

Appendix 2 - Summary of responses to the consultation

This note should be read in conjunction with the Key Findings Report (Appendix 3), which has been prepared to summarise responses made to two Councils during the consultation on the draft Transport Strategy. It should be noted that individual respondents are not highlighted, but that responses made to the free-text comments have been summarised by section of the strategy with a note provided on any changes made.

Theme/page	Consultation Question	Issue	Response
Section One – Background to the Consultation pg 6-8			
Section Two: Transport and Travel in Basingstoke pg 11	Tell us what other issues the Basingstoke Transport Strategy should address	<ul style="list-style-type: none"> • Confusion in population statistic outlined compared to other planning documents • Rural and outlying areas are not covered well enough, both bus and car access • Air quality should be the primary or upgraded in focus • Better bus frequency and provision required in addition to cheaper fares • Commitment required to build the western bypass linking to the M3 • Needs to look beyond the scope of 2029 as well as the settlements outside of Basingstoke • Support the approach of promoting strategic links, particularly by rail to London and 	<ul style="list-style-type: none"> • Population figure adjusted to provide clarity on whats included in the figure. • While the focus is on Basingstoke, it is recognised that the town must provide access for outlying areas and that the strategy complements the county-wide Local Transport Plan. • Further reference has been made to the need to consider air quality and ensure that transport does not impact on this • It is the intention of the strategy to secure a step change in public transport provision, including MRT. • This requirement was removed from the draft Local Plan through the examination process and a reference remains to this form of infrastructure in section six. • The strategy and associated future work including the Local Plan review will look at longer-term issues and will build on and develop the principles established in the strategy document.

		Heathrow as well as electrification to Reading	<ul style="list-style-type: none"> • Noted
Section Three: Emerging Priorities pg 18-31	Are there any other priorities the Basingstoke Transport Strategy should support?	<ul style="list-style-type: none"> • Air quality should be the primary or upgraded in focus • Concern at the levels of new development • Possible impacts on older / younger people • Greater commitment required to western bypass and considered as part of comprehensive development in addition to links to Newbury • Should include access to education as well as homes and jobs 	<ul style="list-style-type: none"> • Further reference has been made to the need to consider air quality and ensure that transport does not impact on this • Sites are allocated in the Adopted Local plan for future development and additional sites will need to be considered through a review of the Local Plan. • The strategy has been drafted to improve accessibility for all members of the community, taking into account the ageing population. This is referred to in the introductory sections. An Equalities Impact Assessment has been undertaken. • Reference to a western bypass is made in section 6 as is proposed work to consider the A339 corridor in more detail • Access to schools is an integral component of the strategy, as is access to leisure and retail alongside homes and jobs.
Section Five: Emerging Themes Pg 18-27	Why does the concept of a Mass Rapid Transit system appeal to you?	<ul style="list-style-type: none"> • Improved reliability / frequency / quicker trips • Improved air quality • Forward thinking / modern approach • Will reduce reliance on private car use 	<ul style="list-style-type: none"> • Noted • Noted • Noted • Noted
	Any alternative suggestions on improving transport?	<ul style="list-style-type: none"> • Improved public transport with better access to stations / services / reduced cost to users • Improved facilities for pedestrians and cyclists • Improved connections to major routes 	<ul style="list-style-type: none"> • This is a key aspect of the strategy, albeit costs are determined by operators • This is addressed in theme four. A series of improvements have been to key junctions to provide improved accessibility and dialogue will continue

		<ul style="list-style-type: none"> • Improving the A33 could result in Basingstoke becoming a dormitory town to Reading. The A33 should not be a through route, and focus should be via Bracknell / Hook • Approach should be more highway focussed with dualling of missing sections and with consideration of new stations, e.g. Oakley 	<p>with neighbouring authorities and Highways England around more strategic links.</p> <ul style="list-style-type: none"> • The proposed study into the A33 will consider the scope to improve the A33 in light of current and future demands, its scope will extend beyond the A33 to other route options. • The scope for new stations will be considered through associated work in the future, whilst it is recognised that the use of the car will still remain a key component of meeting longer-term travel needs. The strategy refers to SMART corridors to make the most effective use of technology to maximise capacity.
	<p>What concerns you about our approach?</p>	<ul style="list-style-type: none"> • Need for walking / cycling improvements, but note that shared facilities are not suitable and attractive to users • Concern about the environmental impact • Concern about cost / potential waste of money • Possible impact on other road users due to priority measures for MRT vehicles 	<ul style="list-style-type: none"> • Noted, this is addressed in theme four. • It is also proposed to review the Cycle Strategy • The service is intended to provide a better choice for travel and assist in reducing pollution • The service is intended to maintain / improve accessibility to the town centre in the future and investment will be necessary to ensure that this is the case. It is likely that external funding will be required to introduce this form of infrastructure. • At this stage, no detail is known about the routes and form of the infrastructure. However, maintaining capacity for all road users will be important to provide a

		<ul style="list-style-type: none"> Increased capacity of the road network should be a priority in the future 	<p>choice of modes in the future. Further detail has been added to the MRT document to explain the type of measures that could be introduced.</p> <ul style="list-style-type: none"> Junction capacity improvements have been in the recent past and further improvements are proposed for Brighton Hill and Thornycroft. Further measures will be required in the future, but in many key locations, the scope to do so is limited and a balanced approach to future transport is required which incorporates all modes of transport.
	<p>If the Strategy is approved, what would be the impact on you / your family?</p>	<ul style="list-style-type: none"> Less reliant on the car / journeys easier More likely to use public transport / cycle Improved health / quality of life Reduced congestion / shorter journeys 	<ul style="list-style-type: none"> Noted Noted Noted Noted