesses, creates opportunities and supports industry to thrive with better logistical capabilities. I think we need to attract and encourage innovative businesses to set up base within Southampton, which can create jobs and future prosperity.</p> <p>the reallocation of road space, if the Council's and City's aims are to be achieved. Again, Thomas Lewis Way is a case in point, being an excessively wide and straight section of road that encourages aggressive, noisy driving, even with a 40mph speed limit - it would instead make an ideal high-quality public transport and linear park/cycling corridor</p> <p>Implement a charging/congestion zone and use money to subsidise buses</p> <p>Keep any redesigning of transport infrastructure very simple and easy to navigate</p> <p>Don't worry too much about connectivity with Southampton airport - it already has some of the best connections for a regional city airport. Many of these airports are often an hour or so outside the city. A lot of freight consolidation is already done by the courier firms who make deliveries for multiple small clients and the larger companies with their own fleets managing deliveries so that all deliveries in a similar area take place on the same day, avoiding special trips. I wouldn't recommend charging businesses for existing car parking spaces but maybe introduce charge for any new ones that are developed.</p> <p>If the city is so polluted and all the transport issues then why allow more inner city accommodation developments which will only increase pressures?</p> <p>Much is made of older people yet very little offered to improve quality of life.</p> <p>how do you make private companies like current public one who only want profit, comply?</p> <p>To encourage the use of bus passes, they should be available at all times and not restricted to after 9.30 a.m. - hospital appointments don't start after 10.00 a.m.</p> <p>Increase car parking charges in the city centre to push people towards park and ride</p> <p>Please ensure that buses and delivery vehicles are barred from any "pedestrian priority areas" between 08:00 and 18:00; it doesn't work elsewhere, why should it here? J</p> <p>What about ferry/water links - eg the Hythe ferry, which is outrageously expensive but if cheaper and faster be a credible alternative to buses and cars for journeys to/from the Waterside?</p> <p>Southampton university has a strategy document, describing how it sees itself developing over the next few years. Have you involved the University in discussions about their role (c 25k students) in the City's transport strategy?</p> <p>More buses are certainly not the answer as they are now a source of congestion and pollution in their own right.</p> <p>encouraging employers to offer flexible start/finish working times or allow them to work from home</p> <p>Consider and plan for impact of new developments on traffic</p> <p>There is already enough provision for mobility impaired - disagree with expanding this</p> <p>sound barriers should be installed, e.g., along M27, where it borders the city - to reduce the high level of noise for residents living within 1-2 miles away from the motorway. This may be applicable to other routes as well (e.g., Thomas Lewis).</p> <p>Make sure the people working on this are good at their job</p> <p>parking charges are too high</p> <p>Make Itchen bridge free to cross</p> <p>Congestion charge for using itchen bridge between 07:00-18:00</p> <p>Make use of out of town business parks close to airport and rail links so less commuters coming into city</p> <p>increased car tax the more you drive</p> <p>More flexi time so that people can start and finish work at different times.</p> <p>Shouldn't the Council cap the number of private cabs in the city; are there any studies regarding the real demand for taxis ?; think of all the (? several dozens) needless private hiring cabs circulating around the city at all times</p> <p>Disagree with increasing buses</p> <p>Use plan to improve economy: for example make car parking free to encourage more people into the centre to shop. Set up a transport for cruise passengers or bring them to the city sites like seacity</p> <p>Dog owners may wish to vary walks by travelling around the city and outside it. What public provision could be made for them?</p> <p>Expanding the runway at Southampton Airport over the M27 to enable larger aircraft to use the Airport.</p> <p>Introduce congestion charge for private vehicles to reduce traffic, allowing public transport easier access around the city ; within an area served by park and ride</p> <p>Concerns that charging (for example workplace levy) will turn into a council cash cow</p> <p>A levy should be introduced for households with multiple vehicles, so an increasing residential parking charge for every vehicle above one.</p> <p>stop lorries unloading or loading at certain times of day</p> <p>Cable car from Bitterne to City centre</p> <p>Making the city safe is a police matter and they are struggling financially</p> <p>Don't hit the motorist when they were encouraged to buy diesel cars</p> <p>Disagree with last mile deliveries being completed by rail - surely it should be done by electric-powered vehicles?</p> <p>Disagree with car clubs - they have been tried and failed</p> <p>Disagree with buses being the mass transit system</p> <p>A bit radical I know, but how about moving all of the student accommodation in the centre of the city to the outskirts, after all, they are fit enough to walk or ride bikes to the university, especially as significant parts of the roads that the motorists pay for have been given over to cyclists who contribute nothing towards the upkeep. By doing this, the student accommodation could be rebuilt as proper homes for people who either work in the city, or are restricted through not being fit or young enough to walk or ride for any distance.</p> <p>Are we going to move, what you have admitted is an aging, deprived population, closer to the city, or the city closer to the people. An aging population, but we are going to make them healthier and more active?</p> <p>When as a city are we going to plan things to attract more than students, rather than find ways to make it less attractive to travel into the city.</p> <p>If the city is so polluted and all the transport issues then why allow more inner city accommodation developments which will only increase pressures?</p> <p>Dedicated hgv parking to prevent them parking by the side of the road. Lorry park for parking and other amenities for lorry drivers</p> <p>Also has any thought been given for people to make voluntary donations to certain aspects of this transport strategy?</p> <p>Improve MyJourney app: For one it doesn't contain the name of the area it pertains to - Travel Southampton or Travel Solent would be better (depending on the area covered). It should offer: - Live travel information for all transport options (train, tram, bus, walking and cycling options) - Live service disruption information</p> <p>Need to effectively communicate with public about plans going forward</p> <p>funding pots available for community interventions and capacity building to truly empower people to do something positive</p> <p>Ensure SATNAV maps distinguish between short term and long term parking facilities</p>	Noted. Points to be addressed through LTP strategy where relevant.
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B46		<p>Create legal or policy framework supporting and embedding the prioritisation of walking, cycling and public transport in all planning and development decisions</p> <p>Close more roads if they will not cause traffic issues</p> <p>The answer to a healthy and congestion free and friendly City, rests ultimately at setting the correct population level</p> <p>Not enough is being done to regulate workers parking in residential areas for example hospital staff parking in Malwood Avenue or Seymour road. Do not allow unlimited durations for on street parking anywhere</p> <p>To make this vision possible in even a limited way will require proper joined up thinking from all the major city services not just a transport plan.</p> <p>Another problem that will need to be tackled is the massive issue of on street parking.</p> <p>The attractive public spaces plan will create resentment in those areas of the city that will not receive anywhere close to the funding of these zones. In fact most residential areas will look shabby and unkempt in comparison.</p> <p>Don't rush into anything: it's better to take longer and get it right, rather than rush and spend the next few years tinkering and amending. Leave room for further adaptation as the needs and requirements change over time.</p> <p>There is potential, with an increase in public transport usage, that incidents of harassment or sexual assault which have plagued other cities such as Paris and London could increase - provision for tackling this and being aware of the potential risks to women and people in minorities is important.</p> <p>Disagree with electric car clubs</p> <p>Are taxis included within the one transport system?</p> <p>There should be some consideration in this strategy of drones as transport</p> <p>Don't introduce a one way system</p>
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C - Negative impacts

C1	Negative impact: Affect vulnerable people (disabled; low income; elderly etc.)	<p>Push towards alternative travel to the car may make it difficult for some groups. For example those on low incomes may struggle with the costs of alternative travel to car. Logistical difficulties for those with physical impairments to use alternative travel to cars</p> <p>Encouraging active travel should not be done at the expense of those with limited mobility</p> <p>Affect older people: isolate them; disruption from implementing these proposals could cause make older people's lives more difficult</p> <p>Ensure all changes take into consideration those with mobility or visually impaired. (e.g. if encourage more walking of short journeys then improve wheelchair accessibility and improve visual contrast of pavements)</p> <p>Making streets "attractive" may have the unexpected consequence of removing safety and easy access for those with disabilities, e.g. street furniture are hazards for the visually impaired, and wheelchair users may need wide spaces to manoeuvre. Safety and accessibility should have priority over pretty landscaping.</p> <p>People with disabilities may need a car to travel and these goals would isolate them by encouraging a move away from cars to active travel and public transport</p> <p>Those with disabilities using cars will find increase in pedestrian zones may make it more difficult for them to visit shops</p> <p>Will a lack of parking in the city centre, park ride and pedestrian areas make it harder for those with disabilities to travel</p> <p>Provision for disabled is ignored here</p> <p>Will trap disabled users at home as cars become more difficult to use with parking reducing, public transport being pushed etc.</p>	Noted. See B31
C2	Negative impact: The economy/businesses	<p>Penalising car drivers could impact trade and financial success of city</p> <p>Businesses move away if levy introduced</p> <p>People stop coming to the centre for leisure if: parking is reduced; zero emissions zone is implemented</p> <p>On city centre</p> <p>Zero emissions zone will impact businesses and shops in city centre - harder to get deliveries, reduction in footfall, they may eventually move away from city centre</p> <p>Decrease in footfall in city centre</p>	Noted. Reference to WPL and Congestion Charging to be removed.
C3	Negative impact: disruption caused trying to put these proposals in place		Noted.
C4	These proposals will have no impact	<p>Current transport system and these proposals make it as difficult as possible to move about the city regardless of the way you do it.</p> <p>Travel will continue to be problematic in Southampton</p> <p>No matter how much money is spent, city will always look a mess</p>	Noted.
C5	Other negative impacts	<p>I'm willing to sacrifice convenience and cost, personally, to achieve them. But I can't afford too much of an increase! How are we supposed to get bulky shopping home via park & ride schemes, or public transport generally? Or is it assumed that businesses will fall in line, and respond to demand, by delivering such goods? How are city businesses supposed to operate effectively in a competitive market if they're financially penalised for having goods delivered, and for delivering goods?</p> <p>Please consider people who live in and around the city (such as next to hospitals) and that they are not negatively impacted by any proposals</p> <p>Consider impacts on mental health issues as well, injuries can be invisible to the eye</p> <p>Concerned of negative effects of mass transit system, park and ride and improving access to specified locations will have for other road users and green spaces</p> <p>Innovative city charges and penalties on main routes will encourage more rat running</p> <p>Less parking in the city will push more people to park in small residential roads just outside of the city which cannot cope with it</p>	Noted.

D - Positive impacts

D1	Positive impact: better cycle lanes, means more people cycling and less congestion into city centre	<p>With improved cycle lanes and networks I would feel safe enough to cycle to work</p>	Noted.
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D2	Positive impact: the health of the population improves as the city becomes more active and healthy	It could improve peoples health through exercise and lowering vehicle fumes causing asthma in children	Noted.
D3	Positive impact: help to reduce traffic in	With the introduction of a park and ride With an improvement in the cycling infrastructure	Noted
D4	Positive impact: economic	Increase in tourism	Noted.
D5	Positive impact: improved environment and/or	Improvement in air quality Improvement in environment Will make city environment more attractive to live in	Noted.
E - Agreement with proposals: A successful Southampton			
E1	Agreement: General	The proposals look promising Agree with diversifying forms of transport Strategy is constructive and thought out	Noted.
E2	Agreement: Tram	Places for trams to cover: St Denys; Redbridge; Docks; University; Ocean village; train stations; ferry terminals East to West and North to South A tram system that runs frequently and are cheap Build a tram network on core commuter routes	Noted.
E3	Agreement: Mass Transit System	To transport cruise ship passengers to and from docks from out of city car parks A cohesive public transport network across city The mass transit system must be rail based Affordable weekly, monthly and yearly tickets for mass transit system Mass Transit System to extend across south coast or Hampshire	Noted. See B12
E4	Agreement: general improvement in public transport	General improvement of buses Make public transport convenient Currently transport links are too disjointed, too confusing, collective information is hard to find and investment is inconsistent. Run more trains more frequently, particularly local based services (e.g. Stopping services from Eastleigh to the New Forest) Public transport needs to be more attractive to use, currently they are old, dirty, overcrowded and unreliable Public transport should improve their communication - improve app, more ways to access information if not online Make public transport as easy to use as possible Improve public transport conditions: comfortable in all weathers; 2 doors on buses for people to get on and off simultaneously; modern payment methods; nicer train stations Trains should call locally once every half hour Get rid of poor bus companies (i.e. Xelabus, FirstBus) Have station at Nursling Public transport needs to be faster than driving Improve trains between Southampton and Portsmouth, they are currently too slow Public transport services are currently poor	Noted. The SMTS will be the overarching system that would cover all of these points, the wording to clarify this.
E5	Agreement: Invest in and improve public transport infrastructure, like interchanges at Southampton Central Station	Better integrated public transport Improving public transport infrastructure should be priority Have a central bus station/interchange Have a railway station at: the docks, St Marys stadium Transport hub near the railway station for coaches and buses (perhaps built on the old Toys R Us site) Provide seating and bus timetables at all bus stops Open Terminus station to develop the east of the city and encourage cruise ship passengers to travel by train Park and ride interchange/bus station so you can find connecting services in one place Re-instate the rail line from Fawley to Southampton to hopefully free up the Marchwood By pass Current bus 'interchanges' like Vincents Walk, Above bar and national express coach station are too small and inadequate Have several strategically placed hubs across city Repurpose multi-storey car parks	Noted. A Connected City seeks to improve
E6	Agreement: improve connections/access to key locations	Locations include: General Hospital (especially from the east of the city and areas surrounding the city); the docks; ocean village/ocean quay open up waterside rail link again; Woolston; Bitterne; Shirley; Totton; North of city; Upper Shirley; Lordswood Road; the Isle of Wight; Airport; St Marys football stadium; between airport/train stations and the docks; Weston; University of Southampton, Hedge end; Botley; between Ferries and the train/coach station and the city centre; from Southampton and Swaythling to Hamble There should be better connections for crossing the river (e.g. bridge from Southampton to Hythe; ferries from Woolston to Ocean village and town) Some places in Southampton have village level transport links Improve connections to local centres (e.g. Shirley; Bitterne; Woolston); No public transport dead zones should exist Public transport should connect to more areas The outer limits of the city are not well served by public transport There should be a comprehensive public transport network across the city There should be interconnecting stops and hubs between different routes and public transport modes No one should be isolated or unable to get to services like doctors due to lack of public transport Improve connections to schools and colleges Improve connections to new industrial estates and business districts Smaller buses Improve connections (public transport ones) to places beyond the Southampton border and other local authorities Reopen train line to Northam and Fawley to improve connections to there	Noted. Pt Strategy and SMTS looks to address gaps and deserts through alternative methods such as DRT, however the main network is commercially driven
E7	Agreement: improved reliability of public	Public transport running regularly later into the evening and on sundays Improve the reliability to public transport Buses are too slow	Noted. SMTS seeks to improve reliability through actual and virtual priority

	transport	Bus lanes to allow buses to arrive on time Priority traffic lights for buses to allow buses to move around city better	through actual and virtual priority.
E8	Agreement: Park and Ride	Places for park and ride sites: St Mary's stadium; Bedford Place; Retail parks; East and west of city; Adanac Park; Stoneham Lane; West of city; North of city; East of city; Nursling; docks; Mount pleasant; J5 of M27,M271; J3 of M27 Destinations for park and ride: General hospital; cruise terminals Please give more concrete detail about this - where and how many etc. To transport cruise ship passengers to and from docks from out of city car parks Park and ride with long term stay car parks for cruise passengers Subsidise cost of this (perhaps from a private vehicle congestion charge) Free travel on park and ride for local residents Make park and ride cheaper for family than driving and cost of parking would be For commuters This must be well organised and cheap	Noted. Text on Park & Ride to be clarified.
E9	Agreement: prioritise public transport	In terms of money and funding This may be hard to do on the roads Need to improve public transport to encourage people to use it first before giving it priority	Noted. As E7
E10	Agreement: more efficient delivery of goods into city	Bring more goods in by freight train Extend freight train delivery network with additional stations Take freight from trains to final destination using electric vehicles	Noted. Last mile logistics by alternative means in An Innovative City
E11	Agreement: manage traffic and congestion	Use TAG system on Itchen Bridge for autopayment like other tolls systems to improve flow of traffic Have cameras in bus lanes and at bus stops to stop people blocking them with cars or delivery vehicles.	Noted. An Innovative City
E12	Agreement: manage traffic and congestion	Sort out Millbrook road, St Marys stadium More efficient access and egress for those arriving in cars would help cut down on the gridlock which can be created along by the docks	Noted. A Connected City
E13	Agreement: provide information about condition of roads		Noted. A Resilient City sets out maintenance aspirations for a Well Managed Highways.
E14	Agreement: reduce number of parking spaces in city	Road car parking permits for all roads within the city boundary, to stop cars coming into the city, unless parked off road or in public council car parks, fee paying all. Should review car parking capacity and costs Make car parking more expensive to discourage use	Noted. A Connected City
E15	Agreement: preparing for self-driving vehicles	Allow google and BMW and similar companies to trail their self driving car scheme The council could consider creating a council run self driving electric vehicle scheme for people over a certain age (eg see google pods that allow completely autonomous, voice activated pods for aged and disabled people to pick up and drop off in and around town). These should preferably be council run/managed to ensure they are kept free and safe	Noted. An Innovative City
E16	Agreement: Improve traffic signalling	Reduce amount of traffic lights Turn off traffic lights (all the time or in off peak times) Current traffic system does not allow traffic to flow, causes congestion Make traffic signals smart Change some of the traffic light systems: Avenue; Burgess Road; Itchen Bridge; Commercial Road/Havelock Road; Winchester Rc Cut back plants obstructing view of traffic lights Make the traffic lights work in sync Make sure traffic light timings are correct, have them in waves rather than stop start	Noted. An Innovative City
E17	Agreement: considering a workplace parking levy		Noted. However reference to WPL is to be removed.
E18	Agreement: Well maintained roads	Some roads needs completely resurfacing instead of temporary pot hole repair that doesn't last long Although supporting maintaining roads, this should not be a priority, as better roads are likely to increase as opposed to decrease traffic Fix potholes Roads that need maintenance work: Millbrook Road West; Shirley Roads are in a poor state Review state of entire if fixing one pothole but there are several on same road - more efficient Improving current state of roads is a priority Well maintained roads should be a priority Sort the forward plan for highways maintenance	Noted. A Resilient City sets out maintenance aspirations for a Well Managed Highways.
E19	Agreement: Ensure signal-controlled junction are working well with traffic	Review roundabout outside LIDL warehouse in Nursling	Noted. This is outside of Southampton
E20	Agreement: minimise disruption cause by roadworks or special events	Events requiring road closures should be banned Ensure roads can cope with several cruise ships in dock simultaneously Provide free bus tickets to football matches to reduce driving and parking. Put on more buses on match days Roadworks should be supervised and contractors penalised for overrunning on timescales for the work. Don't run football matches at the same time as cruise ships being in dock Utility companies needing to do works requiring road works should coordinate to do all work at same time to stop having to dig up road multiple times Ensure road repairs are kept up to date, delivered on time and to budgets. Need to focus on management of peak travel times for example with simultaneous events on like cruise ships and football match This would need doing if there will be more support for communities with events and street closures Put on more and dedicated buses on match days between stadium and train station	Noted. A Resilient City
F - Agreement with proposals: A system for everyone			
F1	Agreement: create pedestrian only/car-	Pedestrianise the city centre Extend pedestrian part of city centre down to holyrood church Pedestrianise from West Quay down to waterfront. (Could create tunnel for traffic) Cyclists should be banned from pedestrianised areas too	Noted. An Attractive City

	free zones	Road outside theatre Pedestrianise: shirley high strteet, portswood, victoria rd woolston Only create pedestrianised centre if there is a park and ride put in place	
F2	Agreement: Invest in public spaces. Make them attractive	Currently city is not attractive. Above bar and precinct are unattractive. Open up the seafront Modernise city Homelessness needs to be sorted to make place more attractive. Take them off the streets and put them in empty student accommodation City centre can be more attractive by getting rid of the beggars, itinerant traders and food markets Increase the number of open spaces with trees and plants More public toilets Develop and fix waterfront to be more attractive. Around Town Quay, Mayflower park and the pier An attractive has easily accessible public and private transport which is not dominating it surroundings. To achieve this something needs to be done about dominating bus and taxi congestion on QE2 Mile and around station Attractive and green walkways into city centre I know Southampton was bombed badly in ww2, but the continental cities have rebuilt retaining their unique styles. So why do we not play to our city walls more and redesign the shop fronts with stone cladding etc. I think visitors would like this, it could showcase statues etc and vastly enhance christmastime markets and events. Modern buildings have their place of course, but I find them mostly very ugly. Make above bar nice so that all the way from cultural quarter to new west quay is a nice pedestrianised area Southampton should be recreated to a historical city there's lots of history around southampton that's not being advertised to tourists and could be, recreate the city walls instead of modernizing the city to much. Like the idea but fear it is a lost cause - Southampton has been too poorly developed To do this, all developments must be built to regulations forcing their design to fit in with the surrounding architecture Make more of the city walls (replace signage and maybe even have an audioguide app) Put more thought into design of new developments so they lend themselves to being an attractive public area instead of trying to improve it after it's been built.	Noted. An Attractive City. Some elements are outside of the scope of LTP4
F3	Agreement: ensure places in the city centre are easily connected		Noted. Improving the wayfinding for both people walking and cycling
F4	Agreement: providing clear, well lit and signposted routes for walking and cycling	Improve street lighting for walking at night to places. Current street lighting is poor Clearly sign post cycling routes Stop motor vehicles parking on pavements in the way of pedestrian Need easier to understand structure and clearer signalling for road crossings to ensure safety of the pedestrians and more efficient vehicle movement. Make sure routes are clearly defined Improve signage around city walls Provide alternative routes for pedestrians and cyclists when roadworks force a change in route Remove street furniture that obstructs a clear path	Noted. An Active City
F5	Agreement: support communities with	This seems to juxtapose the goal to minimise disruption from roadworks and special events Make this easier for communities to close roads to allow children to play safely	Noted. Part of the approach for Active Travel Zones
F6	Agreement: Improve attractiveness of streets and public spaces - planting, landscaping, art, play areas, and places to stop and rest	The greenways are a neglected and under utilised resource that could support a healthy and active city theme Current planted and landscaped areas are not maintained when they should be Don't approve building of things that will detract from attractiveness of city (e.g. Biomass) Pedestrianised areas should be well used, decorated and landscaped and thought given to the use of the areas as performance spaces, for community use or market activities Streets are in poor state now, especially around areas with a lot of HMOs (Shirley, Freemantle, Portswood). Charging for tip has not helped this Fix pavements Get rid of smell of urine Plant more trees and shrubs in free space More proactiveness from the police on enforcing parking, littering, fly tipping, bikes on pavements to make area a well maintained, attractive place Improve attractiveness of: Bitterne, Woolston Increase street cleaning: clean daily Clear up litter and campaigns to discourage littering More discipline around fly tipping and car dumping Do something about street homelessness and drug use More education and discouragement of littering More park benches and seats for people to stop and rest, especially in pedestrian zones Remove graffiti, clear up chewing gum and dog mess Maintain plants on roundabouts Get rid of the wildlife zones - they are a mess Delivering a plan that makes these areas nicer and safer for people to live in is also, if not more, important than having pretty shops and cafes for those with extra expendable income. More art pieces in public places which could be done by community groups or students	Noted. Some comments outside of scope of LTP.
F7	Agreements: ensuring new developments are well linked to rest of the city	Like the Waterfront Make sure new developments have the amenities they need. For example shops, GP surgeries etc. New housing developments need to think about how their development joins up with the existing pavements, infrastructure in a more sensitive manner and not just dump the new houses on land with little thought to the current or future residents.	Noted. Strengthen the wording and policy statements
F8	Agreements: reducing risk of casualty at road traffic incident hotspots	Speed cameras will help with safety	Noted. A Safer City. Speed cameras are the responsibility of the Police.
	Agreement: deliver	Cycle road safety education programmes both for drivers and cyclists	

F9	road safety education programmes	Posters to discourage using mobile devices when driving Road safety for pedestrians, encouraging them to use crossings and wait for the signal	Noted. A Safer City.
F10	Agreement: Improve safety around schools for walkers and cyclists	Make it safe enough for children to get to school on their own	Noted. A Safer City.
F11	Agreement: improve accessibility at/to bus stops for people with physical impairments	Give clear signals for stops on buses - both visually and audially. Care needs to be taken when ramps are installed at bus stops as these can actually cause a trip hazardous if the edges are not flush with the pavement as for example opposite the Bitterne Library. There needs to be more seating at all main bus stops.	Noted. An Equitable City section to be amended to have a greater and clearer focus on Inclusivity and Accessibility
F12	Agreement: promote and support transport services for vulnerable groups (e.g. older people, disabled, low income etc.)	Do not cut the over 60s bus pass These groups should be able to get a bus from anywhere - currently bus routes favour those living in certain areas like Thornhill and Lordshill Dementia and learning difficulty friendly public transport and buses and trains run by operators and staff who have been trained Involve older people in developing these services More support for children who are also a vulnerable group, especially when travelling Ban people parking in bus lanes or bus stops as disabled people then struggle to get on and off the bus Please consider mobility buses for disabled people to reach day centres and other activities.	Noted. An Equitable City section to be amended to have a greater and clearer focus on Inclusivity and Accessibility
F13	Agreement: encourage cycle schemes	Promote use and advertise how to use current cycle hire scheme Have cycle hire schemes with docking stations to reduce vandalism of bikes Subsidise cost of this (perhaps from a private vehicle congestion charge) Subsidise the bike hire scheme (which could be withdrawn if it does not cover costs). Create pick up and drop off points for cycle hire schemes	Noted. Cycle Hire/Dockless system is currently a private 'commercial' operation.
F14	Agreement: encourage car share schemes	Locations for car share schemes: Bitterne Allow cars with multiple occupants to use bus and taxi lanes I'm not aware of a Car Club arrangement in Southampton, and wonder if consideration has been given to providing one similar to the Co-Wheels Car Club operated in Eastleigh and various cities around the UK. If such a service was available it may persuade those who don't use their cars often to give them up completely provided cars were available at reasonable rates just for the times when they were needed. These car share schemes should be on the outskirts of the city where public transport coverage is limited Apps like BlaBlaCar which allows people to arrange car shares and driver to be paid a small amount for this Charge single occupant cars to enter city and car sharing gets free entry	Noted.
G - Agreement with proposals: Changing the way people travel			
G1	Agreement: creating networks of active travel zones	establish walking routes/active travel routes between zones not just within each zone. (i.e. routes between district centres and city centre) Need to encourage or even enforce use of these active travel zones and networks Cycling and walking routes should be a priority Make cycling and walking connections segregated from each other Police and fine cyclists using pedestrian pavements Prioritise active transport	Noted. An Active City introduces ATZs
G2	Agreement: reduce levels of rat running traffic	Will reduce risk of accidents; improve pollution both air and noise; will reduce stress and abuse amongst public; will reduce need to maintain and fix roads being used as ratruns Put restrictions on side roads to reduce rat running Create more alternative routes to rat running	Noted.
G3	Agreement: Improve cycling and walking connections to public transport stations, stops or interchanges	Improve the safety in parks so that you feel safe walking through them (e.g. The Common) Improve cycling and walking connections across the river Maintain paths, some have become overgrown and in winter leaves are not cleared and become slippery Make sure bus stops are close to pedestrian crossings to allow people to safely cross to and from bus stops. (e.g. At bus stops near the Chilworth roundabout on Bassett Avenue) Have a cantilevered bridge connected to the Itchen bridge for cyclists and pedestrians Make it more pleasant to walk - often have to walk along main roads with static cars pumping out fumes Widen pavements More safe pedestrian crossings for pedestrian to safely cross roads (e.g. Holyrood road junction between Bernard St, St Michaels St and High St) Areas for people to walk needs to also be improved for people with limited mobility. Some slopes are so steep they can be impossible to walk up, or leave you very tired. If you are out in a wheelchair on your own you have no chance and so usually end up having to take to long way round - also exhausting. Paths need to be repaired Open up the waterfront to more walking/cycling routes (accepting that it is not possible in the docks areas. Join up the major areas of the city (West Quay, Parks, Waterfront) with a strategic set of walking/cycling routes. Work on walking and cycling improvements separately as they are two separate entities that should be considered and developed separately.	Noted. An Equitable City aims to make the City's environment on accessible well maintained place for all.
G4	Agreement: encourage and promote active travel at work and	discount cost of P&R for businesses to get employees to use it Promote and educate on how to cycle safely in schools Free road training for cyclists Schools really need to be involved to encourage young people and their family to adopt lifestyle changes and rely less on cars. And cycle more. Make sure funding is there for schools to provide facilities for children to cycle to school Promote cycling Cycle safety lessons at schools Encourage young people to cycle Work with schools, young people and parents to encourage a change in attitude Run cycle safety campaigns for cyclists: on pavements; encouraging them to use their bells	Noted. An Active City - section to highlight good practice and future of My Journey

	schools and through My Journey	Subsidise cost of walking schemes (perhaps from a private vehicle congestion charge) some kind of partnership with bike shops for trial use of electric bikes. These are getting more popular and could be the best way to get more people out of cars for short journeys in future promote cycle to work schemes Incentivise cycling. Promote and encourage at universities as well Encourage electric bikes Promote benefits of cycling: cheaper, faster, easier. Free parking and close to where you want to go Incentives to buy bikes like discount sales	products with new agenda
G5	Agreement: involve local communities in the planning and promotion of active travel.	Communicate any big changes to cycling provisions and priority access across city to driving community	Noted.
G6	Agreement: improve cycling in general	Allow bikes on public transport Educate drivers to respect cyclists - too much aggressive and dangerous behaviour towards cyclists by motorists Improve behaviour between motorists and cyclists towards one another Payment schemes for bikes Provide information about cycling like route maps and info on repair shops Make Southampton a safer place to cycle: by increasing traffic police to prevent dangerous driving; High bike theft in city - do something about this Look to cities with high cycling rates for inspiration Implement traffic calming measures to make it safer for cyclists (e.g. along roads coming off Hill Lane like Radway rd and Wilton Crescent) Implement strategies to reduce cycle theft Free bike doctors Give cyclists equal right of way	Noted. An Active City
G7	Agreement: improve cycling routes	They need to be safe and convenient Involve cyclists in the development of cycle routes Cycle lanes should be clearly marked to stop cyclists cycling on pedestrian paths Widen routes and lanes to be usable by adapted bikes and cargo bikes Priority to and letting cyclists go first at traffic lights Resurfacing a road and painting some lines as cycle lanes does not count Create dedicated and segregated cycle routes away from roads and pedestrians Cycle routes to improve: A35 from Totton to Soton; Shirley; City centre; Bassett; Highfield; Itchen bridge; Northam bridge; London road; Nursling More cycle routes, that all connect in a large network Cycle routes on all major routes Giving more space on roads to cycle lanes Giving cyclists more space on the road with at least 2m width of space for cyclists on major routes. (e.g. Thomas Lewis Way, Bassett Avenue and The Avenue should be narrowed or made one lane for cars) Improve the cycle network Cycle routes that don't necessarily follow roads Building up the cycle network should be a high priority Maintain existing cycle paths - (fix potholes); sweep cycle paths of debris; have a long term maintenance plan in place Restore cyclists only areas at junctions and traffic lights More joined up approach rather than - here is some spare wide bit of road let's build a cycle lane to meet targets Current cycle lanes are too narrow Enforce use of cycleways. Ban cyclists from using pedestrian pavements or roads Cycle lanes like the ones in London Extend city cycle routes beyond city boundary Let cyclists have priority over motorists Some cycle lanes just end, forcing cyclists into heavy traffic Cycle lane surfaces are poor Stop vehicles parking in cycle lanes Improve cycling across the entire city not just around schools and the city centre	Noted. An Active City
G8	Agreement: improve cycling parking	When developing, plan for cycle parking to be visible to all for security Cycle parking suitable for adapted and cargo bikes	Noted. An Active City
G9	Agreement: Improve electric vehicle facilities	more charging points, especially for flats put charge points in new developments Charging points for all homes Power stations need to be prepared for increase in electric vehicle use	Noted. A Zero Emission City
G10	Agreement: promote electric car clubs	Encourage this among elderly. For example have a shared electric vehicle at retirement complexes as older people may need a car to keep their independence but only use it for short and not very often. Sharing some is better than having one each	Noted. A Zero Emission City
G11	Agreement: encourage use of electric vehicles	Incentives for electric and low emission vehicles Create an easy way to buy and pay for an electric car. Free parking for electric cars Encourage car dealerships to reduce cost of electric cars, making them more affordable Free use of Itchen toll bridge for electric cars Discounted charging Provide incentives or can share options for charities and small businesses to share electric vehicles for their collections and deliveries? All taxis to be electric within a year Electric vehicles for council workers needing to drive for their job Council should have electric vehicles for their fleet to set an example Incentives for driving instructors to buy electric vehicles	Noted. A Zero Emission City

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G12	Agreement: encourage use of low emission	Make it mandatory for all taxis to be hybrid Incentives for low emission vehicles	Noted. A Zero Emission City
G13	Agreement: promote and develop parks, open spaces, nature reserves etc.	Do something similar to Eastleigh Council: encouraging the use of their parks and open spaces with the park sports scheme which they run every school summer holiday, with discounted sports sessions run in the parks for children and adults. If more green spaces are planned with more beds for trees and plants, it is ESSENTIAL that they are MAINTAINED! So often they are not maintained eg Woolston Victoria Road beds. Incorporate East Park Terrace into the park.	Noted. A Zero Emission City
G14	Agreement: zero emission zone for city centre	An admirable goal to work towards Seems achievable for transport of people but not so sure about goods transport being zero emission Zero emissions zones should be for whole city This should include railway with electric powerlines installed This is good but must balance with need to ensure trade transport is not penalised too heavily This should be the priority	Noted. A Zero Emission City