

# Transport Delivery Plan

2013-26

Summary of Consultation Responses  
December 2012 – January 2013



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## 1.0 Introduction

Consultation has been an important part of the development of the Transport delivery Plan (TDP), providing an opportunity to validate model output, generate options and review proposals. Several consultation events have taken place in accordance with WebTAG advice.

A final focussed consultation stage took place on a Consultation Draft of the TDP. The consultation period ran from 14th December 2012 until 14th January 2013. Whilst it was recognised that this is a short consultation period (and includes the Christmas and New Year period), it did follow on from earlier consultation events (included in table 1) in which views were invited on the current and future transport problems and the emerging transport solutions.

**Table 1: Summary of Consultation Activities**

Date	Event and Range of Stakeholders	Purpose	Resources
23-02-11	Presentation to the Partnership for Urban South Hampshire (PUSH) Planning Officer Group	<ul style="list-style-type: none"> <li>Introduction to the SRTM and its capabilities and how it would be used to support the development of TDP</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
16-06-11	Local Transport Authority Option generation workshop	<ul style="list-style-type: none"> <li>To identify options to the current and future transport problems identified</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
26-07-11	Presentation to Solent LEP Board	<ul style="list-style-type: none"> <li>To inform the LEP Board of the TDP project</li> <li>To present model output on current and future transport problems</li> <li>To validate model output</li> <li>To provide the LEP Board with an opportunity to identify transport problems and consider solutions</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
30-08-11	Presentation to the Partnership for Urban South Hampshire (PUSH) Planning Officer Group	<ul style="list-style-type: none"> <li>To inform PUSH officers of the TDP project</li> <li>To present model output on current and future transport problems</li> <li>To validate model output</li> <li>To provide PUSH officers with an opportunity to identify transport problems and consider solutions</li> <li>To inform the PUSH Spatial Strategy Review</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
06-09-11	Initial stakeholder workshop ( <i>Business, Health, Districts</i> )	<ul style="list-style-type: none"> <li>To inform stakeholders of the TDP project</li> <li>To present model output on current and future transport problems</li> <li>To validate model output</li> <li>To provide stakeholders with an opportunity to identify transport problems and consider solutions</li> </ul>	<ul style="list-style-type: none"> <li>Workshop background note</li> <li>Summary of stakeholder comments</li> </ul>
04-11-11	Local Transport Authority Scheme Sift	<ul style="list-style-type: none"> <li>Review of initial list of options generated against sifting criteria</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
10-07-12	Transport Steering Group ( <i>DfT, HA, Network Rail</i> )	<ul style="list-style-type: none"> <li>Initial presentation of delivery approach and scheme appraisal results</li> </ul>	<ul style="list-style-type: none"> <li>Workshop background note</li> </ul>
28-09-12	Presentation to Solent LEP Board	<ul style="list-style-type: none"> <li>Presentation of delivery approach and scheme appraisal results</li> </ul>	<ul style="list-style-type: none"> <li>Workshop background note</li> </ul>
09-10-12	Transport Stakeholder Workshop ( <i>HA, Network Rail, Bus, Rail, Ferry Operators</i> )	<ul style="list-style-type: none"> <li>Presentation of delivery approach and scheme appraisal results</li> <li>Opportunity to validate approach and scheme assessment</li> <li>Opportunity to identify 'missing' solutions</li> </ul>	<ul style="list-style-type: none"> <li>Workshop background note</li> </ul>

10-10-12	Final stakeholder workshop ( <i>Business, Health, Districts</i> )	<ul style="list-style-type: none"> <li>• Presentation of delivery approach and scheme appraisal results</li> <li>• Opportunity to validate approach and scheme assessment</li> <li>• Opportunity to identify 'missing' solutions</li> </ul>	<ul style="list-style-type: none"> <li>• Workshop background note</li> <li>• Summary of stakeholder comments</li> </ul>
13-12-12	"Transport for Economic Growth" Event	<ul style="list-style-type: none"> <li>• Brief presentations on the TDP to the business community. Opportunities for questions.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

This document provides a summary of the responses to the consultation questions, and broadly focuses on those areas that were raised in a number of responses, rather than views that were not widely shared.

## 2.0 Methodology

The consultation period on a draft of the TDP was agreed by the TfSHIoW Joint Committee at its December 13<sup>th</sup> meeting, with the consultation going live the next day.

Stakeholders were emailed directly to advise them of the consultation and a press-release was issued. The consultation was also promoted on the TfSHIoW website.

The consultation draft was made available on the TfSHIoW website from 14 December and emails were sent directly to a large number of stakeholders including businesses and business groups, local and central government, health, education and transport sectors, as well as to specific interest organisations/groups, amongst others, to advise them of the consultation and to encourage responses.

In support of the final consultation, TfSHIoW presented to the Hampshire Chamber and to the PUSH Planning Officers Group and used the '*Transport for Economic Growth Event*' (held on the 13<sup>th</sup> December 2012) to promote the consultation and explain the methodology employed by the TDP.

The consultation questions are shown in Table 2, and focussed on those areas where TfSHIoW were particularly keen to understand stakeholder views. Respondents, were also free to respond on any aspect of the TDP. The questions were available via an e-consultation accessible from the TfSHIoW [website](#).

**Table 2: Consultation Questions**

1. Do you agree that the schemes presented within the consultation draft of the TDP (on pages 51-85) will help solve transport constraints? Please explain your answer.
2. Do you agree that the dual focus for transport schemes should be on improving access to existing urban areas and to the international gateways? Please explain your answer. (pages 16-20 and 40-41)
3. Do you think that the consultation draft of the TDP is missing any transport scheme(s)? If so, please state the scheme(s) and explain what problem the scheme(s) would solve. (pages 51-85)
4. Do you think any schemes included within the consultation draft of the TDP should be removed? If so, which ones and why? (pages 51-85)
5. Which scheme(s) do you think offer the greatest potential to support economic growth (e.g. create jobs, safeguard jobs, support business growth, attract new business)? Please explain your answer. (pages 51-85)
6. Do you have any other comments you would like to make?

Whilst the e-consultation received 20 responses a slightly higher number of responses (27) were received by email direct to TfSHIoW.

### 3.0 Summary of Consultation Responses

This section provides a summary of the responses to the five focussed consultation questions.

#### 3.1 Do you agree that the schemes presented within the consultation draft of the TDP will help solve transport constraints?

There was broad support for the range of schemes contained within the consultation draft.

A number of responses focussed solely on a single scheme – Newgate Lane (which was set out in section 8 of the consultation draft). The consultation draft of the TDP was reasonably explicit as to the nature of the scheme. However, the scheme is currently at a preliminary stage of development and a preferred route alignment and junctions option will be published by Hampshire County Council during late spring or early summer 2013 for information and consultation with local residents and other stakeholders. This is now reflected in the final TDP.

Other than the Newgate Lane scheme no other schemes were identified by stakeholders for removal from the TDP.

There was support for the Waterside Rail proposal from New Forest District Council and Hythe & Dibden Parish Council.

There was strong support for Southampton City streets from the Hampshire Chamber / Business Solent response.

*“ [We] strongly support the proposal by the City of Southampton for a ‘City Streets Major Transport Schemes’ Programme over the period 2015-2019. ”*

Responses from a number of District/ Borough Councils, understandably, focussed on transport schemes within their administrative areas, and tended to not take a strategic view.

#### 3.2 Do you agree that the dual focus for transport schemes should be on improving access to existing urban areas and to the international gateways?

Responses were largely supportive of the rationale for the TDP, its scope, and its dual focus for transport schemes on improving access to existing urban areas and to the international gateways.

*“ The ‘Cities First’ strategy is strongly supported [and we] also consider that on-going recognition and support for the three International Gateways is essential. ”*

Indeed, this was an area of the consultation that generated almost unanimous support.

However, a number of respondents suggested that the final TDP should make it clear that the *Cities First* approach not only referred to a focus on city centres, but also existing town centres too. This has been reflected in the final TDP.

There was also a useful comment regarding the additional dual focus on economic growth and carbon reduction, and how reference to the four delivery strands generated confusion. That is accepted and has been rectified in the final TDP.

**3.3 Do you think that the consultation draft of the TDP is missing any transport scheme(s)? If so, please state the scheme(s) and explain what problem the scheme(s) would solve.**

A number of responses made reference to a lack of provision for cycling schemes within the TDP. This may partly have resulted from a lack of understanding of the scope of the TDP and the role of LTP Implementation Plans, local capital programmes and District/ Borough Transport Statements. In addition, a number of cycle schemes are being delivered through the TfSH Local Sustainable Transport Fund (LSTF) project. However, additional strategic cycle links and provision for cycling in highway improvements has been included.

It was also suggested that cycling provision should not be seen as separate provision, but rather, as part of other schemes (e.g. highway, interchange improvements, etc.)

*“ These proposals omit any serious consideration of cycling as a useful means of transport. None of the road developments mentioned include cycle infrastructure except where schemes (such as Southampton Station) envisage shared pedestrian/ cyclist space. ”*

Some respondents suggested the inclusion of strategic cycle links, and these have now been included.

Interchange improvements at Fareham were not included in the consultation draft. This was an omission, which has been rectified in the final TDP.

Likewise urban realm improvements in Waterlooville Town Centre were not included in the consultation draft; this has been addressed in scheme 3 of the final TDP.

Finally, within section 10, which provides a summary of the strategic development planned for the TfSHIoW area, did not include proposals for Gosport Waterfront. This has now been updated to include the proposals.

**3.4 Do you think any schemes included within the consultation draft of the TDP should be removed? If so, which ones and why?**

As mentioned in 3.1, other than the Newgate Lane no other schemes were identified by stakeholders for deletion from the TDP.

**3.5 Which scheme(s) do you think offer the greatest potential to support economic growth (e.g. create jobs, safeguard jobs, support business growth, attract new business)? Please explain your answer.**

Few respondents answered this question.