

Basingstoke Transport Strategy Consultation: Key Findings Report

February 2019



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Introduction

Context

Basingstoke and Deane Borough Council and Hampshire County Council are looking to improve how people travel throughout Basingstoke.

As the town grows and evolves, it is important that the right travel and transport infrastructure is in place, so Basingstoke can continue to prosper at the same time as offering an attractive and healthy place for people to live, work and visit.

A draft [Transport Strategy](#) has been developed which looks at several measures to improve transport and travel around Basingstoke, including:

- improving access to and within the town centre
- creating new developments which are well-planned and integrated with the existing transport network
- providing a step change in the quality of local public transport
- developing high-quality, priority, strategic walking and cycling corridors
- managing journey times and reliability
- maintaining strong strategic transport connections
- forward planning of the transport network to meet future needs.

An open consultation took place between 28 November 2018 and 28 January 2019. This offered an opportunity for residents, commuters, businesses and other stakeholders to share their views on the emerging Transport Strategy.

Consultation aims

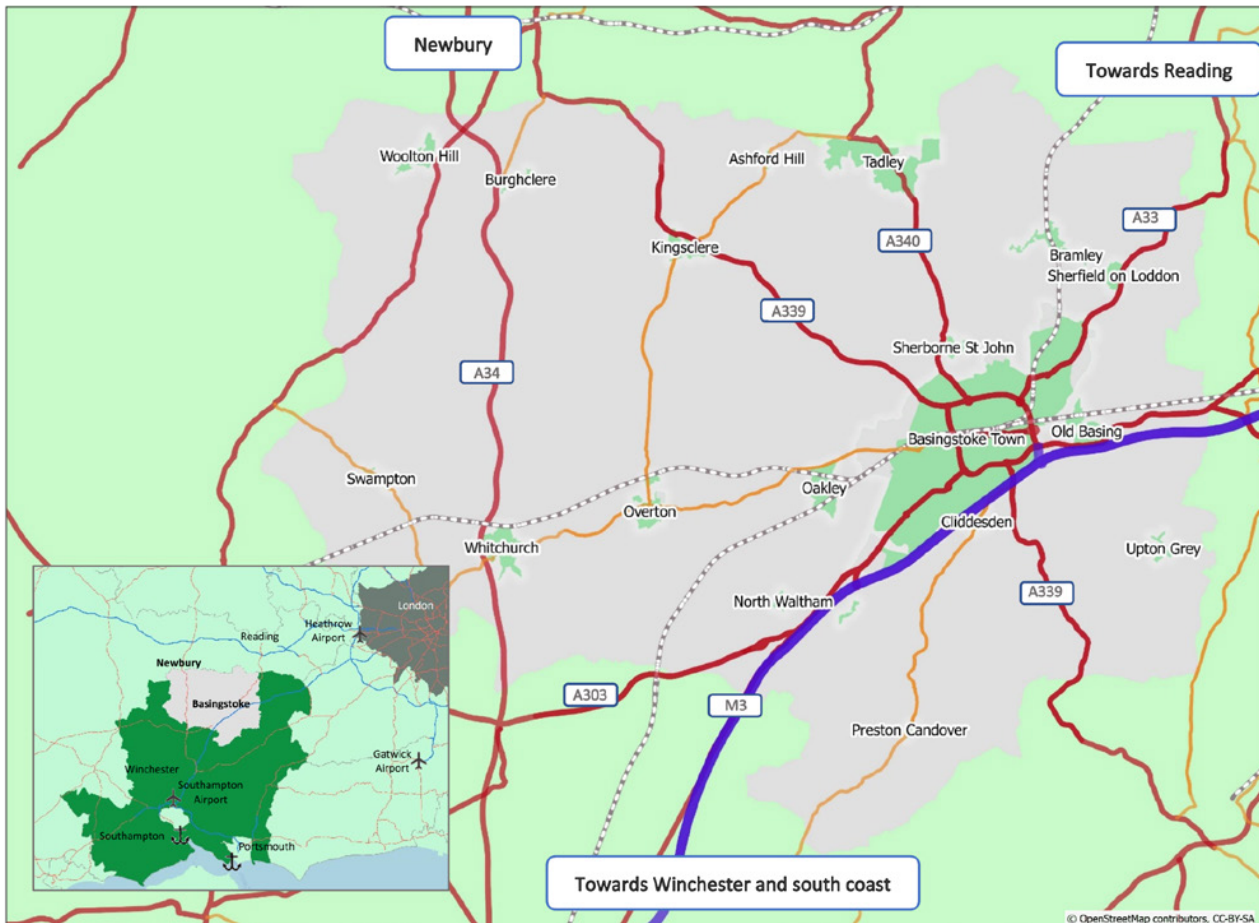
The consultation sought to understand:

- To what extent people identified with the issues highlighted in the Transport Strategy;
- If respondents felt there were additional issues that should be addressed in the Transport Strategy and what these issues were;
- How important the identified emerging priorities within the Transport Strategy were to people;
- If respondents felt there were any additional priorities that should be considered and what these priorities were;
- To what extent people agreed or disagreed with the emerging themes raised in the Transport Strategy, if they have any concerns with the approach and what these concerns were;
- What respondents felt were realistic alternative methods to using the car, and their views on the proposed Mass Rapid Transit system;
- If residents and stakeholders had any other suggestions for alternative approaches to the approach in the Transport Strategy;

- To what extent people agreed or disagreed that the Transport Strategy should plan for longer-term housing and jobs growth using suggested measures;
- The potential impact of implementing the proposed Transport Strategy.

Geographical scope

This consultation concerned travel and transport throughout the town of Basingstoke.



Publication of data

Data provided as part of this consultation will be treated in accordance with the UK Data Protection Regulations. Personal information will be used for analytical purposes only. The information collected as part of this consultation will be used by Hampshire County Council and Basingstoke and Deane Borough Council for analysis but will not be shared with any other third parties. All individuals' responses will be kept confidential. Responses from groups or organisations may be published in full. All data will be securely retained, and copies of responses stored for one year after the end of the consultation process, and then deleted by both councils.

More details on how Hampshire County Council holds personal information can be found at: www.hants.gov.uk/privacy.

Summary of Key Findings

Key Findings from consultation

Almost all respondents endorsed the proposed Transport Strategy priorities which were supporting: a high quality of life for people who live in, work in and visit Basingstoke; inclusive and accessible communities; and housing and employment growth and vibrancy.

The seven strategy themes were also well supported, with respondents particularly keen on options to integrate new developments with well-planned transport schemes.

Respondents identified with each of the issues raised in the Basingstoke Transport Strategy. Many were regular travellers within Basingstoke and were therefore well placed to understand local challenges. Respondents were most concerned about traffic congestion and delays, with almost everyone concerned with this to some extent.

Just under half of respondents put forward additional options for consideration with the most common suggestion being public transport improvements.

The need to improve public transport was a consistent theme throughout the consultation. A majority of respondents felt that a more reliable bus service would provide a realistic alternative to using their car for journeys around Basingstoke and almost half were in favour of implementing a Mass Rapid Transit system.

Most respondents recognised the need for the Transport Strategy to start planning for transport infrastructure to support the town beyond 2029 - in particular, this included ensuring that new opportunities enabled by the Strategy – such as the Mass Rapid Transit system – were fully future proofed.

106 comments were received from respondents reporting positive impacts of implementing the Transport Strategy, in contrast only 17 respondents reported perceived negative impacts of implementation. The main concern came from those in rural areas who felt that the Transport Strategy did not give enough consideration to their level of public transport access.

Variance of responses

Sample size by key demographics proved too small to draw any significant conclusions – however, generally there were no unexpected variances in response to the key questions from those who travelled for different purposes, or via different modes of transport. For example, those who cycled and walked around Basingstoke felt that the pedestrian/cycle provision was not consistent, whereas respondents who travelled using motor vehicles were most concerned about traffic congestion and delays. Supporting inclusive and accessible communities was important to most respondents regardless of their travel purpose.

For further reference a full breakdown of the key questions by reason for travel and mode of travel can be found in Appendix six.

Key Findings from the 'Basingstoke Transport Conversation' workshop

A key issue for businesses was attracting and retaining skilled workers, who were perceived as wanting an easy commute and a good level of access to facilities.

Concerns were raised over a lack of available commercial property and industrial land in Basingstoke. It was felt that improvements in transport links could help to unlock new space that could be logistically viable for businesses.

The majority of participants felt that improving walking and cycling would be much cheaper than any highway improvements and could see no down-sides to improving active transport provision. Active travel was a major focus throughout the workshop with many surprised at the low levels of cycling to work. Participants felt that cycling should be encouraged.

Draft

Responses to the consultation

There were **257** responses to the consultation which breaks down as follows:

- **224** were from individual respondents via the paper or online Response Form
- **14** were from an organisation, group or business via the paper Response Form or online questionnaire
- In addition, there were **19** 'unstructured' responses (email, letter) received by the consultation deadline. Of these **4** were from Parish Councils, **6** were from local groups, **1** from Highways England, **1** from a transport provider, **1** from a local business, **1** from land owners, **3** from members of the public and **2** from members of parliament
- Over **20** local interest groups, businesses and transport operators took part in a half-day workshop at The Ark conference venue on 9 January 2019.

The consultation was promoted by both Hampshire County Council and Basingstoke and Deane Borough Council via a range of channels, with interested parties directed primarily to the County Council's website where an Information Pack and Response Form were made available to view, print, and download.

Basingstoke and Deane Borough Council contacted all staff, members, parish councils, key officers and businesses within their database via email to inform them of the consultation. Information was displayed in car parks around Basingstoke. Information Packs and Response Forms were available from the Basingstoke and Deane Borough Council reception, in libraries and in the bus and railway station. The consultation was also promoted via the council website and on Twitter. It also featured in the Basingstoke and Deane Today - a newsletter disseminated to all households - and also in local newspapers, such as the Basingstoke Gazette and Basingstoke Observer.

Meetings were held with South Western Action Group and various Town Centre representatives e.g. BID, Festival Place and Anvil Arts. Consideration was given at the Economic, Planning and Housing Committee and it also featured at a Borough Business Partnership meeting. In addition, a 'Basingstoke Transport Conversation' workshop was held at The Ark conference venue on 9 January 2019, with representation from over 20 local interest groups, businesses and transport operators (a summary of key points arising from this event is included within this report).

Hampshire County Council promoted the consultation via social media channels such as: Facebook, LinkedIn and Twitter. Two press releases were issued encouraging people to respond to the consultation, these press releases achieved 13 pieces of coverage in the local newspapers, the majority of these features were positive, with one neutral in tone.

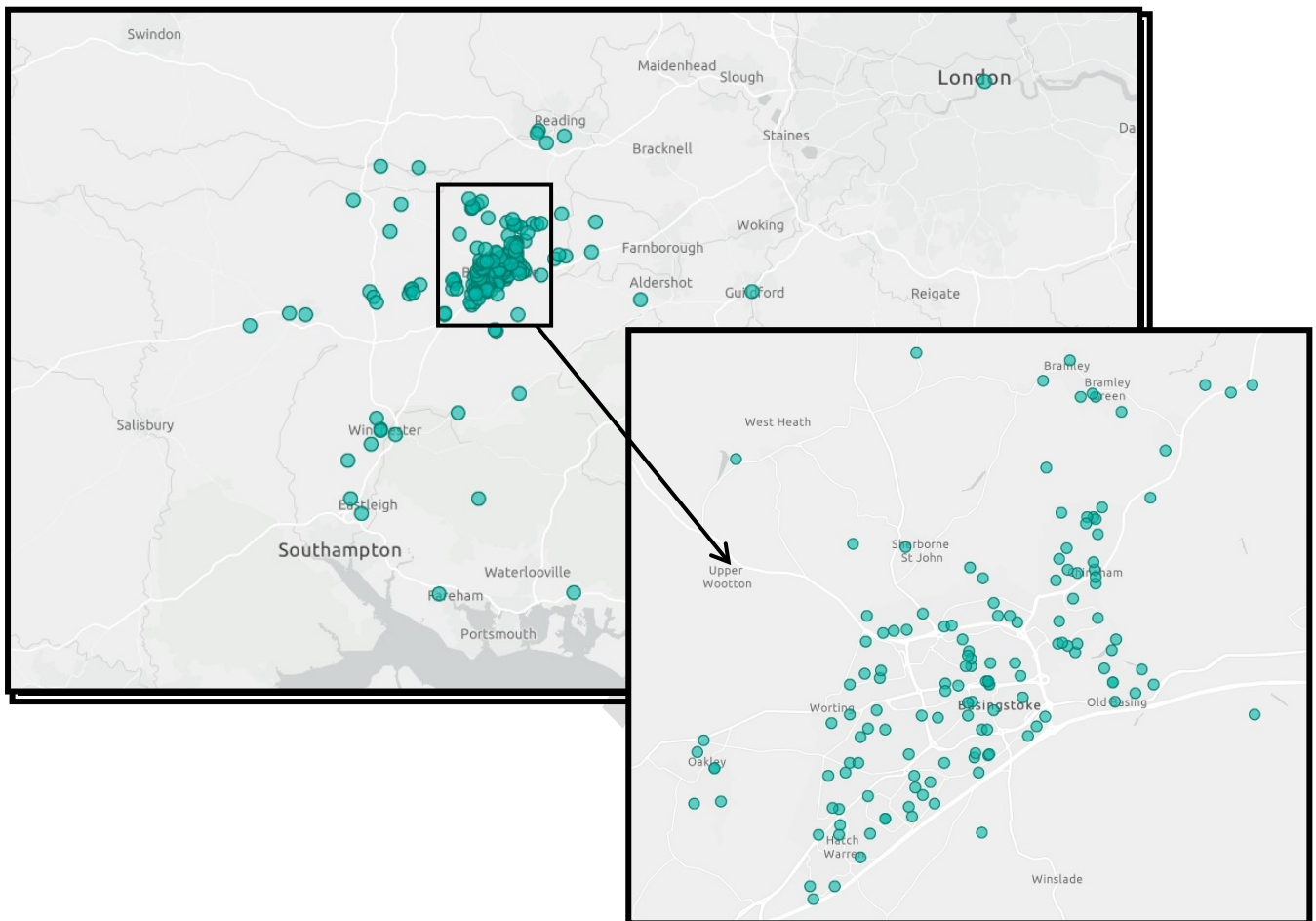
The consultation was also promoted to Hampshire County Council employees via Hantsnet, this received 863 unique page views. Promotional features were visible on the plasma screens within E11 Court reception for both staff and visitors to see regularly during

the consultation period. It was also included in the regular e-newsletter sent to circa 240 Parish Councils in Hampshire.

Further information is available in the Appendices.

Geographic scope of responses

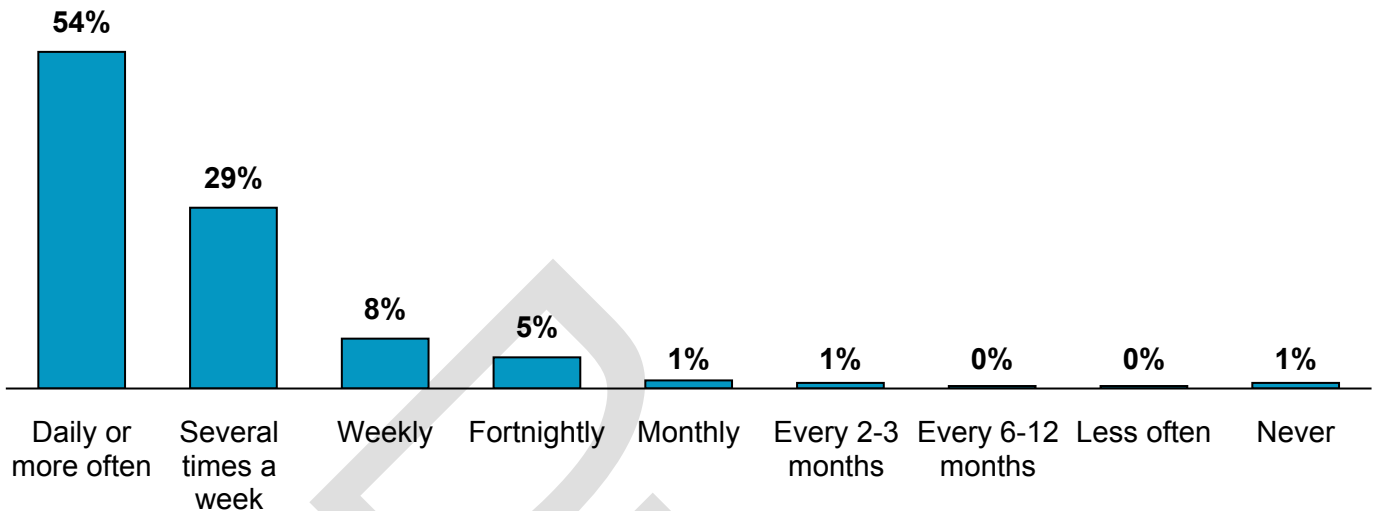
219 personal or organisational postcodes were given, with the large majority of responses coming from within Basingstoke. Responses were received as far north as London and as far south as Fareham. Many responses were also received from Winchester, Eastleigh and Reading.



Respondents experiences of travelling into and around Basingstoke

Over 90% of respondents travelled into or around Basingstoke at least once a week, with the majority travelling on a daily basis, implying that they have a good knowledge of the area and the potential travel problems it faces.

How often do you tend to travel into or around Basingstoke? (Base: 224)



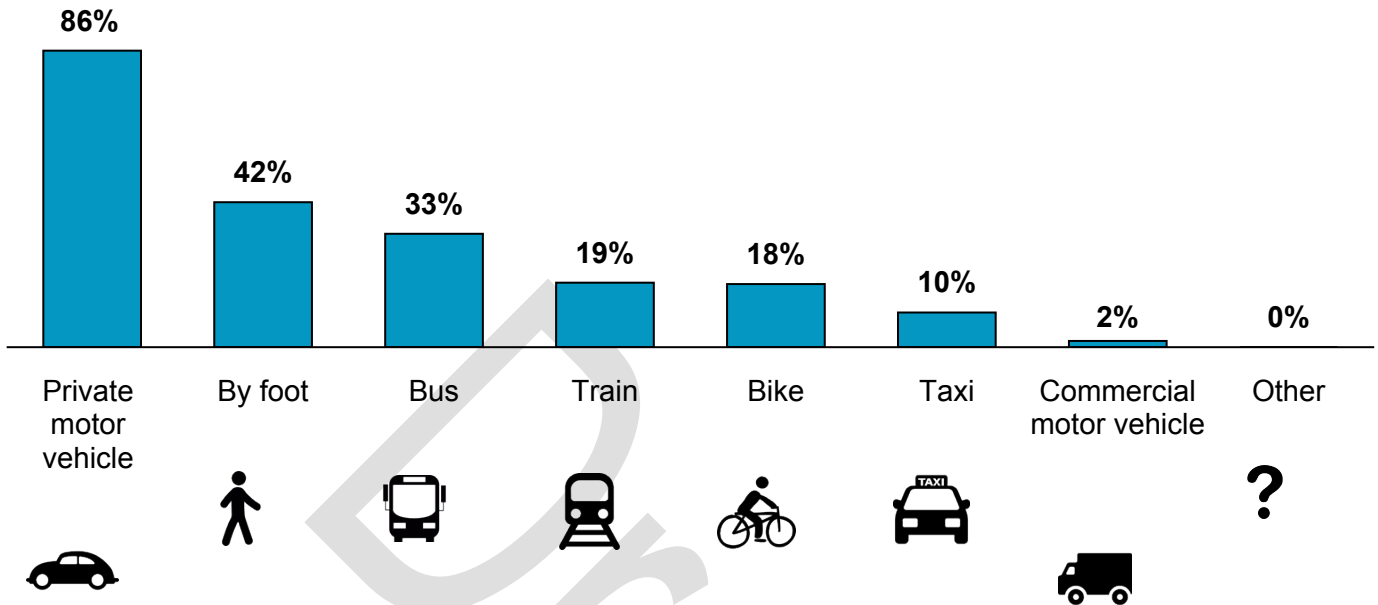
Respondents had experience of travelling into and around Basingstoke at both peak and off-peak times, with weekends the most common time of travel. Week day lunch times (12:00 - 14:00) were the least travelled period, with only one in five respondents travelling during these hours.

When do you usually travel into or around Basingstoke? (Base: 221, multi-code)



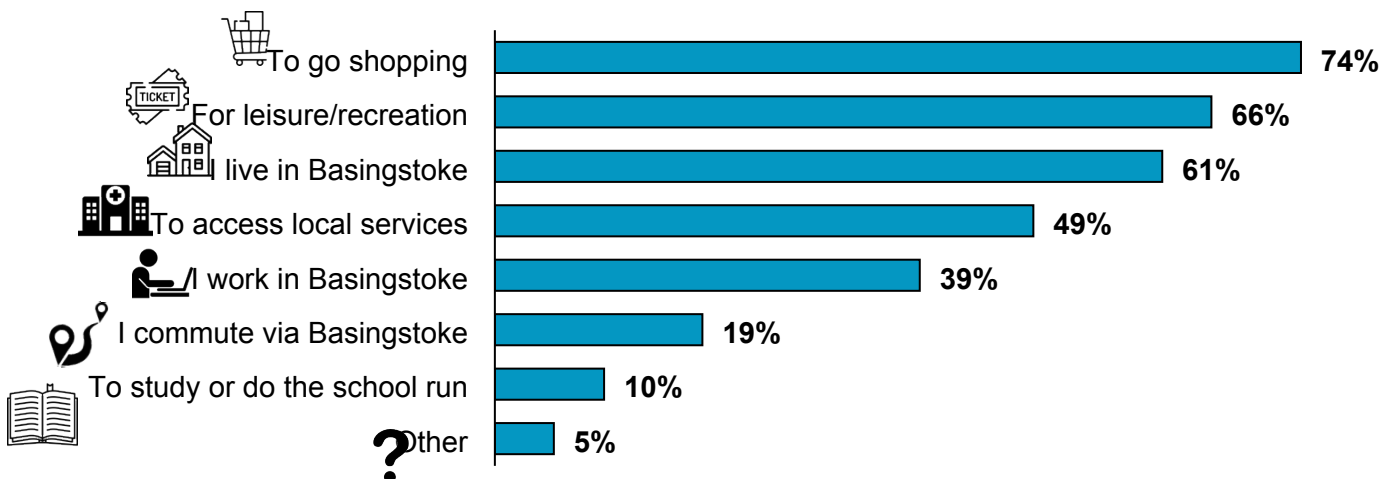
The vast majority of respondents travelled into or around Basingstoke using a private motor vehicle e.g. car or motorbike. Walking proved to be the second most popular choice of travel mode amongst respondents. One third of respondents used buses and two in ten used the train or cycled.

How do you usually travel into or around Basingstoke? (Base: 220, multi-code)



Almost three quarters of respondents accessed Basingstoke for shopping purposes, and two thirds for leisure and recreational facilities, reflecting the high number of respondents who use the town during the weekend. Over three in five respondents were living within the area, suggesting a good level of knowledge and experience of the town. Just under half travelled into Basingstoke to access local services and over one third worked in the area.

For what reasons do you come into, or travel around Basingstoke? (Base: 221, multi-code)



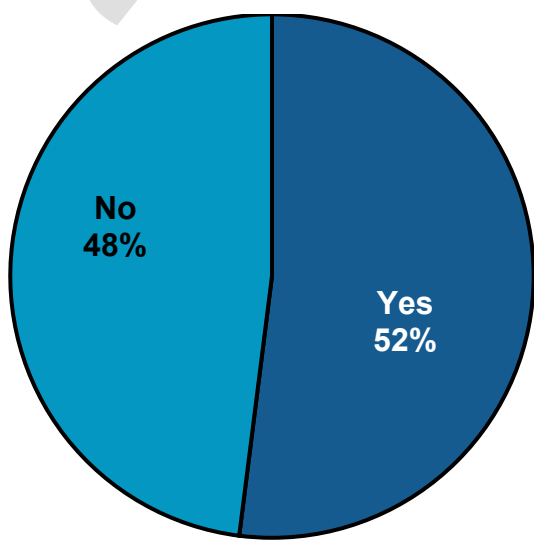
Respondents views on the issues identified in the Basingstoke Transport Strategy

Respondents identified with each of the issues raised in the Basingstoke Transport Strategy. Of most concern were traffic congestion and delays and that public transport was unable to provide a viable alternative to the car.

<i>To what extent do the issues we have identified concern you? (Base: 237)</i>	Level of concern
	93%
	83%
	79%
	77%
	70%

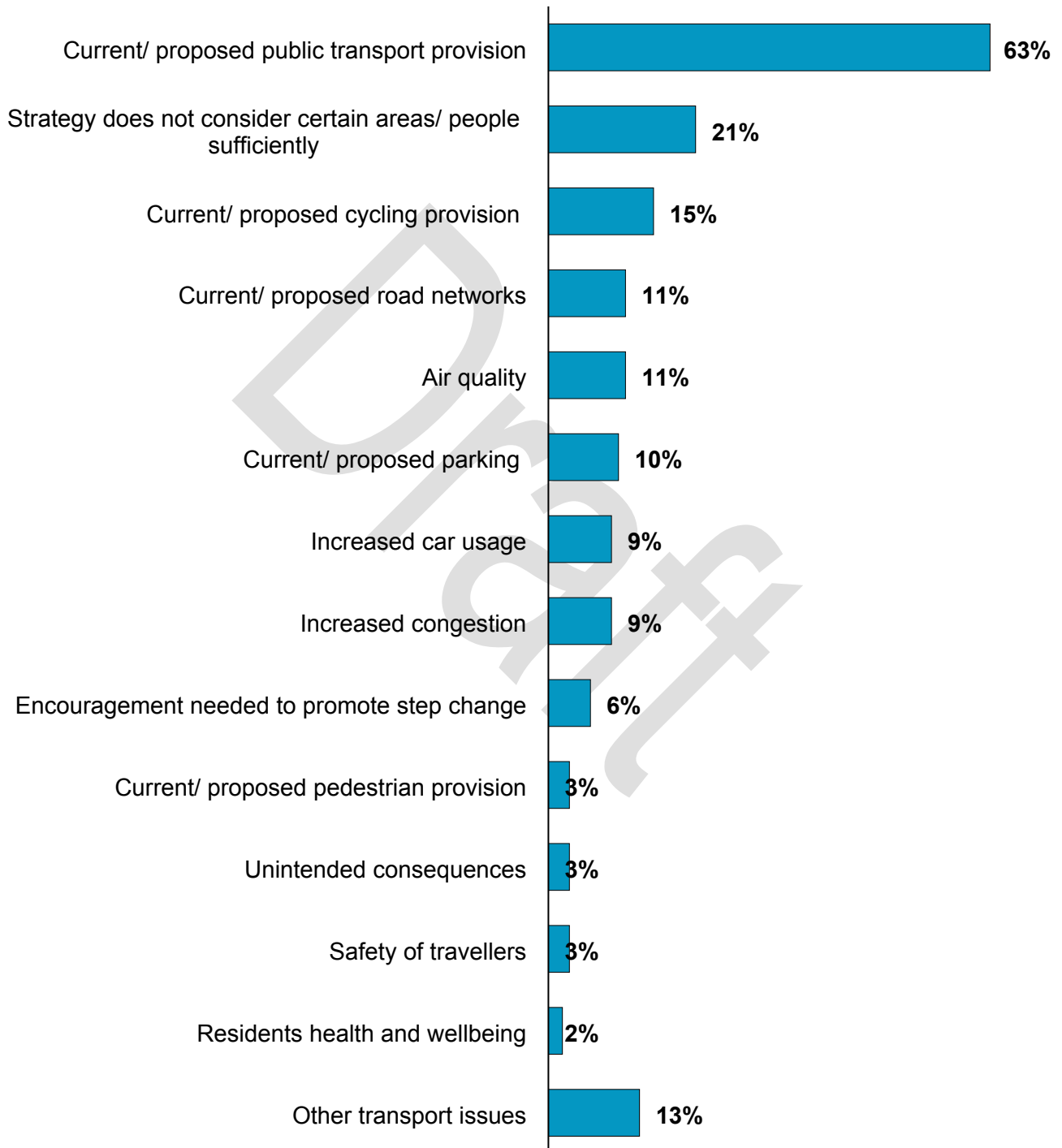
Respondents were almost equally divided as to whether the Basingstoke Transport Strategy had identified all the pertinent issues affecting travel in Basingstoke. Just under half put forward additional options for consideration.

Are there any other transport issues that you feel the Basingstoke Transport Strategy should address? (Base: 218)



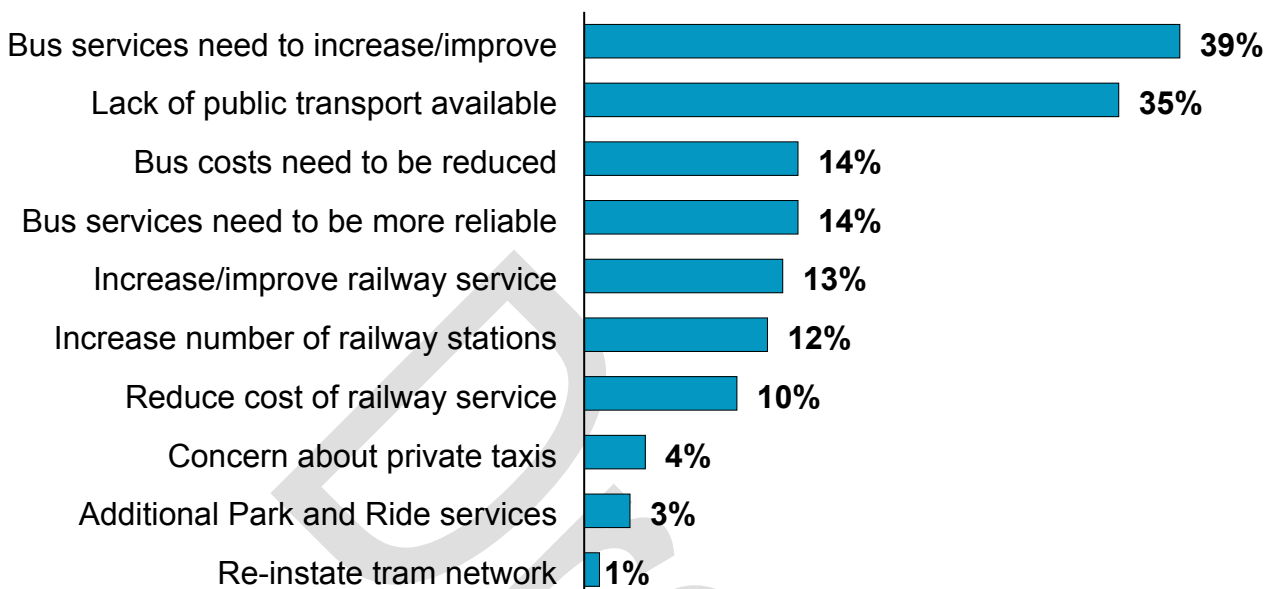
Most additional transport issues provided related to the current or proposed level, and standard, of public transport. Concerns that the Transport Strategy needed to be more considerate of particular areas or groups of people also came up frequently, with some feeling overlooked with regards to the public transport available to them.

*What other transport issues do you feel the Basingstoke Transport Strategy should address?
Verbatim comments (Base: 110, multi-code)*



Improving or increasing bus services was the most common issue respondents wanted the Transport Strategy to address. Over one third of those who gave ideas felt that there was insufficient public transport available. Bus services were prioritised over any other form of public transport with almost one sixth of respondents of the view that the costs of these should be reduced, and the services made more reliable.

Current/ proposed public transport provision - verbatim comments (Base: 69, multi-code)



The most common suggestion by those who stated issues with the current/ proposed public advocated improvements to local bus services, mainly by increasing the frequency and the availability of current services.

“I work in London, so have to get the train - the train at peak times is both very expensive and very crowded. I'm tied to living within walking distance of the train station - bus would not be an option as they're not frequent or reliable enough, and it would further add to my transport costs.”

“Recognising that travel by private car for commuters is in most case the only viable option due to transport links lacking to commuters' residences.”

“A lot of houses are being built around Chineham so a new railway station next to Sherfield Park is needed urgently.”

“Reduce cost of transport - private (car parking) and public (train season tickets and bus ticketing).”

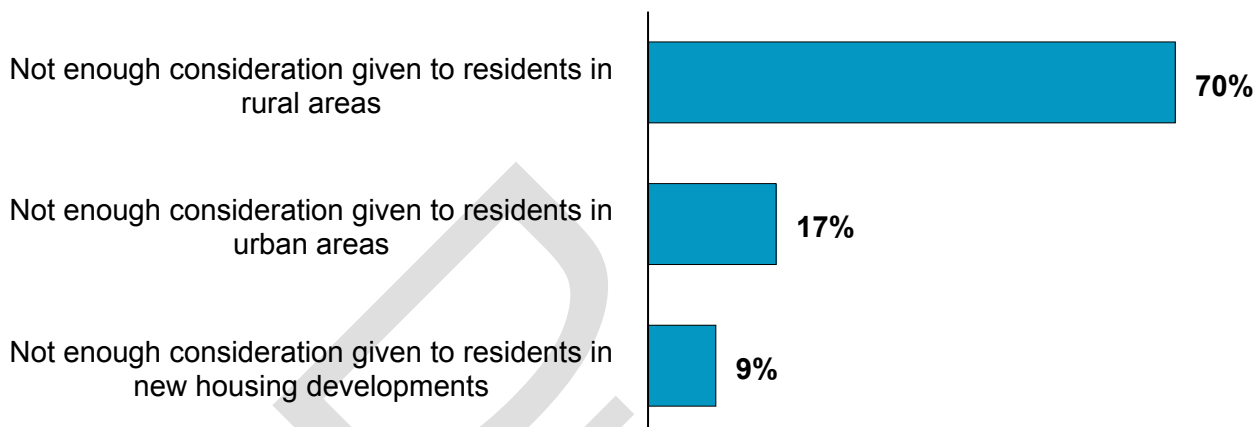
“Bus prices, reliability and expense! If you want to follow the green agenda, you need to tackle this in Basingstoke.”

“Lack of buses from Old Basing and Lychpit.”

(69 comments were received about improving public transport)

Respondents who felt that the Basingstoke Transport Strategy had not given enough consideration to the surrounding villages and outlying areas, reported feeling penalised by the perceived impacts the implementation could have. Many respondents felt that residents living in rural areas were not served well by public transport and that this would not be improved by the Strategy, which focused on improving transport in areas that already have sufficient services.

*Strategy does not consider certain areas/ people sufficiently - verbatim comments
(Base: 23, multi-code)*



“The No 15 bus has been cut in the South View Area. I can see that people think that it doesn't matter because it is so close to town but there are a lot of elderly folk in sheltered housing who rely on the bus to come back up the hill from town.”

“Locales such as Brighton Hill (No. 1 bus) and South Ham (No.3 bus) have a service akin to inner London whereas Lychpit (and Chineham after 7pm) has a service comparable to off the beaten track villages when they are 2-3 miles from the town centre.”

“There is little cohesive strategy for the wider Borough and for residents of places like Whitchurch who require sustainable links to Andover, Newbury and Winchester.”

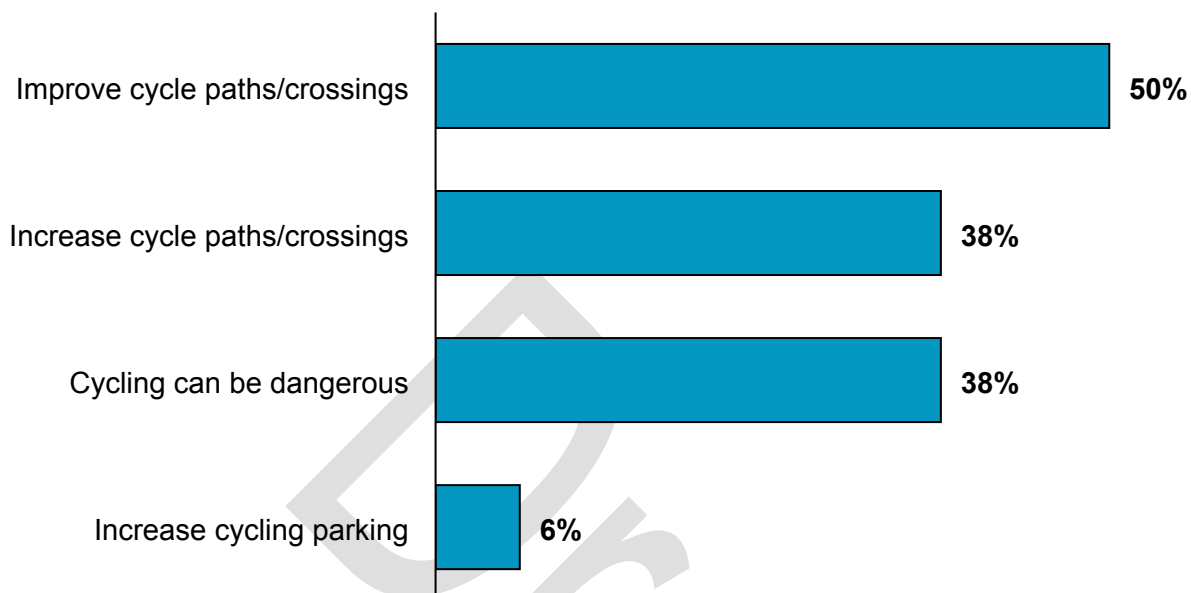
“Local bus services in rural areas. These are worsening in terms of service and provision and feel these should have better investment.”

“So many houses have been or are being built along the A33 between Chineham and Sherfield on Loddon that introducing one bus every 2 hours (route 14) from next year is just ridiculous.”

(23 comments were received about penalising areas/ groups of people)

Respondents who felt that current issues with cycle paths and crossings were not fully addressed within the emerging Strategy requested further enhancements to improve and increase local provision. It was felt that these would help address safety concerns.

Current/ proposed cycling provision - verbatim comments (Base: 16, multi-code)



“More cycle parking at Basingstoke, Overton and Whitchurch stations would be welcomed.”

“Not only is cycling provision not consistent, it is not sufficient - by a long way.”

“Cycle/walking routes could be improved, main problem is people are not aware of them. Basingstoke road network is very ‘cycle unfriendly’.”

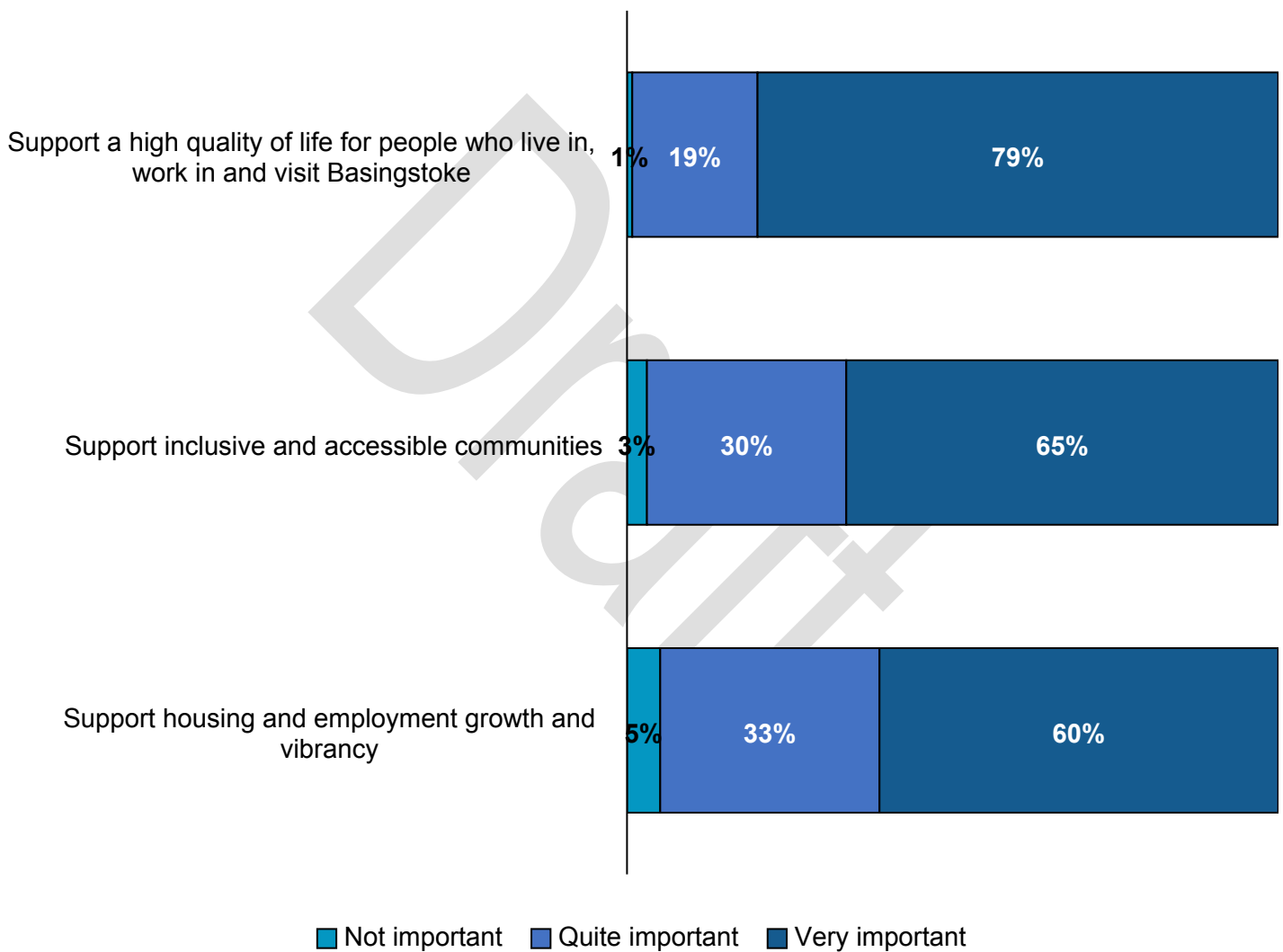
“I feel outlying areas like Oakley, Sherborne St. John, Bramley plus areas in between Bramley and Basingstoke should be integrated with cycle lanes. There is nothing at all to ensure safe passage for local cyclists from these villages into town, which I believe is necessary.”

(16 comments were received about improving cycle networks)

Respondents views on the emerging priorities in the Basingstoke Transport Strategy

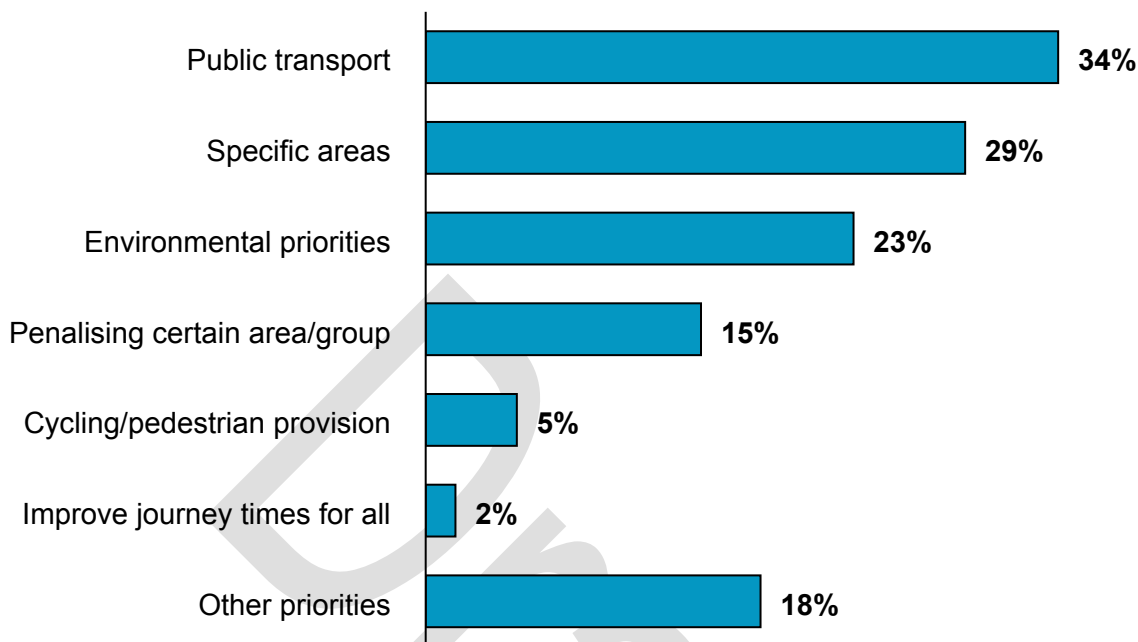
All three of the proposed Transport Strategy priorities resonated well with respondents – with almost all in agreement that supporting a high quality of life, supporting inclusive and accessible communities and supporting housing and employment growth were important.

How important is it the Transport Strategy aims to...? (Base: 234)



Respondents also identified further priorities that they felt the Basingstoke Transport Strategy should support. Over one third of their suggestions related to public transport - suggesting that those accessing the town feel more could be done to improve the current transport available.

*Are there any other priorities that the Transport Strategy should support?
Verbatim comments (Base: 62, multi-code)*



A large number of suggestions relating to public transport focused on improving public transport services, mainly by increasing the frequency or reliability of current provision. Many respondents detailed particular ‘pinch points’ that they felt should be addressed e.g. the A33. Almost a quarter felt that environmental priorities, such as improving air pollution needed more attention than was given in the emerging Strategy.

“Air pollution is a public health issue. Much of our air pollution is caused by transport. Air quality and health improvement must be primary objectives of the transport strategy.”

“Reducing urban congestion by removing/minimising through traffic - particularly on the east side of town around the A33 corridor.”

“We would like to see more encouragement to use public transport in order to reduce emissions and the use of carbon fuels, by making it accessible and affordable to all.”

“In order to support a high quality of life for people who live in, work in and visit Basingstoke there has to be transport provision for all, particularly late into the evening and Sundays. People should not be penalised for living in a certain area of Basingstoke.”

(62 comments were received about additional priorities)

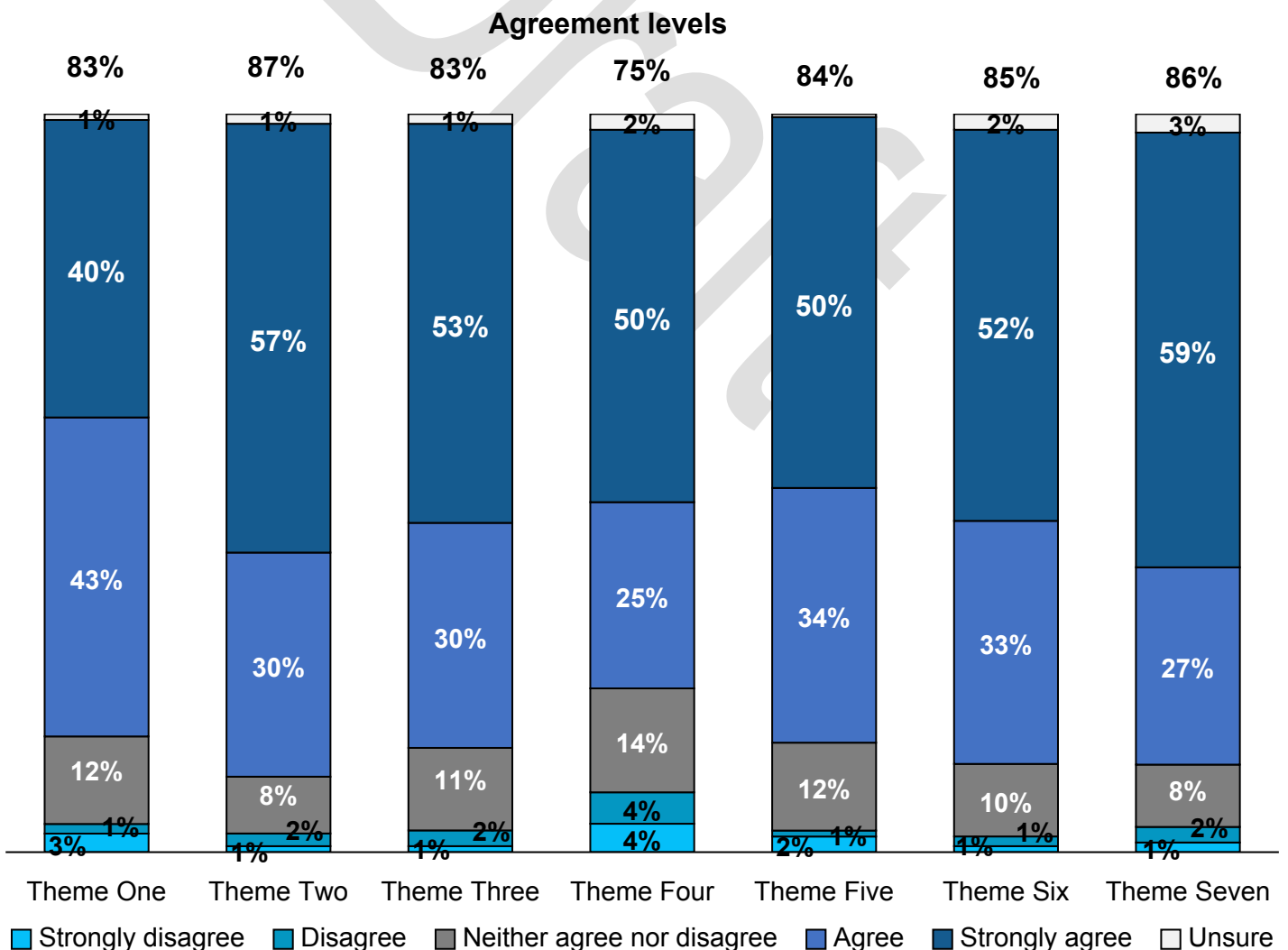
Respondents' views on the emerging Basingstoke Transport Strategy themes

The seven themes identified in the emerging Basingstoke Transport Strategy were:

- theme one: improving access to and within the town centre
- theme two: integrating new developments with well planned transport schemes
- theme three: providing a step change in the quality of local public transport
- theme four: developing priority strategic walking and cycling corridors
- theme five: managing journey times and reliability on key routes
- theme six: maintaining Basingstoke's strong strategic transport connections
- theme seven: future proofing of the transport network

The measures proposed to address these themes all received strong support from respondents, with even the least supported – developing priority strategic walking and cycling corridors – achieving 75% agreement. Options for integrating new developments with well planned transport schemes received the most support.

To what extent do you agree or disagree with our proposed measures for? (Base: 237)



Only a small handful of respondents expressed any concern with the approach presented in the Basingstoke Transport Strategy. The majority of these related to cycling and walking provision, specifically expanding the networks beyond the proposed measures. Other areas of concern were the potential for negative environmental impacts and funding issues. Others had concerns about poor air quality and the impact this may have.

*Please tell us what concerns you about our approach. Verbatim comments
(Base: 16, multi-code)*

*

“The Council needs to be much more radical in discouraging car use and encouraging cycle use.”

“Does not address the environment and will not be adequately resourced.”

“Walking and cycling are already well provided for, with cycling lanes not used as cycles remain on roads - so not worth wasting more money on dedicated cycle lanes.”

“These are not transportation options I use or are workable for me in the Basingstoke area.”

“Your proposals do nothing for the poor links we have with the town centre from North of the station. The pedestrian route into town down Vyne Road is not satisfactory.”

“Cycle ways are not being thought out properly. The latest cycle way implementation on the Harrow Way has made me give up cycling altogether due to the danger it poses.”

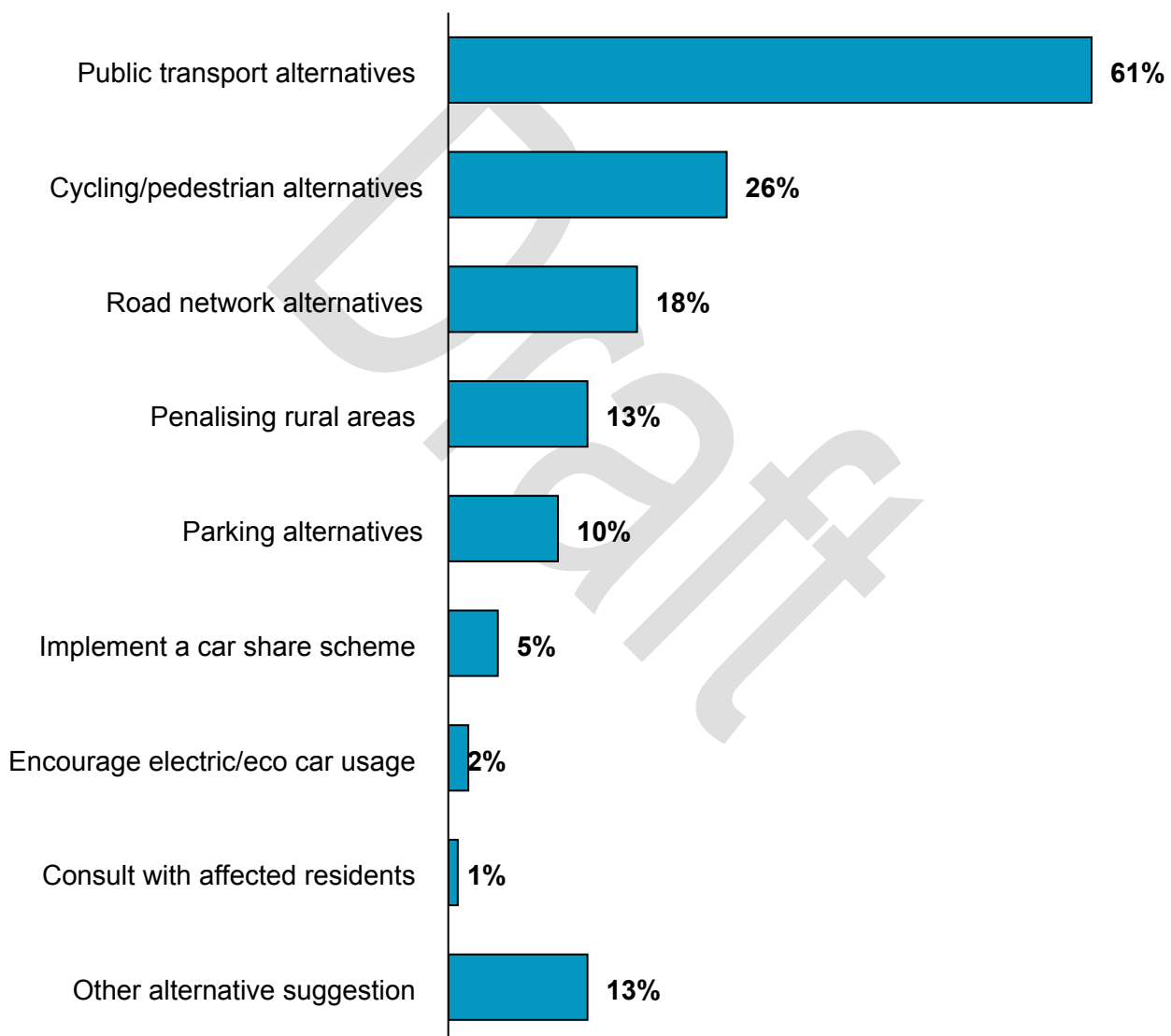
(16 comments expressed concerns with the proposed approach)

**Those residing within rural areas and new housing developments*

Alternative suggestions to improve transport and travel in Basingstoke

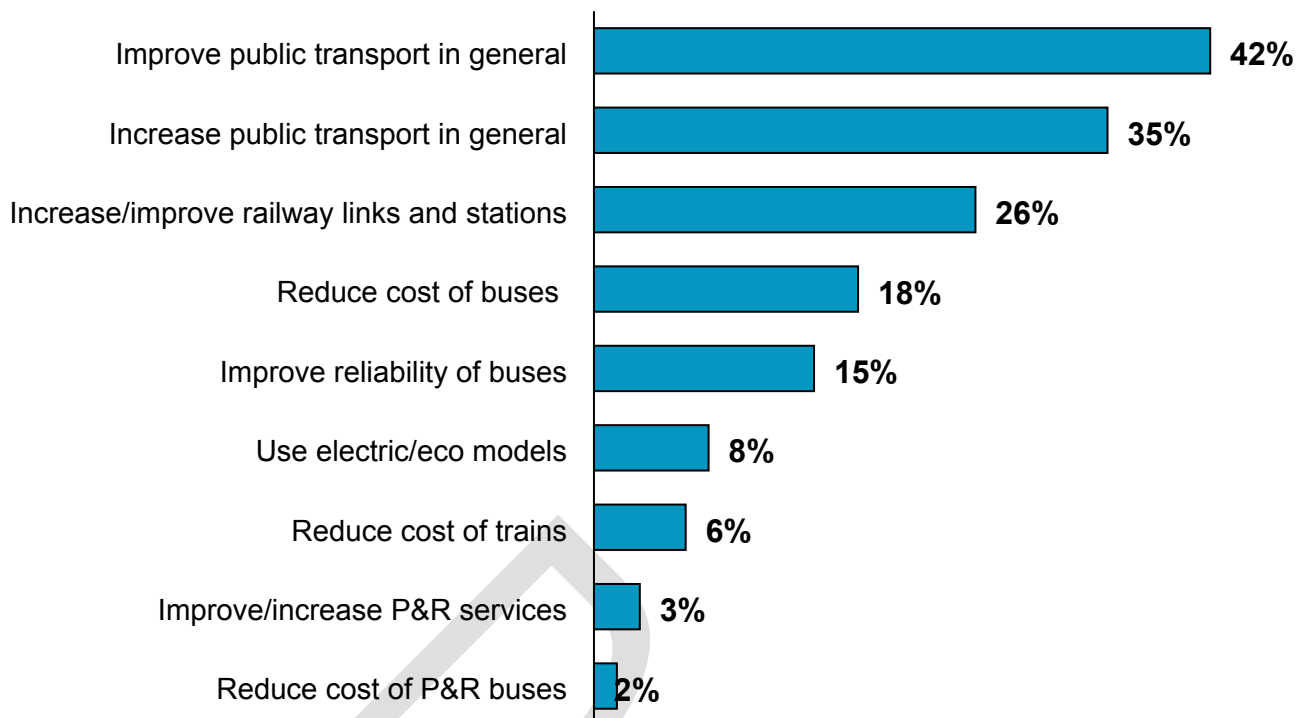
Over 100 respondents gave alternative suggestions for improving transport and travel that, with the majority focusing on improvements to public transport. Over a quarter felt that improvements could be made to the cycling and pedestrian networks within the town. Other suggestions included: changes to the road networks, ensuring rural areas were not being negatively impacted and ideas to improve parking in Basingstoke.

Please provide any alternative suggestions as to how we could improve transport and travel in Basingstoke. Verbatim comments (Base: 107, multi-code)



Respondents who focused on public transport alternatives were mostly seeking general service improvements or an increase in service frequency. Over a quarter made more specific suggestions relating to increasing or improving railway links and stations.

Public transport alternatives - verbatim comments (Base: 65, multi-code)



“Reliability of the schedule is why I rarely use the bus service, fix this and usage will improve. Make it cheaper to use the bus, especially the park and ride, than cars - without pricing those who need to park in town out of the idea.”

“Car share, smaller more frequent buses - higher profile of what is already available. Discounts for business users, discounts on season tickets.”

“Electric buses and additional train stations e.g. Chineham, Oakley, Manydown.”

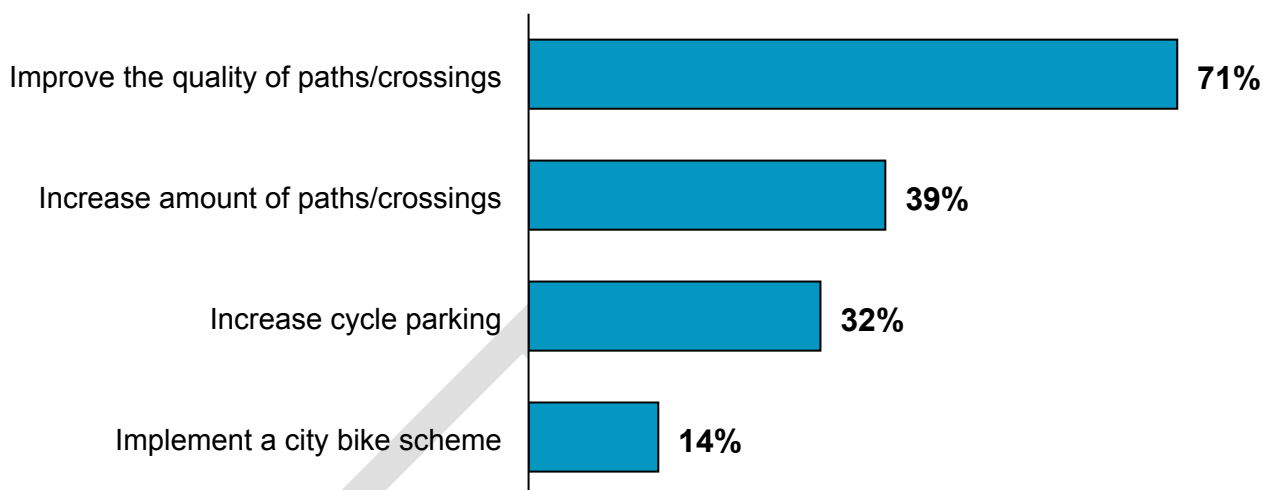
“The bus service in outlying villages has deteriorated massively over the last 25 years. Poor services have led to a reduction in provision. This in turn has led to even less usage. It is self-perpetuating and should be addressed.”

“A lot of traffic comes into Basingstoke from the west. It would help the traffic flow if there was some sort of 'park and ride' in the Oakley area.”

(65 comments were received giving alternative suggestions to improve public transport)

Respondents who would like the Strategy to include additional cycling or pedestrian provision primarily focused on improving the quality of the pathways, in particular repairing the current surfaces of the networks.

Cycling/ pedestrian alternatives - verbatim comments (Base: 28, multi-code)



Many respondents felt that improving cycle pathways would make cycling/ walking more appealing to residents. Expanding the networks available also proved popular amongst respondents who gave alternative suggestions.



“Better, safer, cycle routes across the whole of Basingstoke.”

“Please, please make cycling safer without compromising its convenience (e.g. indirect routes are nowhere near as good as segregated cycle lanes on direct routes).”

“More cycle paths, linked cycle paths, at the moment some of them just seem to stop and don't link from one side of Basingstoke to the other.”

“Make footpaths more appealing (i.e. fewer dark underpasses) and have a bike hire scheme.”

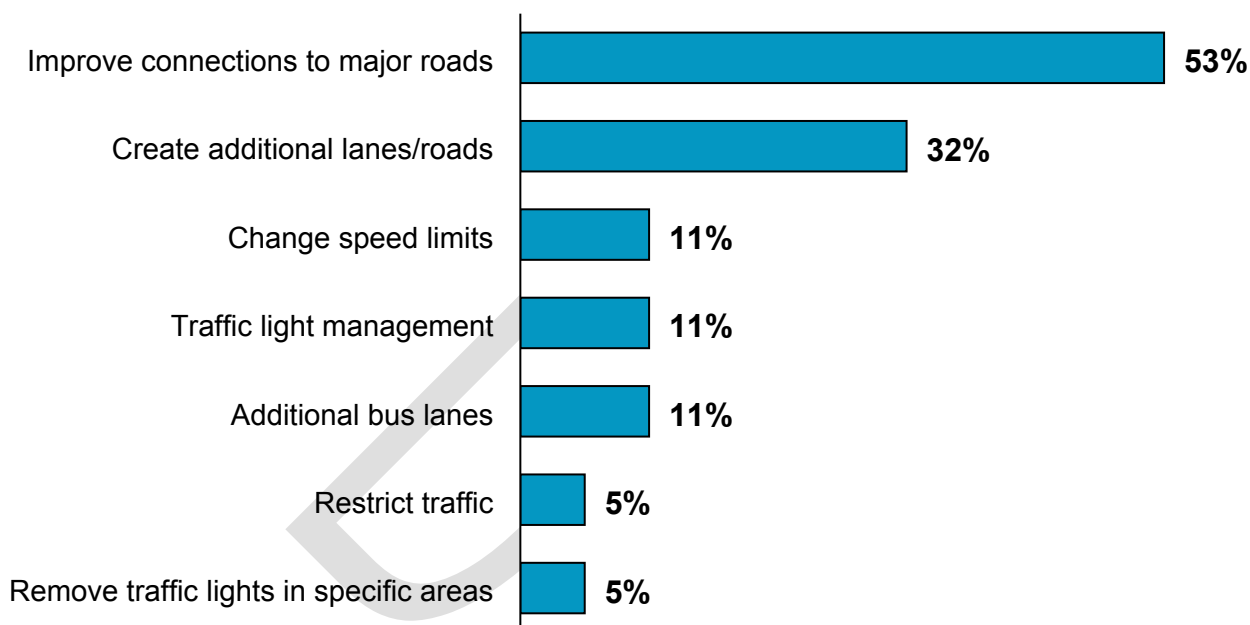
“When I travel by bicycle a use National Cycle Route 23 which takes me through Eastrop Park. The cycle infrastructure in Basing View is pitiful. I have to be extremely careful when cycling from the office in the dark as the 30mph limit on the business park is ignored and unenforced, and unfortunately because few people cycle to work the car drivers do not expect cyclists on the road. Even walking to Waitrose at lunchtime is hazardous due to vehicles driving at 40+ and 50 mph. I think the whole park needs an enforced 20mph limit and new cycle paths separated from the road.”

(28 comments were received giving alternative suggestions to improve cycle provision)



Over half of the respondents who suggested improvements to road networks felt that connections to major roads should be improved. Almost one third suggested creating additional lanes or roads to those proposed in the Transport Strategy. The majority focused on improving connections to the major roads in and out of the town.

Road networks - verbatim comments (Base: 19, multi-code)



“Build an outer ring road to remove more traffic from going through the town i.e. Hatch Warren to A340 and A339. The ‘town centre’ is nowhere near the centre of Basingstoke now, let alone once the new housing estates in the Local Plan are built. Why is everything focused on going through the existing road network which can’t be widened?”

“Strengthening the A339 route into Basingstoke.”

“Reinstate the western bypass scheme this will divert traffic from the Kempshott and Brighton Hill roundabouts.”

“Make public transport more attractive by adding more bus lanes and bus priority at traffic signals in key locations.”

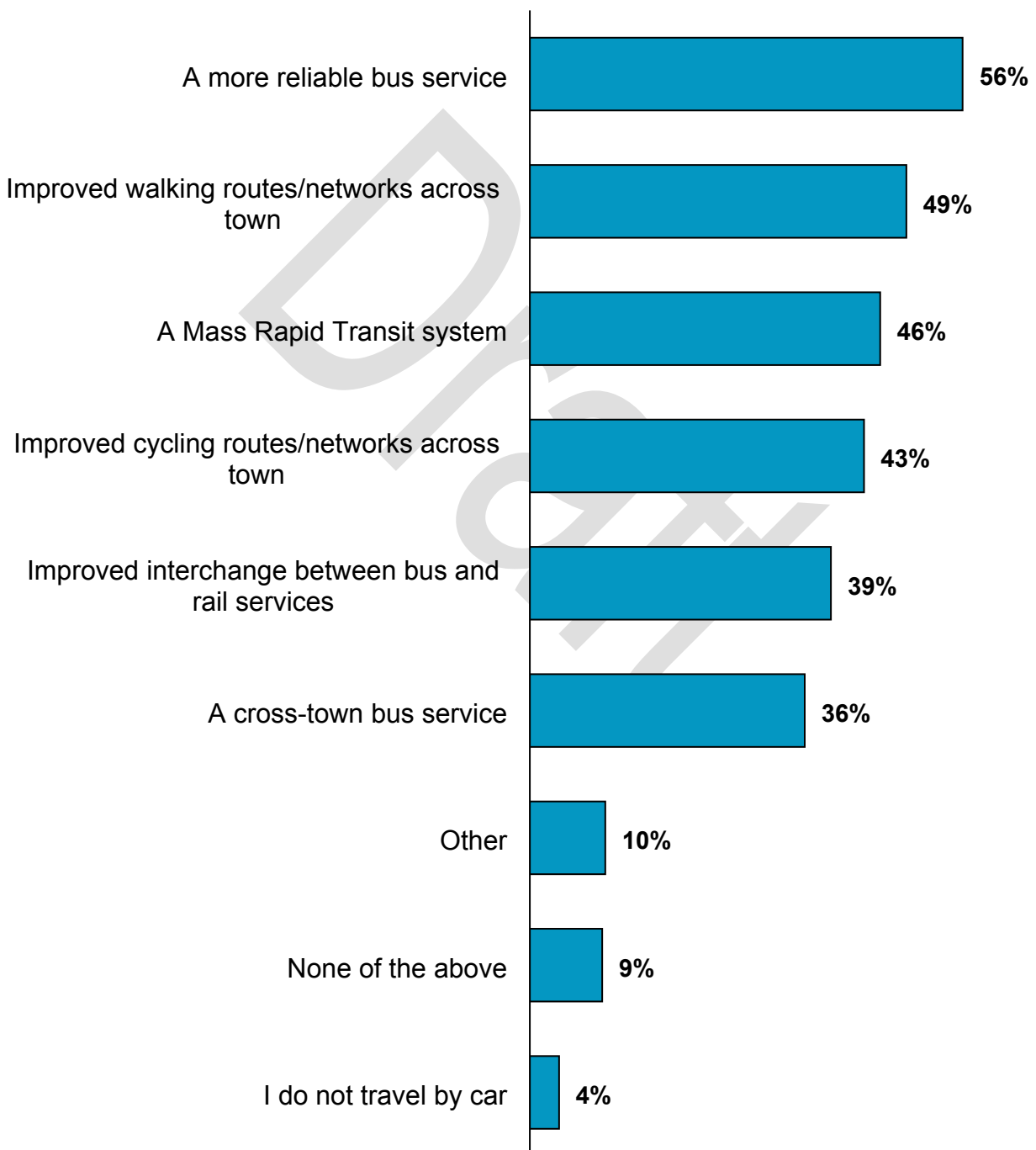
“As mentioned stop adding traffic lights at every roundabout and squeezing lanes on roundabouts which are difficult to manoeuvre and confuse drivers.”

(19 comments were received giving alternative suggestions to improve road networks)

Options for encouraging sustainable transport

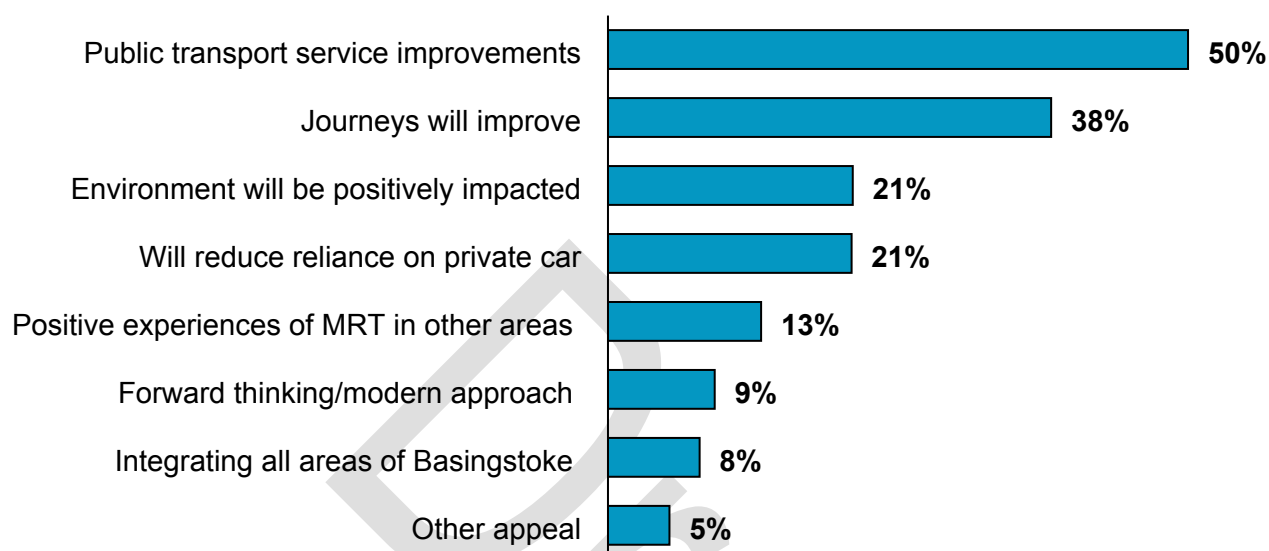
The majority of respondents felt that a more reliable bus service would provide them with a realistic alternative to using their car, although almost half felt that improving the walking networks across Basingstoke would lead to the same outcome.

Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke? (Base: 236, multi-code)



Of the 77 respondents who gave reasons in support of the Mass Rapid Transit system, half felt it would improve public transport services and a significant minority believed that their journeys in general would improve as a result. One in five said they would expect to see positive impacts on the environment, and the same number of hoped it would reduce reliance on private cars.

Why does the concept of a Mass Rapid Transit system appeal to you? Verbatim comments (Base: 77, multi-code)



Many respondents focused on the proven efficiencies arising from the introduction of an MRT system – most notably quicker and easier access into and around Basingstoke.

““Makes sense to plan ahead and use a system that has been used in many other places and is proven to work. Parking charges are steadily increasing so any improvements to help and encourage people to use public transport are welcome.”

“Having faster, more reliable access to the town centre and train station could take a lot of stress out of my commute.”

“A very efficient way to move around and reduce stress on the road network.”

“Been successful in other areas where they have been introduced. Will encourage a modal shift, be greener than existing buses, reduce travel time, be attractive to residents, link areas of the town with scope to extend as the Borough grows. It would demonstrate real commitment to improve transport.”

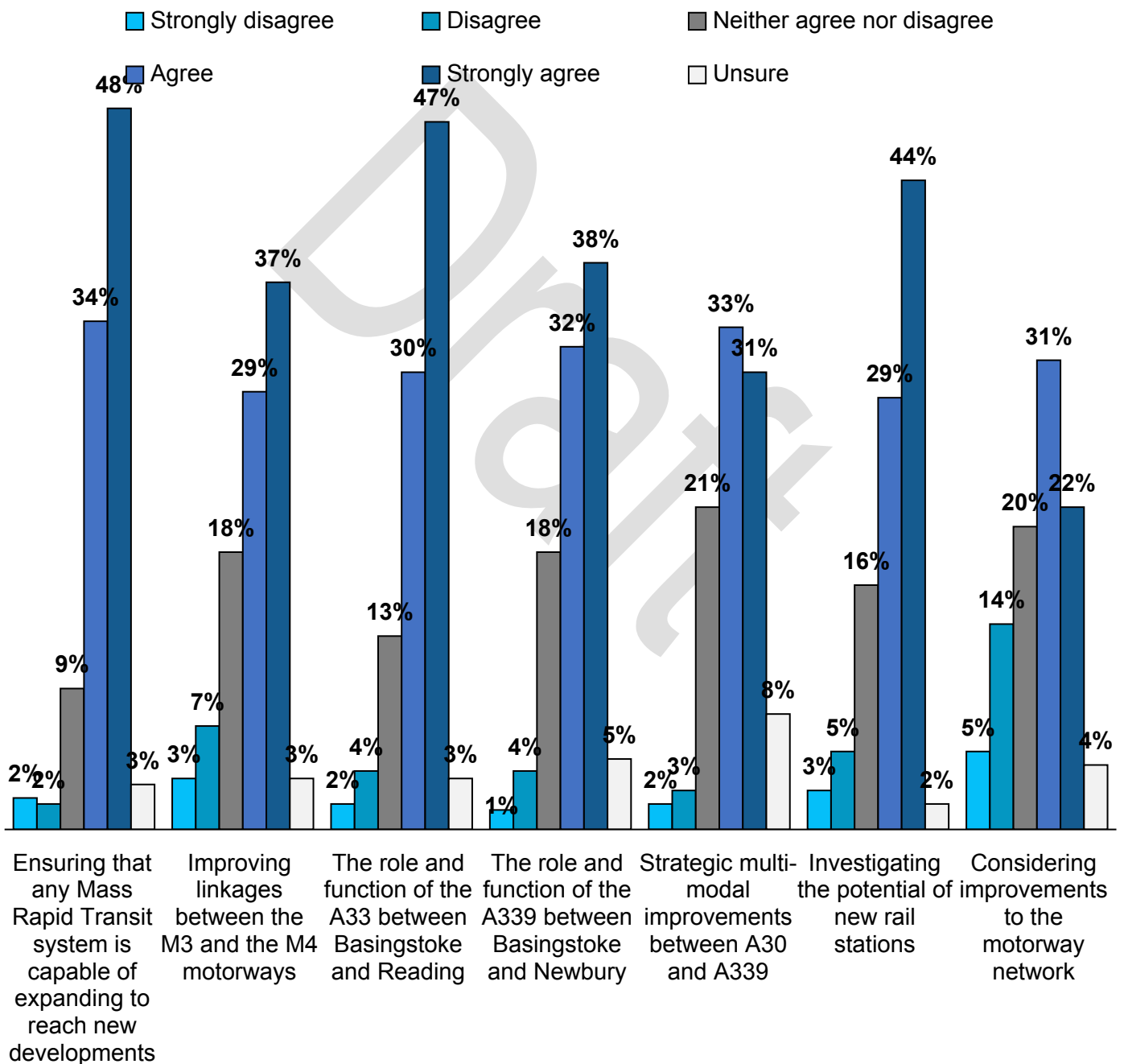
“Quick, efficient, environmentally-friendly.”

(77 comments were received relating to the appeal of a Mass Rapid Transit system)

Looking beyond the Local Plan

Respondents firmly believed that the Strategy should look beyond the Local Plan period to plan for longer-term housing and jobs growth – in particular, by considering strategic links between local towns and ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments.

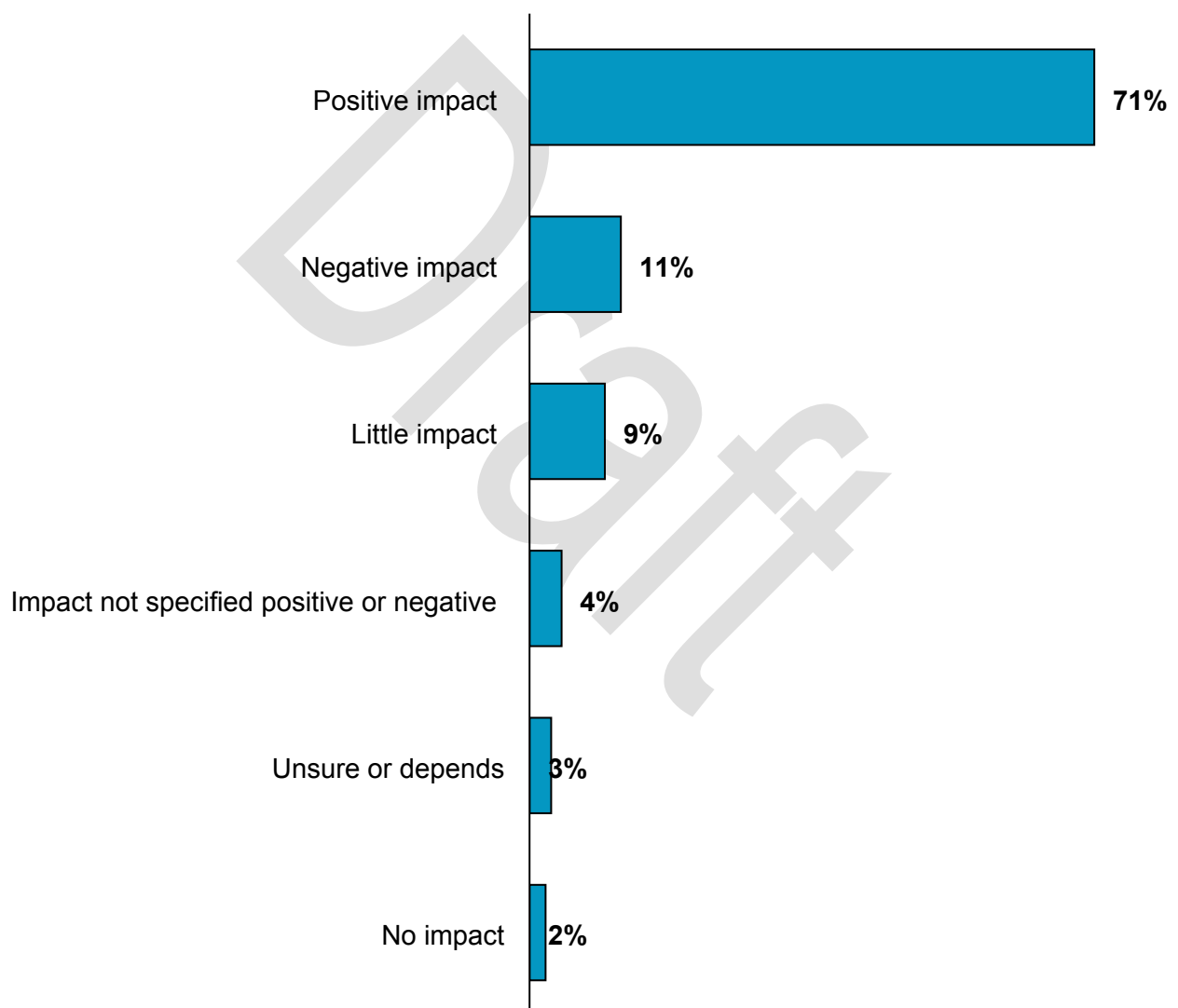
To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at...? (Base: 234)



Potential impacts of implementing the Basingstoke Transport Strategy

The majority of respondents felt that the Transport Strategy would have a positive impact on them if implemented; only one in ten reported a potential negative impact, with a similar proportion feeling that the Strategy would have little or no impact on them.

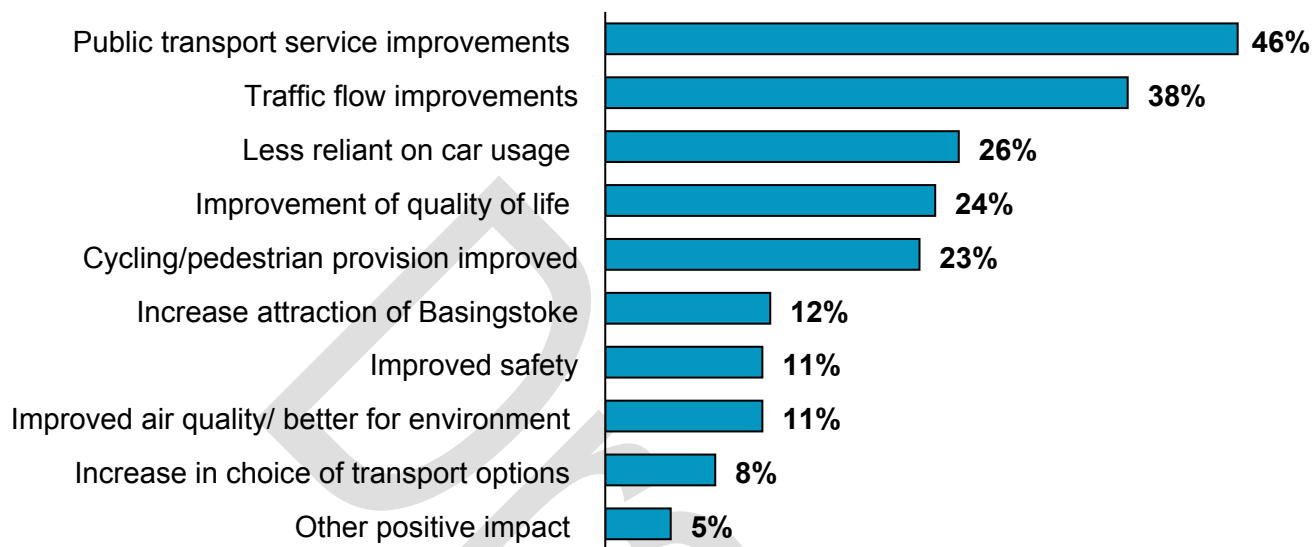
*What impact will the Transport Strategy have on you? Verbatim comments
(Base: 150, multi-code)*



Potential positive impacts of implementing the Basingstoke Transport Strategy

Almost half of respondents who reported positive impacts focused on the potential improvement to public transport services in Basingstoke. Over a third felt that the Strategy would improve traffic flow and over a quarter stated they would be less reliant on using their car for all journeys.

Positive impacts - verbatim comments (Base: 106, multi-code)



Predicted positive impacts arising from improved public transport included: easier and quicker journeys by bus/ train, which could result in less time spent commuting and increased flexibility in travel mode.

“

“An improved transport system will be useful for me and my family and friends and it would reduce our reliance on cars to get anywhere with certainty about times. I have to wait almost an hour before work to be on time because the buses are infrequent.”

“Hopefully faster bus journeys to/ from rail station.”

“As I get older, I expect to use public transport more and more, and any improvements to speed and reliability would be welcome.”

“Residents of Sherfield on Loddon would enjoy better public transport to enable them to access the shopping centres of Chineham and Basingstoke, as well as the stations at Bramley and Basingstoke and would also be able to access the surgeries in Bramley and Chineham as well as Basingstoke Hospital.”

“Any improvement to public transport would help as I rely on the bus and train to get around.”

“A reliable public transport service between Bramley and Basingstoke or Bramley and Reading would be fantastic. Cutting the bus services in Bramley has been devastating for my family.”

(51 comments were received about positive impacts through improved public transport)

”

Respondents also forecast improved traffic flow due to reduced road congestion. Regardless of the reason for travel (e.g. leisure, commuting) all felt that the foreseen improvements in traffic flow would have a positive impact on journeys.

“

“If improvements to the A33 it would decrease daily journey times. This would include cycling and driving.”	“Removal of some vehicles from the A340 which is very congested in rush hours and reduction in pollution caused by queuing traffic.”
“Reduced traffic queues when coming into Basingstoke shopping at the weekends.”	“As a town centre resident, I would hope to see reduced volumes and speed of traffic through residential roads.”
“Hopefully less congestion, speedier times into town.”	”

(43 comments were received about positive impacts by improving traffic flow)

Many respondents felt that proposals to improve alternative travel options would help to reduce reliance on private motor vehicles. Improved air quality was also cited as a result of less cars being used.

“

“We would likely use public transport much more often leaving our cars at home for the longer journeys.”	“Less use of car to visit Basingstoke, maybe even increase number of visits to retail and leisure outlets.”
“Cycling & walking & using bus more. We have had a trial of 1 instead of 2 cars but it’s not been easy (although better for health & environment) with buses only every 45mins/hour. So a Mass transport system on key routes would mean we could definitely drop to one car long term.”	“I could rely on public transport for work and leisure and not feel it necessary to have to use the car for everything as I do at present.”
	“Lower dependency on the car for typical short journeys, improving quality of life and reducing cost.”

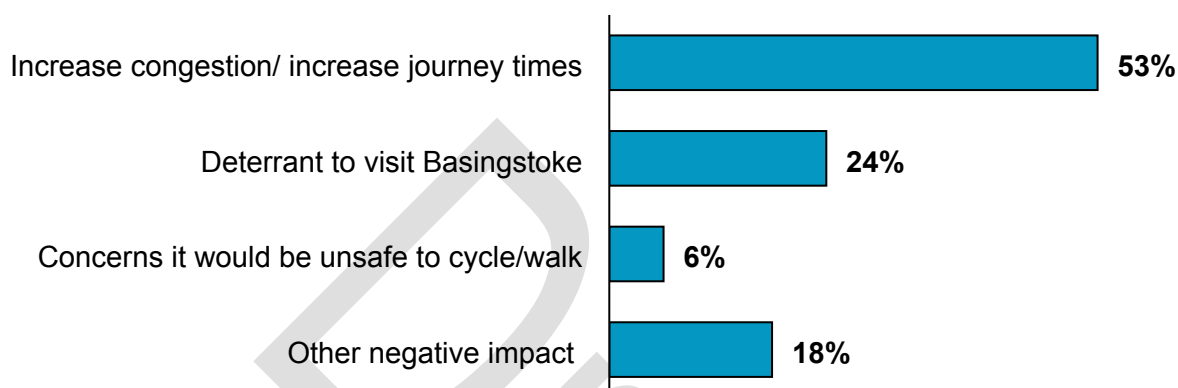
”

(28 comments were received about positive impacts of reducing car reliance)

Potential negative impacts of implementing the Basingstoke Transport Strategy

Only 17 respondents felt that the Strategy would have a negative impact. Over half of these felt that it could result in increased congestion and longer journey times. The other main concern was that it may deter people from visiting Basingstoke mainly for work and leisure purposes however some felt it could also discourage them from living in the town.

Negative impacts - verbatim comments (Base: 17, multi-code)



“We have to travel into town regularly 3-5 times a week, this is mainly for lessons for my children, when we need direct access to central town for pick off and drop off. Closing routes will mean this will become longer and less convenient and may make us consider other towns for these lessons.”

“Roads will be even more congested, increased travel times, exposure to higher air pollution.”

“If the current strategy is adopted the health and wellbeing of me and my family would decline.”

“I would have to give up cycling as the strategy is making it unsafe to cycle.”

“Longer journey times as you mess up the roads more with wishful thinking that public transport, walking and cycling will replace car use to any great extent.”

(17 comments were received about perceived negative impacts)

Unstructured responses

19 responses were received through other channels alongside the consultation questionnaire. Of these 4 were from Parish Councils, 6 were from local groups, 1 from a highway agency, 1 from a transport provider, 1 from a local business, 1 from land owners, 3 from members of the public and 2 from members of parliament. These responses raised similar views to those highlighted via the consultation questionnaire. The most frequent themes raised in these responses were:

- concern that housing developments do not have sufficient transport links – bus, cycle and pedestrian (9 comments)
- proposals for improving the cycling provision currently planned (9 comments)
- proposals for improving the pedestrian provision currently planned (9 comments)
- comments suggesting that more information or data is needed to answer some questions (9 comments)
- support for the Mass Rapid Transit system included in the Strategy (8 comments)
- support for more active transport provision as detailed in the Transport Strategy (8 comments)
- suggestions to modify and improve the current bus services (7 comments)
- that the Basingstoke Transport Strategy needs to have more goals and aspirations to prove effective (7 comments)
- general support for the Basingstoke Transport Strategy (6 comments)
- comment that car reliance is high due to speed/ease of access (6 comments)
- suggestion that cycle and pedestrian pathways are segregated/ separated (5 comments)
- agreement that a reduction in private car usage would be welcome in Basingstoke (5 comments)
- that a cycle scheme e.g. bike hire scheme should be implemented and encouraged (5 comments)
- concern that the Strategy does not target air quality and pollution sufficiently (5 comments)
- that cycle parking must be increased/improved at railways stations (4 comments)
- that a western bypass/relief road is required to improve congestion in the town centre (4 comments)
- that Mass Rapid Transit must vastly improve journey times to ensure it is more attractive than private vehicles (3 comments)
- an offer of supporting with the Transport Strategy through discussion and actioning improvements (3 comments)
- suggestions that railway station improvements should be made (3 comments)
- concerns that the underlying issues affecting movement choices have not been researched/ understood (3 comments)
- that the Basingstoke Transport Strategy needs to be even more forward thinking/ future proof (3 comments)
- that future planning is essential, and that land should be reserved in advance of implementation (3 comments)
- recommendations for amending the current road networks to aid the Strategy's objectives (3 comments)
- concern that Basingstoke and Deane Borough Council/ Hampshire County Council do not recognise that cyclists and pedestrians' needs are different (3 comments)
- comments regarding that there are inadequate cycle routes/ pathways to all schools in Basingstoke (3 comments)

- that railway stations and transportation via train should be included in the strategy (3 comments)
- suggestions to increase the number of railway stations available (3 comments)
- ideas and support given to improving Basingstoke's connection to London Heathrow (3 comments)
- schools and educational facilities require increased transportation options (3 comments)
- in support of public transport priority and/or dedicated lanes (3 comments)
- suggestions to increase the road network in and around Basingstoke (3 comments)
- comments regarding improving ticketing/payment options on public transport (3 comments)
- suggestions for improving the online Response Form (2 comments)
- suggestions of a car share scheme throughout Basingstoke to help reduce congestion (2 comments)
- suggestions of implementing Park & Bike schemes within the current Park & Ride facilities (2 comments)
- comments regarding improved Park & Ride services available (2 comments)
- recommendation that audits should be carried out on all cycle pathways in Basingstoke (2 comments)
- concerns that the Transport Strategy should have a larger geographical scope (2 comments)
- suggestions to increase car parking at Railway Stations (2 comments)
- concerns that providing less parking in new housing developments is not a suitable solution to reducing car usage (2 comments)
- concerns that Basingstoke Transport Strategy does not include transport improvements for less-abled residents (2 comments)
- suggestions that all active transport modes should have priority over motorised vehicles (2 comments)
- opposition to idea of a Mass Rapid Transit system (1 comment)
- no comments on the Basingstoke Transport Strategy (1 comment)
- concerns that the Transport Strategy could affect the safe and efficient operation of the Strategic Road Network (1 comment)
- that restrictions to car access should be implemented (1 comment)
- concern that bus priority will be detrimental to car users (1 comment)
- a recommendation to understand residents needs/wants and ensure the Transport Strategy meets these (1 comment)
- a proposal that the cycling corridors are combined with the Mass Rapid Transit corridors to enhance cycle provision (1 comment)
- a suggestion that a workplace charging zone should be implemented (1 comment).

A summary of the Basingstoke Transport Conversation

Workshop programme and attendance

The 'Basingstoke Transport Conversation' workshop aimed to seek the views of key stakeholder groups and local delivery partners on the Transport Strategy. Its core objective was to understand the transport and travel priorities of businesses and organisations operating in and around Basingstoke, and what they felt would need to be addressed to achieve a positive outcome.

The half-day workshop was held at The Ark conference venue on 9 January 2019, with representation from over 20 local interest groups, businesses and transport operators.

Delegates heard presentations by Basingstoke and Deane Borough Council and Hampshire County Council on the context and detail of the emerging Strategy, and updates from Enterprise M3 LEP, Stagecoach, South Western Railway on their current work and plans for the local area. They were then asked to consider:

- whether the draft Transport Strategy covered the correct elements and would meet the needs of business locally
- other measures that might be needed in the long-term future, taking into account the role of technology
- current business pressures and how the Transport Strategy could help ensure Basingstoke remained key to businesses
- any quick transport wins in the short-term that could assist

The key themes from the workshop are summarised below.

Workshop feedback

Discussions across the workshop primarily focussed on five key areas, which are outlined in more detail below:

- Workforce and business challenges
- Strategic links
- Active travel
- Public transport and connectivity
- Recognising the key role of technology

Workforce and business challenges

Attracting and retaining skilled workers was a key issue for businesses in the area. Delegates' perceptions were that businesses currently struggle to recruit. Prospective employees are looking for more than just wages - they also want a short commute, ease of movement, balanced lifestyle and access to lunchtime facilities.

For example, whilst rail connectivity was felt to be good, there was room to improve transport provision for in-commuters (e.g. once in Basingstoke to travel to Basing View).

Basingstoke is also less attractive than London and other towns to graduates, many of whom do not drive. They want to work and live somewhere which offers a good after-hours social life and options to get home easily thereafter. To attract London (out) commuters to live in Basingstoke (and therefore use their earnings to support the local economy) they need to be able to get home quickly from the station for Basingstoke to be considered a viable option.

Basingstoke was felt to be good at incubating businesses, but delegates reported that workers see it as a poor man's Reading and in need of its own niche. Good connectivity, simple commutes, proximity to the countryside and options for cycling and walking in leisure time could help to provide this.

Some concerns were raised over a lack of commercial property and industrial land in the area – delegates questioned whether improved transport links could help to unlock new space that is logistically viable for businesses.

Finally, delegates highlighted the needs of independent businesses when managing parking demand in the town centre, noting that these smaller businesses may struggle if smaller car parks are removed. They queried whether there was an option to allow short term parking in town whilst restricting long term parking to the outskirts.

Strategic links

Whilst recognising that the Strategy is town focussed, delegates also identified a need to think long-term about Basingstoke's strategic links with surrounding boroughs, the area south of the M3 and other key urban areas. Better access to Heathrow was also raised as a significant draw to bigger businesses looking to locate in Basingstoke and the option of extended proposed Western access improvements beyond Reading into Basingstoke station was suggested to encourage this.

Active travel

Active travel was a major focus of discussion throughout the workshop. Delegates were surprised at the low levels of cycle commuting to work and felt that this needed greater emphasis, particularly for sustainable shorter journeys.

It was widely felt that there are no down-sides to improving walking and cycling and often these are much cheaper than large-scale highway improvements. Experience in other European countries, where provision is greater, has demonstrated that active travel is cheap and easy, and offers health benefits – including through contributing to better air quality - as well as helping to reduce pressure on the road network.

Delegates highlighted significant latent demand for more cycling facilities. These ranged from 'quick wins', such as more secure cycle parking, a cycle hire scheme, joined up cycle routes and rights of way throughout the town. Although it was noted that the Strategy proposed improvements to moving around the town centre, options for cycle routes into the town centre would also be welcomed.

It was felt that options for improving public rights of way and encouraging use of these instead of main roads could help to make active travel more appealing. This might encompass new signposting, resurfacing and incentives to landowners to facilitate and improve access. Options proposed by workshop attendees included: Old Basing links to the town centre (via Basing View and also Basing Road) and on to Daneshill, Sherfield-on-Loddon to Bramley, Upper Basing View to the station along the existing footway (adjacent

to the station car park and Queens Arms pub). Also highlighted was a potential option for inclusive walking access to Basing View via Waitrose – using the supermarket’s level pathways to avoid the current hills and undulations and use of power line routes for cycleways or rapid transit routes.

Options for active travel at transport interchanges were also seen as important. Delegates felt that information on active travel routes should be available at the station to enable quick wayfinding, and nodes / hubs should be delivered along the proposed Mass Rapid Transit routes with potential for a mix of uses at these nodes (e.g. e-bikes with MRT buses). Additionally, Park and Stride or Park and Bike should also be part of any discussion regarding new Park and Ride facilities.

Public transport and connectivity

Proposals for public transport improvements were welcomed. It was felt that these should be planned for proactively and include improvements to cross-town connectivity. This would mitigate the need to travel into the town centre or buy two tickets in order to cross between suburbs for work or leisure.

The potential introduction of a Mass Rapid Transit system generated notable excitement amongst attendees. It was felt that this would help to address poor perceptions of bus transport in Basingstoke, by improving both reliability and the quality of the passenger experience.

Within the town centre, connectivity at public transport interchanges was seen as important in encouraging people to view public transport as a viable option. In particular, it was felt that the station interchange could be simpler for passengers to navigate and offer more ‘sense of arrival’ to enhance the impact of Basingstoke as a destination.

Finally, delegates noted the need to review school, college and community transport within the Strategy, including options for vehicle fleets to be used more efficiently and shared, rather than sitting idle during the day and in the evening.

Recognising the key role of technology

Delegates felt strongly that the Strategy must be visionary and bold – moving away from an infrastructure that is designed around the car to one that helps to design the sort of place we want Basingstoke to be in 2050.

Technology was therefore recognised as having an important role to play, both in terms of demand / intelligent traffic management and increasing awareness of alternative options. As well as the need for comprehensive online information, the Strategy should recognise dependency on high quality broadband and remote WiFi access to enable people to access up to date and accurate information as required.

Delegates also felt that the Strategy should be ‘futureproofed’ by planning for the expected arrival of autonomous / on demand vehicles from the outset.

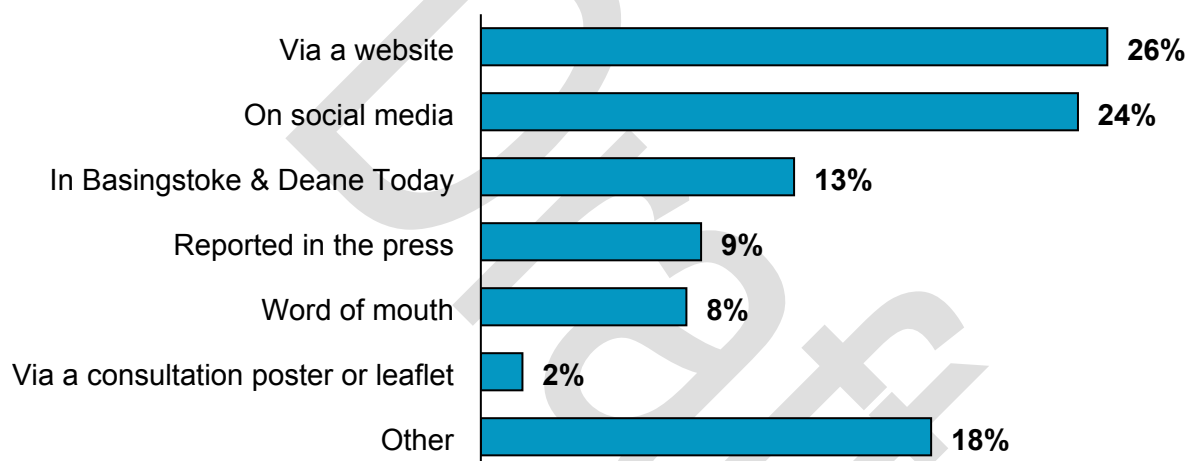
Appendix One: Research approach

Open consultation

The Basingstoke Transport Strategy consultation was open from midday on 28 November 2018 to 11:59pm on 28 January 2018 and offered an opportunity for residents, commuters, visitors, businesses and other stakeholders to provide their views on the emerging Basingstoke Transport Strategy document.

Half of respondents were exposed to the consultation via online sources such as through websites and social media. Over 20% read about the consultation either in the Basingstoke and Deane Today newsletter or in local newspapers. The majority of respondents who first heard about the consultation in 'other' ways did so via email.

Finally, to help us to improve access to future consultations, please tell us where you first heard about this consultation? (Base: 234)



Responses could be submitted through an online questionnaire available at www.hants.gov.uk/basingstokestrategystrategy, via a hard copy Response Form or via unstructured written response.

To aid participation, paper copies and alternative formats were also made available upon request.

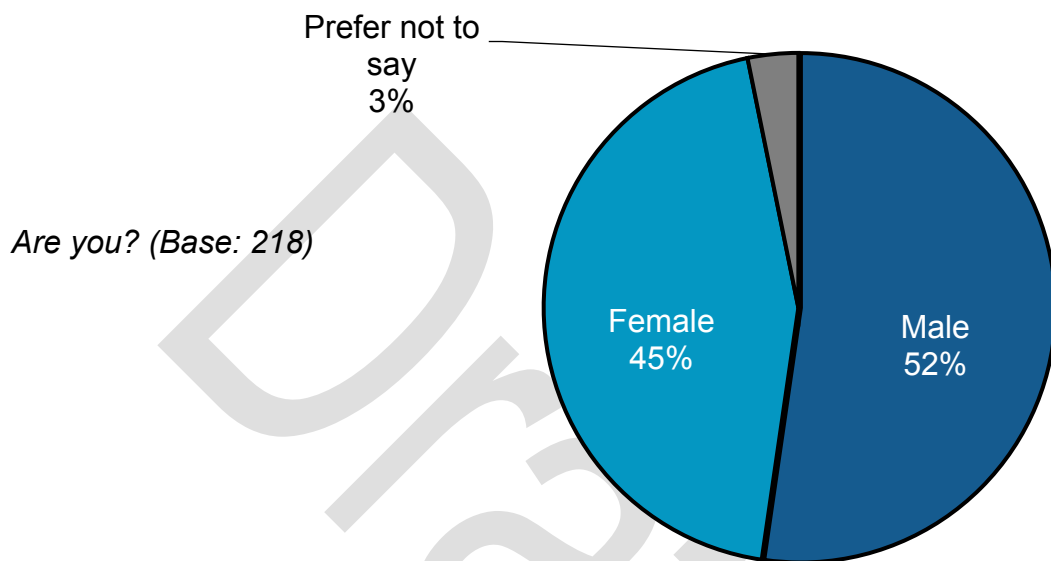
'Unstructured' responses could be sent through via email or written letters, and those received by the consultation's close date were accepted.

Appendix Two: Respondent profile

Respondents were asked to identify whether they were responding as an individual, as a business or on behalf of an organisation or group. This question, as with all questions in the consultation questionnaire, was optional.

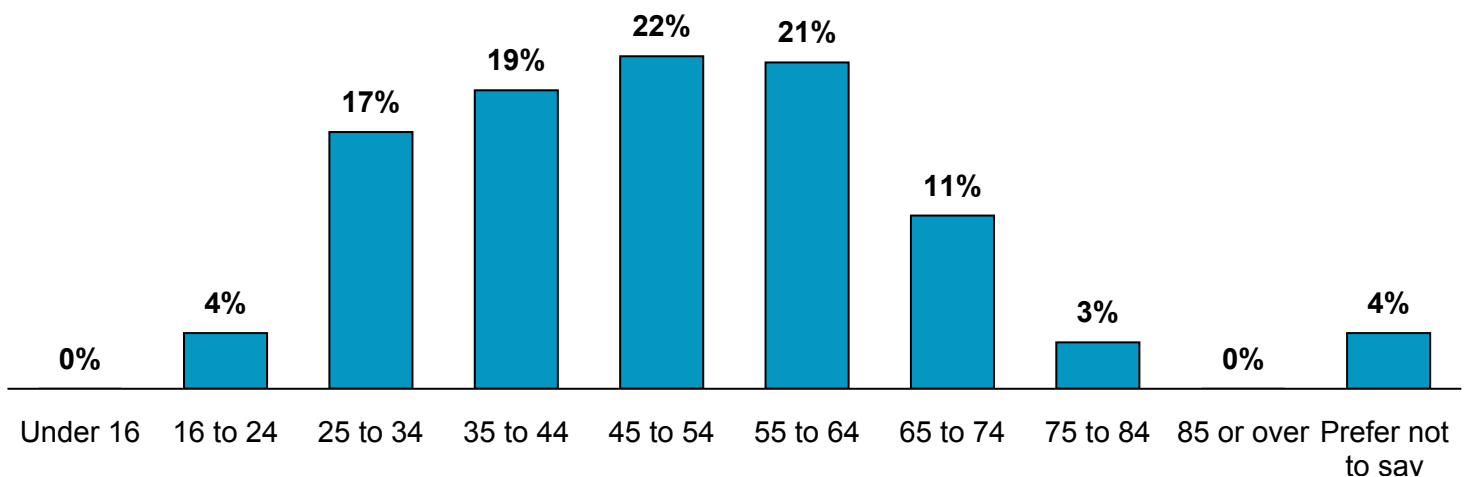
Where respondents identified themselves as individuals they were asked to provide more information about their demography, personal situation, and household composition.

There was a slight over representation of males vs females amongst the individuals responding to the consultation.

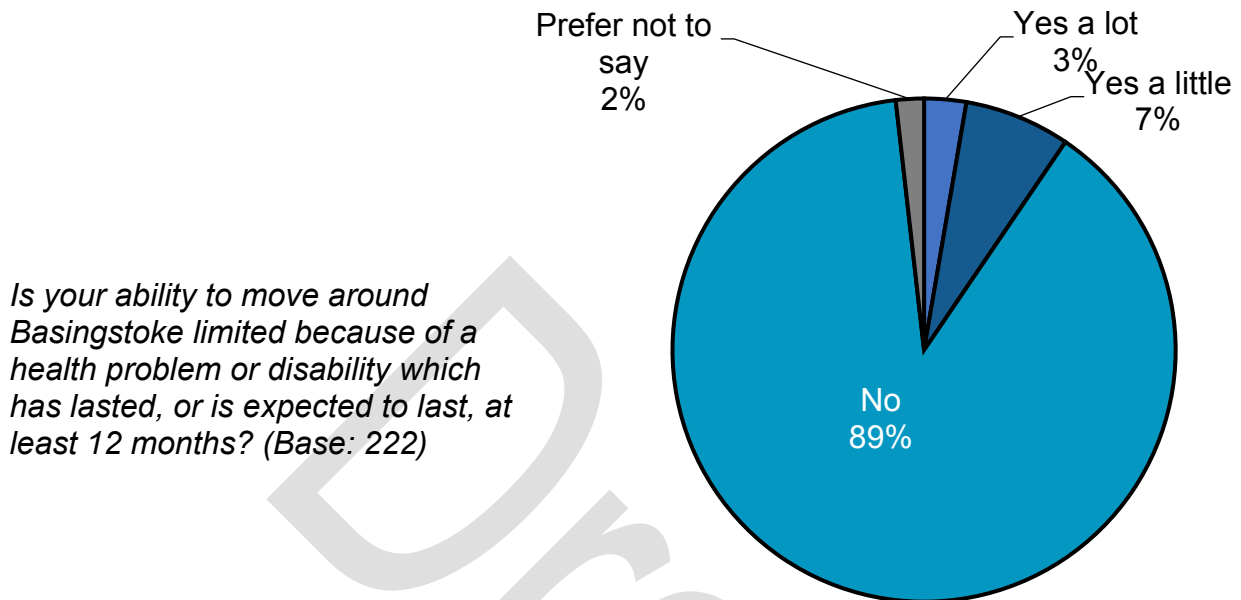


Almost 80% of the individual respondents were aged between 25 and 64, with ages between 45 and 64 the most common. No responses were received from anyone under the age of 16 or aged 85 or over.

What was your age on your last birthday? (Base: 223)

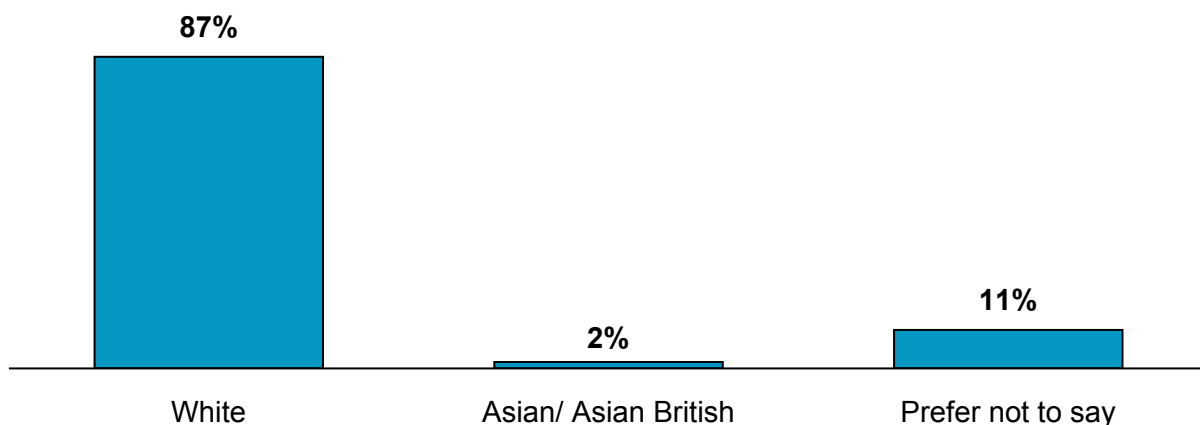


Almost nine out of ten respondents stated that they did not have any limitations to their movement due to a health problem or disability and less than one in ten had limitations to some extent. The remaining respondents did not wish to disclose this information.



The majority of respondents identified as white, although over one in ten did not wish to disclose their ethnicity. A small number of responses were received from respondents of an Asian/ Asian British background.

What is your ethnic group? (Base: 222)



Where respondents identified themselves as responding on behalf of others, they were asked to provide the name and address of the group, organisation or business, the name and position of the individual providing the response and an estimate of the number of members / staff represented.

Groups, businesses and organisations who submitted a response to the consultation were:

1. Wote Street People
2. Espokes
3. Old Basing and Lychpit Parish Council
4. Cobalt Telephone Technologies Ltd.
5. Ecchinswell. Sydmonton and Bishops Green Parish Council
6. Sherfield-on-Loddon Parish Council
7. Sydmonton Court Estate
8. Tadley Town Council
9. Basingstoke and Deane Borough Council (Pollution and Air Quality)
10. Muse Developments
11. West Berkshire Council
12. South Western Railway
13. Exertis (UK) Ltd
14. Highways England
15. Low Carbon Energy Group
16. Chineham Parish Council
17. Basingstoke South West Action Group
18. Cycle Basingstoke
19. Dummer Parish Council
20. Kempshott Community Plan
21. Hampshire County Council (Property Services)
22. Network Rail
23. Winklebury Community Action Group
24. Country Watch
25. Oakley and Deane Parish Council

Appendix Three: Consultation Response Form (Standard Format)

Basingstoke Transport Strategy Consultation



Hampshire County Council and Basingstoke and Deane Borough Council are developing a new **Transport Strategy** to shape the long-term approach to planning and delivering transport in Basingstoke.

We are seeking views on what the **main travel and transport priorities** should be for Basingstoke and the **measures** we should take to ensure that transport in Basingstoke is fit for the future. Please use this Response Form to tell us about the issues that matter to you and the outcomes that you would like to see.

Please read the accompanying Information Pack carefully before completing this Response Form. If you need these documents in another format (eg. paper, audio or large print) or language please phone 0300 555 1388 (local rate number) or email strategic.transport@hants.gov.uk

This consultation opens at midday on 28 November and closes at 23:59 on 28 January 2019.

The findings from the consultation will be published and presented to the Executive Member for Environment and Transport in spring 2019 when a decision on the proposed strategy will be made.

Your data

Hampshire County Council is seeking your views and comments and other information about you through this Response Form in order to inform the Basingstoke Transport Strategy. The information you provide in this Response Form is being collected by the County Council exercising the official authority vested in them, and for reasons of substantial public interest. The data provided will only be used to understand views on the proposed changes set out in this consultation. Data will be anonymised and summarised in a public consultation findings report on the County Council's website.

All individuals' responses will be kept confidential and will only be shared between Hampshire County Council and Basingstoke and Deane Borough Council. Personal data will not be shared with any other third parties, but responses from organisations or businesses may be published in full. All data will remain within the UK. Responses will be stored securely and retained for one year following the end of the consultation before being deleted or destroyed.

Please see our Data Protection webpage www.hants.gov.uk/privacy for further details about how the County Council uses and handles data. You can contact the County Council's Data Protection Officer at data.protection@hants.gov.uk. If you have a concern about the way we are collecting or using your personal data, you should raise your concern with us in the first instance or directly to the Information Commissioners Office at <https://ico.org.uk/concerns/>

Completing this Response Form

This Response Form contains sections which ask you to share your views on the proposed transport issues, priorities, approach and measures along with a little information about how you travel to help us understand how views may differ. There are opportunities to provide comments throughout the Form.

To move forwards and backwards in this Form you must use the '**Back**' and '**Next**' buttons at the bottom of every page. Do not use the back button in your browser at the top left of the screen, because all your answers will be lost and you will have to start again.

You can use the '**Save**' button at the bottom of each page if you wish to continue at a later date. You will be directed to a web page and asked to supply an email address. A link to the unfinished Response Form will be sent to this address. Your email address will not be kept or used for any other purpose.

Your responses will not be included in the results until you click '**Submit**' at the end of the consultation Response Form.

It should take around ten minutes to answer the questions, depending on how much you write.

Thank you for taking the time to participate in this consultation.



Transport issues

On page 11 of the Information Pack, we have outlined a number of key transport issues that we feel the Basingstoke Transport Strategy should address.

To what extent do the issues we have identified concern you? (please tick only one per row)

	Not at all	A little	A lot
Traffic congestion and delays	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transport less attractive than travelling by car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking and cycling provision is not consistent	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Constraints on town centre access and movement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Difficulties changing between different transport modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Are there any other transport issues that you feel the Basingstoke Transport Strategy should address? (please tick only one)

- Yes
 No

Please tell us briefly about these issues (please explain)

You have left characters left

Transport priorities

On pages 12-15 of the Information Pack, we have outlined three main priorities for the Transport Strategy. We would like to know if you think these proposed priorities are correct, or if there are other high-level issues we should be considering.

How important is it that the Transport Strategy aims to . . . ? (please tick only one per row)

	Not important	Quite important	Very important
Support housing and employment growth and vibrancy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support a high quality of life for people who live in, work in and visit Basingstoke	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support inclusive and accessible communities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Are there any other priorities that the Transport Strategy should support? (please explain)

You have left characters left



Emerging Transport Strategy themes

Pages 18-31 of the Information Pack set out the measures that we think would help to meet the key transport priorities.

To what extent do you agree or disagree with our proposed measures for. . . ? (please tick only one per row)

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Unsure
Theme One: Improving access to and within the town centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Theme Two: Integrating new developments with well planned transport schemes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Theme Three: Providing a step change in the quality of local public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Theme Four: Developing priority strategic walking and cycling corridors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Theme Five: Managing journey times and reliability on key routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Theme Six: Maintaining Basingstoke's strong strategic transport connections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Theme Seven: Future proofing of the transport network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

You stated that you disagreed with our proposed approach to one or more themes. Please tell us what concerns you about our approach. (please explain)

You have left characters left

A balanced approach

On page 18 of the Information Pack we have explained that we think a 'Balanced' approach is the best way to deliver the proposed transport priorities. A key part of this is providing realistic alternatives to the car for journeys within Basingstoke.

Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke? (please tick all that apply)

- A Mass Rapid Transit system 🌐
- A more reliable bus service
- A cross-town bus service
- Improved interchange between bus and rail services
- Improved walking routes/networks across town
- Improved cycling routes/networks across town
- Other
- None of the above
- I do not travel by car

If other, please specify

Why does the concept of a Mass Rapid Transit system appeal to you? (please explain)

You have left characters left

Alternative approaches

If you have any alternative suggestions as to how we could improve transport and travel in Basingstoke, please provide these in the box below. (please do not include any personal details in your response)

You have left characters left

Draft

Looking beyond the Local Plan - supporting longer-term housing and jobs growth

On pages 32-33 of the Information Pack we look beyond the Local Plan at the need for new and significant infrastructure to support new developments and unlock growth potential beyond 2029.

To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at . . ? (please tick only one per row)

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Unsure
Ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving linkages between the M3 and the M4 motorways (between the A34 and M25)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The role and function of the A33 between Basingstoke and Reading.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The role and function of the A339 between Basingstoke and Newbury	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strategic multi-modal improvements between A30 (West) and A339	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investigating the potential of new rail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Considering improvements to the motorway network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If the proposed Transport Strategy was adopted, what would be the impact on the local area?
(please explain)

You have left characters left

About your response


We would be grateful if you could answer the following questions so that we can analyse the findings of this consultation overall and by different groups of people. This will help us to understand the impacts of the consultation proposals and the views on them by different groups.

Most questions in this section are optional.

Are you responding to this questionnaire as an individual or on behalf of an organisation, group or business? (please tick only one)

- I am responding as an individual
- I am providing the official response of an organisation, group or business

Please provide details of your organisation or group.

 The name and details of your organisation, group or business may appear in the final report, and the information you provide may be subject to publication or release to other parties or to disclosure regimes such as the Freedom of Information Act 2000.

Name of your organisation, group or business:

Your role in the organisation, group or business:

Which of these best describes the primary function of your organisation, group or business?
(please tick only one)

- Local public sector organisation
- Charity / non government organisation
- Local business
- Social enterprise
- Residents association
- Disability group
- School/College/Further Education
- Other (please specify)

If 'other', please specify below

If the proposed Transport Strategy was adopted, what would be the impact on you / your family?
(please explain)

If the proposed Transport Strategy was adopted, what would be the impact on your group, organisation or business? (please explain)

You have left characters left

Draft

About your journey

How often do you tend to travel into or around Basingstoke? (please tick only one)

- Daily or more often
- Several times a week
- Weekly
- Fortnightly
- Monthly
- Every 2-3 months
- Every 6-12 months
- Less often
- Never

When do you usually travel into or around Basingstoke? (please tick all that apply)

- Week day morning peak (07:00 to 9:00)
- Week day evening (16:30 to 18:30)
- Week day lunch time (12:00 - 14:00)
- Week day off peak (all other times)
- Weekends anytime

How do you usually travel into or around Basingstoke? (please tick all that apply)

- Private motor vehicle (eg. car, motorbike)
- Commercial motor vehicle (eg, car, motorbike, van or lorry)
- Taxi
- Bike
- Bus
- Train
- By foot
- Other

If 'other', please specify below

About your journey


For what reasons do you come into, or travel around Basingstoke? (please tick all that apply)

- I live in Basingstoke
- I work in Basingstoke
- I commute via Basingstoke
- To go shopping
- To study or do the school run
- For leisure/recreation (e.g. bars, restaurants, sports, entertainment)
- To access local services (e.g. healthcare, day centre, job centre, council offices)
- Other

If 'other', please specify below

Please provide your postcode (please write in the box below)

NB: If you are providing the official response of an organisation, group or business, please provide this postcode, not your own.

 Providing your postcode is optional. It would help us to understand the impact of proposed changes if you could provide at least the first five digits of your postcode. If you do provide your full postcode it is possible that in rural areas this might identify your property. By providing your postcode you are consenting to the County Council using this information to analyse the response to the consultation from different areas and to understand how views differ by area and by where people travel from.



About you

Are you. . .? (please tick only one)

- Male
- Female
- Other (please specify)
- Prefer not to say

If 'other', please specify below

What was your age on your last birthday? (please tick only one)

- Under 16
- 16 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- 85 or over
- Prefer not to say

Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (please tick only one)

- Yes, a lot
- Yes, a little
- No
- Prefer not to say

What is your ethnic group? (please tick only one)

- White
- Mixed / Multiple ethnic groups
- Asian / Asian British
- Black / African / Caribbean / Black British
- Other ethnic group
- Prefer not to say

End of consultation

Finally, to help us to improve access to future consultations, please tell us where you first heard about this consultation: (please tick only one)

- In Basingstoke and Deane Today
- Via a consultation poster or leaflet in the local area
- Reported in the press (eg. radio, newspaper, tv)
- On social media (eg. Facebook, Twitter etc)
- Word of mouth
- Via a website (please specify)
- Other (please specify)

On which website did you hear about the consultation?

For 'other' please specify

Thank you for your feedback - Please post your completed questionnaire with the FREEPOST envelope in which to return it and mark for the attention of Strategic Transport.

Thank you for taking the time to respond to this consultation.

Please click the '**Submit**' button below to complete your response.



Appendix Four: Consultation participant profile

Demographic scope

The breakdown of individual respondents by demographic category is shown below.

What was your age on your last birthday? (<i>Base: 223</i>)	Count	%
Under 16	0	0%
16 to 24	8	4%
25 to 34	37	17%
35 to 44	43	19%
45 to 54	48	22%
55 to 64	47	21%
65 to 74	25	11%
75 to 84	7	3%
85 or over	0	0%
Prefer not to say	8	4%

Are you? (<i>Base: 218</i>)	Count	%
Male	114	52%
Female	97	45%
Other	0	0%
Prefer not to say	7	3%

Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (<i>Base: 222</i>)	Count	%
Yes, a lot	6	3%
Yes, a little	15	7%
No	197	89%
Prefer not to say	4	2%

What is your ethnic group? (<i>Base: 222</i>)	Count	%
White	194	52%
Mixed/ Multiple ethnic groups	0	45%
Asian/ Asian British	4	2%
Black/ African/ Caribbean/ Black British	0	0%
Other ethnic group	0	0%
Prefer not to say	24	11%

Appendix Five: Data tables (including coded responses to open questions)

To what extent do the issues we have identified concern you?

	Counts Analysis % Respondents
	Base 237 100.0%
Traffic congestion and delays	
Not at all	14 5.9%
A little	87 36.7%
A lot	133 56.1%
Public transport less attractive than travelling by car	
Not at all	34 14.3%
A little	55 23.2%
A lot	143 60.3%
Walking and cycling provision is not consistent	
Not at all	44 18.6%
A little	73 30.8%
A lot	110 46.4%
Constraints on town centre access and movement	
Not at all	40 16.9%
A little	108 45.6%
A lot	79 33.3%
Difficulties changing between different transport modes	
Not at all	60 25.3%
A little	102 43.0%

A lot	64 27.0%
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Are there any other transport issues that you feel the Basingstoke Transport Strategy should address?

	Counts Analysis % Respondents
	Base 218 100.0%
Yes	113 51.8%
No	105 48.2%

How important is it the Transport Strategy aims to...?

	Counts Analysis % Respondents
	Base 234 100.0%
Support housing and employment growth and vibrancy	
Not important	11 4.7%
Quite important	77 32.9%
Very important	141 60.3%
Support a high quality of life for people who live in, work in and visit Basingstoke	
Not important	2 0.9%
Quite important	44 18.8%
Very important	186 79.5%
Support inclusive and accessible communities	
Not important	8 3.4%
Quite important	69 29.5%
Very important	152 65.0%

To what extent do you agree or disagree with our proposed measures for...?

	Counts Analysis % Respondents
	Base 237 100.0%
Theme One: Improving access to and within the town centre	
Strongly disagree	6 2.5%
Disagree	3 1.3%
Neither agree nor disagree	28 11.8%
Agree	102 43.0%
Strongly agree	95 40.1%
Unsure	2 0.8%
Theme Two: Integrating new developments with well planned transport schemes	
Strongly disagree	2 0.8%
Disagree	4 1.7%
Neither agree nor disagree	18 7.6%
Agree	71 30.0%
Strongly agree	136 57.4%
Unsure	3 1.3%
Theme Three: Providing a step change in the quality of local public transport	
Strongly disagree	2 0.8%
Disagree	5 2.1%
Neither agree nor disagree	26 11.0%

Agree	71 30.0%
Strongly agree	126 53.2%
Unsure	3 1.3%
Theme Four: Developing priority strategic walking and cycling corridors	
Strongly disagree	9 3.8%
Disagree	10 4.2%
Neither agree nor disagree	33 13.9%
Agree	59 24.9%
Strongly agree	118 49.8%
Unsure	5 2.1%
Theme Five: Managing journey times and reliability on key routes	
Strongly disagree	5 2.1%
Disagree	2 0.8%
Neither agree nor disagree	28 11.8%
Agree	81 34.2%
Strongly agree	118 49.8%
Unsure	1 0.4%
Theme Six: Maintaining Basingstoke's strong strategic transport connections	
Strongly disagree	2 0.8%
Disagree	3 1.3%
Neither agree nor disagree	23 9.7%
Agree	77 32.5%

Strongly agree	124 52.3%
Unsure	5 2.1%
Theme Seven: Future proofing of the transport network	
Strongly disagree	3 1.3%
Disagree	5 2.1%
Neither agree nor disagree	20 8.4%
Agree	63 26.6%
Strongly agree	139 58.6%
Unsure	6 2.5%

Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke?

	Counts Analysis % Respondents
Base	236 100.0%
A Mass Rapid Transit system	108 45.8%
A more reliable bus service	133 56.4%
A cross-town bus service	84 35.6%
Improved interchange between bus and rail services	93 39.4%
Improved walking routes/networks across town	115 48.7%
Improved cycling routes/networks across town	102 43.2%
Other	24 10.2%
None of the above	22 9.3%
I do not travel by car	9 3.8%

To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at...?

	Counts Analysis % Respondents
	Base 234 100.0%
Ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments	
Strongly disagree	5 2.1%
Disagree	4 1.7%
Neither agree nor disagree	22 9.4%
Agree	79 33.8%
Strongly agree	113 48.3%
Unsure	7 3.0%
Improving linkages between the M3 and the M4 motorways (between the A34 and M25)	
Strongly disagree	8 3.4%
Disagree	16 6.8%
Neither agree nor disagree	43 18.4%
Agree	68 29.1%
Strongly agree	86 36.8%
Unsure	7 3.0%
The role and function of the A33 between Basingstoke and Reading.	
Strongly disagree	4 1.7%
Disagree	9 3.8%
Neither agree nor disagree	30 12.8%

Agree	71 30.3%
Strongly agree	111 47.4%
Unsure	7 3.0%
The role and function of the A339 between Basingstoke and Newbury	
Strongly disagree	3 1.3%
Disagree	9 3.8%
Neither agree nor disagree	43 18.4%
Agree	75 32.1%
Strongly agree	89 38.0%
Unsure	11 4.7%
Strategic multi-modal improvements between A30 (West) and A339	
Strongly disagree	4 1.7%
Disagree	6 2.6%
Neither agree nor disagree	50 21.4%
Agree	78 33.3%
Strongly agree	72 30.8%
Unsure	18 7.7%
Investigating the potential of new rail stations	
Strongly disagree	6 2.6%
Disagree	12 5.1%
Neither agree nor disagree	38 16.2%
Agree	67 28.6%
Strongly agree	102 43.6%

	Unsure	4 1.7%
Considering improvements to the motorway network		
	Strongly disagree	12 5.1%
	Disagree	32 13.7%
	Neither agree nor disagree	47 20.1%
	Agree	73 31.2%
	Strongly agree	51 21.8%
	Unsure	10 4.3%

Are you responding to this questionnaire as an individual or on behalf of an organisation, group or business?

	Counts Analysis % Respondents
	Base 238 100.0%
I am responding as an individual	224 94.1%
I am providing the official response of an organisation, group or business	14 5.9%

Which of these best describes the primary function of your organisation, group or business?

	Counts Analysis % Respondents
	Base 14 100.0%
Local public sector organisation	7 50.0%
Charity / non government organisation	- -
Local business	3 21.4%

Social enterprise	-
Residents association	-
Disability group	-
School/College/Further Education	-
Other (please specify)	4 28.6%

How often do you tend to travel into or around Basingstoke?

	Counts	Analysis %
	Respondents	
Base	224	100.0%
Daily or more often	121	54.0%
Several times a week	65	29.0%
Weekly	18	8.0%
Fortnightly	11	4.9%
Monthly	3	1.3%
Every 2-3 months	2	0.9%
Every 6-12 months	1	0.4%
Less often	1	0.4%
Never	2	0.9%

When do you usually travel into or around Basingstoke?

	Counts Analysis % Respondents
	Base 221 100.0%
Week day morning peak (07:00 to 9:00)	149 67.4%
Week day evening (16:30 to 18:30)	126 57.0%
Week day lunch time (12:00 - 14:00)	45 20.4%
Week day off peak (all other times)	114 51.6%
Weekends anytime	150 67.9%

How do you usually travel into or around Basingstoke?

	Counts Analysis % Respondents
	Base 220 100.0%
Private motor vehicle (eg. car, motorbike)	188 85.5%
Commercial motor vehicle (eg, car, motorbike, van or lorry)	4 1.8%
Taxi	22 10.0%
Bike	40 18.2%
Bus	72 32.7%
Train	41 18.6%
By foot	92 41.8%
Other	- -

For what reasons do you come into, or travel around Basingstoke?

	Counts Analysis % Respondents
Base	221 100.0%
I live in Basingstoke	135 61.1%
I work in Basingstoke	86 38.9%
I commute via Basingstoke	42 19.0%
To go shopping	163 73.8%
To study or do the school run	22 10.0%
For leisure/recreation (e.g. bars, restaurants, sports, entertainment)	145 65.6%
To access local services (e.g. healthcare, day centre, job centre, council offices)	109 49.3%
Other	12 5.4%

Are you?

	Counts Analysis % Respondents
Base	218 100.0%
Male	114 52.3%
Female	97 44.5%
Other (please specify)	- -
Prefer not to say	7 3.2%

What was your age on your last birthday?

	Counts Analysis % Respondents
	Base 223 100.0%
Under 16	- -
16 to 24	8 3.6%
25 to 34	37 16.6%
35 to 44	43 19.3%
45 to 54	48 21.5%
55 to 64	47 21.1%
65 to 74	25 11.2%
75 to 84	7 3.1%
85 or over	- -
Prefer not to say	8 3.6%

Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

	Counts Analysis % Respondents
	Base 222 100.0%
Yes, a lot	6 2.7%
Yes, a little	15 6.8%
No	197 88.7%
Prefer not to say	4 1.8%

What is your ethnic group?

	Counts Analysis % Respondents
	Base 222 100.0%
White	194 87.4%
Mixed / Multiple ethnic groups	- -
Asian / Asian British	4 1.8%
Black / African / Caribbean / Black British	- -
Other ethnic group	- -
Prefer not to say	24 10.8%

Finally, to help us to improve access to future consultations, please tell us where you first heard about this consultation?

	Counts Analysis % Respondents
	Base 234 100.0%
In Basingstoke and Deane Today	30 12.8%
Via a consultation poster or leaflet in the local area	4 1.7%
Reported in the press (eg. radio, newspaper, tv)	21 9.0%
On social media (eg. Facebook, Twitter etc)	57 24.4%
Word of mouth	19 8.1%
Via a website (please specify)	60 25.6%
Other (please specify)	43 18.4%

In the following data tables, comments received were coded into broad themes (e.g. macros) and if relevant then coded into more specific themes within the macro.

Question 3 – Please tell us briefly about these other issues (verbatim comments)

Codeframe	Count	%
Base	112	100%
Comment not applicable (macro)	2	2%
Concern about air quality/pollution (macro)	12	11%
Encouragement needed to reduce car reliance (macro)	6	5%
Concern about resident's health/well-being (macro)	2	2%
Concern about congestion increasing (macro)	10	9%
Safety concerns (macro)	3	3%
Unintended consequences (macro)	3	3%
Unintended consequences: Deter people from visiting area	2	2%
Unintended consequences: Deter people from working in area	1	1%
Parking (macro)	11	10%
Parking: Lack of parking available	7	6%
Parking: Charges are too expensive	2	2%
Road networks (macro)	12	11%
Road networks: need to improve surfaces	2	2%
Road networks: rat-runs could develop in certain areas	2	2%
Road networks: too many traffic lights	2	2%
Road networks: Need traffic calming	3	3%
Road networks: Lower speed limits	2	2%
Road networks: Add additional lanes	3	3%
Public transport (macro)	69	62%
Public transport: Re-instate tram network	1	1%
Public transport: lack of public transport available	24	21%
Public transport: bus services need to increase/improve	27	24%
Public transport: bus services need to be more reliable	10	9%
Public transport: bus costs need to be reduced	10	9%
Public transport: Additional P&R services	2	2%
Public transport: increase/improve railway service	9	8%
Public transport: increase railway stations	8	7%
Public transport: reduce cost of railway service	7	6%
Public transport: concern about private taxis	3	3%
Cycling provision (macro)	16	14%
Cycling provision: Increase cycle paths/crossings	6	5%
Cycling provision: Improve cycle paths/crossings	8	7%
Cycling provision: Increase cycling parking	1	1%
Cycling provision: Can be dangerous	6	5%
Pedestrian provision (macro)	3	3%
Pedestrian provision: Increase pedestrian paths/crossings	2	2%
Pedestrian provision: Improve pedestrian paths/crossings	1	1%
Increased car use (macro)	10	9%
Increased car use: due to new developments	9	8%

Increased car use: due to lack of public transport	3	3%
Penalising certain people/areas (macro)	23	21%
Penalising certain people/areas: Urban areas	4	4%
Penalising certain people/areas: Rural areas	16	14%
Penalising certain people/areas: New housing developments	2	2%
Other (macro)	14	13%

Question 5 – Are there any other priorities that the Transport Strategy should support?

Codeframe	Count	%
Base	74	100%
Comment not applicable (macro)	10	14%
Comment not applicable: Against new housing developments	5	7%
Comment not applicable: Against new developments e.g. leisure facilities	2	3%
Environmental priorities (macro)	15	20%
Environmental priorities: Air quality/pollution	13	18%
Environmental priorities: Improve/maintain wildlife habitats	1	1%
Specific areas (macro)	20	27%
Specific areas: Improvements should be made to A339	1	1%
Specific areas: Improvements should be made to support rural/village connections	6	8%
Specific areas: Other specific area mentioned	13	18%
Public transport (macro)	21	28%
Public transport: Increase frequency of services	10	14%
Public transport: Improved services/provision	10	14%
Public transport: Additional train services/ railway stations	2	3%
Improve journey times for all (macro)	2	3%
Cycling/pedestrian provision (macro)	3	4%
Cycling/pedestrian provision: Encourage cyclists to stay off pavements	1	1%
Penalising certain area/group (macro)	9	12%
Penalising certain area/group: rural areas/villages	5	7%
Penalising certain area/group: financially disadvantaged	4	5%
Other priorities (macro)	13	18%
No other priorities (macro)	2	3%

Question 6h - Why does the concept of a Mass Rapid Transit system appeal to you?

Codeframe	Count	%
Base	86	100%
Comment not applicable (macro)	9	11%
Comment not applicable: mentions negatives	1	1%
Comment not applicable: makes suggestions	8	9%
Will reduce reliance on private car use (macro)	16	19%
Forward thinking/modern approach (macro)	9	11%
Experienced MRT in other areas (macro)	11	13%
Environment (macro)	18	21%
Environment: Environmentally friendly	9	11%
Environment: Improved air quality	10	12%
Integration all areas of Basingstoke (macro)	6	7%
Public Transport (macro)	41	48%
Public Transport: Easier journeys on public transport	9	11%
Public Transport: Improved reliability/frequency/service in general	31	36%
Public Transport: Cheaper services	5	6%
Public Transport: Increased capacity	1	1%
Journeys (macro)	32	37%
Journeys: Quicker journey times/less congestion	29	34%
Journeys: Greater volume of people moving at once	8	9%
Other (macro)	5	6%

Question 6i - If you have any alternative suggestions as to how we could improve transport and travel in Basingstoke, please provide these in the box below.

Codeframe	Count	%
Base	124	100%
No alternative suggestion (macro)	4	3%
Comment not applicable (macro)	13	11%
Comment not applicable: Improve infrastructure when developing in future	2	2%
Comment not applicable: Housing developments increase car use/congestion	4	3%
Comment not applicable: Air quality needs improving	1	1%
Comment not applicable: Transport has negative effect on health	1	1%
Comment not applicable: Implementation/roadworks will cause disruption	2	2%
Consult with affected residents (macro)	1	1%
Encourage electric/eco car usage (macro)	2	2%
Public transport (macro)	68	55%
Public transport: Improve public transport (general)	29	23%
Public transport: Increase public transport (general)	24	19%
Public transport: Improve reliability of buses	10	8%
Public transport: Increase/improve railway links/stations	18	15%
Public transport: Improve/increase P&R services	2	2%

Public transport: Reduce cost of buses	12	10%
Public transport: Reduce cost of trains	4	3%
Public transport: Reduce cost of P&R buses	1	1%
Public transport: Use electric/eco models	5	4%
Cycling/pedestrian provision (macro)	30	24%
Cycling/pedestrian provision: Improve paths/crossings	21	17%
Cycling/pedestrian provision: Increase paths/crossings	12	10%
Cycling/pedestrian provision: Increase cycle parking	9	7%
Cycling pedestrian provision: Implement a city bike scheme	4	3%
Road networks (macro)	22	18%
Road networks: Create additional lanes/roads	7	6%
Road networks: Additional bus lanes	2	2%
Road networks: Traffic light management	2	2%
Road networks: Remove traffic lights in areas	1	1%
Road networks: Improve connections to major roads	10	8%
Road networks: Change speed limits	3	2%
Road networks: Restrict traffic	1	1%
Implement a car share scheme (macro)	5	4%
Parking (macro)	13	11%
Parking: Additional parking needed	4	3%
Parking: Implement permit parking in areas	1	1%
Parking: Monitor parking more closely	5	4%
Parking: Reduce parking costs	2	2%
Parking: Increase charges	2	2%
Penalising rural areas (macro)	14	11%
Other suggestion macro)	15	12%

Q6j – You stated that you disagreed with our proposed approach to one or more themes. Please tell us what concerns you about our approach.

Codeframe	Count	%
Base	23	100%
Comment not applicable (macro)	7	30%
Comment not applicable: Bus services have been cut/reduced	3	13%
Concern about environment impact (macro)	3	13%
Funding (macro)	2	9%
Funding: waste of money	2	9%
Cycling/walking provision (macro)	8	35%
Cycling/walking provision: Already sufficient/ improvements not necessary	2	9%
Cycling/walking provision: Not being used	2	9%
Cycling/walking provision: Proposed improvements are not adequate enough	5	22%
Proposed approach doesn't offer suitable transport for them (macro)	3	13%
Proposed approach disadvantages some due to priority (macro)	2	9%
Other concern (macro)	4	17%

Q13 – If the proposed Transport Strategy was approved, adopted, what would be the impact on you / your family, or on your group, organisation or business?

Codeframe	Count	%
Base	163	100%
Comment not applicable (macro)	13	8%
Comment not applicable: Suggestion rather than impact	7	4%
Impact not specified positive or negative (macro)	6	4%
No impact (macro)	3	2%
Little impact (macro)	14	9%
Unsure/ depends (macro)	4	3%
Positive Impact (supermacro)	111	68%
Increase in choice of transport options (macro)	9	6%
Less reliant on car usage (macro)	28	17%
Improved air quality/ better for environment (macro)	12	7%
Improved safety (macro)	12	7%
Public Transport (macro)	51	31%
Public Transport: Improved services/ quicker journeys	35	22%
Public Transport: More likely to use services	23	14%
Cycling/pedestrian provision (macro)	25	15%
Cycling/pedestrian provision: Paths would improve/ easier journeys	11	7%
Cycling/pedestrian provision: More likely to cycle/walk	17	10%
Traffic flow (macro)	43	26%
Traffic flow: Reduced congestion/ shorter journeys	22	14%
Traffic flow: Easier/less stressful journeys	12	7%
Quality of life (macro)	25	15%
Quality of life: Improve health, well-being & quality of life	21	13%
Quality of life: Increase time spent with family/friends	2	1%
Quality of life: Save money	7	4%
Increase attraction (macro)	15	9%
Increase attraction: More attractive to workers	7	4%
Increase attraction: More attractive to residents	5	3%
Increase attraction: More attractive to visitors	5	3%
Other positive impact (macro)	6	4%
Negative Impact (supermacro)	20	12%
Cycling/pedestrian provision: Concerns it would be unsafe	1	1%
Traffic flow: Increase congestion/ journey times	11	7%
Decrease health and well-being (macro)	1	1%
Deterrent (macro)	4	3%
Deterrent: Would deter people from visiting	3	2%
Deterrent: Would deter people from living in area	1	1%
Other negative impact (macro)	3	2%

Appendix Six: Key questions by transport mode and reason

Key questions by mode of transport

'To what extent do the issues we have identified concern you?' by mode of transport
(some data has been redacted due to low base size)

		Total	Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base		215	183	21	40	70	41	90
Traffic congestion and delays	Not at all	12	10	3	2	3	6	4
		6%	6%	14%	5%	4%	15%	4%
	A little	80	65	4	18	26	17	36
		37%	36%	19%	45%	37%	42%	40%
A lot	120	105	14	20	39	18	48	
	56%	57%	67%	50%	56%	44%	53%	
Public transport less attractive than travelling by car	Not at all	29	27	1	6	6	4	12
		14%	15%	5%	15%	9%	10%	13%
	A little	50	45	5	11	13	6	21
		23%	25%	24%	28%	19%	15%	23%
A lot	131	106	15	23	51	31	55	
	61%	58%	71%	58%	73%	76%	61%	
Walking and cycling provision is not consistent	Not at all	39	35	2	1	10	7	9
		18%	19%	10%	3%	14%	17%	10%
	A little	63	56	6	3	25	9	23
		29%	31%	29%	8%	36%	22%	26%
A lot	104	83	12	36	31	24	55	
	48%	45%	57%	90%	44%	59%	61%	
Constraints on town centre access and movement	Not at all	35	29	5	4	13	5	12
		16%	16%	24%	10%	19%	12%	13%
	A little	96	85	9	21	27	16	38
		45%	46%	43%	53%	39%	39%	42%
A lot	74	60	7	15	25	19	36	
	34%	33%	33%	38%	36%	46%	40%	
Difficulties changing between different transport modes	Not at all	55	50	5	5	15	5	20
		26%	27%	24%	13%	21%	12%	22%
	A little	90	77	9	22	29	19	37
		42%	42%	43%	55%	41%	46%	41%
A lot	59	46	7	12	23	16	27	
	27%	25%	33%	30%	33%	39%	30%	

'How important is it the Transport Strategy aims to...?' by mode of transport (*some data has been redacted due to low base size*)

		Total	Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base		213	181	20	39	69	40	90
Support housing and employment growth and vibrancy	Not important	11	9	1	1	5	-	4
		5%	5%	5%	3%	7%	-	4%
	Quite important	71	62	6	15	23	12	30
		33%	34%	30%	39%	33%	30%	33%
	Very important	126	106	13	23	38	27	56
59%		59%	65%	59%	55%	68%	62%	
Support a high quality of life for people who live in, work in and visit Basingstoke	Not important	2	1	1	1	2	1	1
		1%	1%	5%	3%	3%	3%	1%
	Quite important	39	35	4	5	17	4	16
		18%	19%	20%	13%	25%	10%	18%
	Very important	170	143	15	33	48	35	71
80%		79%	75%	85%	70%	88%	79%	
Support inclusive and accessible communities	Not important	7	5	-	3	3	-	3
		3%	3%	-	8%	4%	-	3%
	Quite important	65	58	5	13	18	13	19
		31%	32%	25%	33%	26%	33%	21%
	Very important	136	113	15	23	45	27	66
64%		62%	75%	59%	65%	68%	73%	

'To what extent do you agree or disagree with our proposed measures for...?' by mode of transport (some data has been redacted due to low base size)

			Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base		215	183	21	40	70	41	90
Theme One: Improving access to and within the town centre	Strongly disagree	5	3	2	-	3	1	3
		2%	2%	10%	-	4%	2%	3%
	Disagree	3	2	-	-	-	-	2
		1%	1%	-	-	-	-	2%
	Neither agree nor disagree	27	23	3	5	7	4	13
		13%	13%	14%	13%	10%	10%	14%
	Agree	93	84	9	22	23	18	37
		43%	46%	43%	55%	33%	44%	41%
	Strongly agree	84	68	7	13	36	17	34
	39%	37%	33%	33%	51%	42%	38%	
Unsure	2	2	-	-	-	1	-	
	1%	1%	-	-	-	2%	-	
Theme Two: Integrating new developments with well planned transport schemes	Strongly disagree	2	2	1	-	1	-	2
		1%	1%	5%	-	1%	-	2%
	Disagree	4	4	2	1	1	1	1
		2%	2%	10%	3%	1%	2%	1%
	Neither agree nor disagree	17	14	1	2	5	2	8
		8%	8%	5%	5%	7%	5%	9%
	Agree	66	56	4	20	20	13	31
		31%	31%	19%	50%	29%	32%	34%
	Strongly agree	120	101	12	16	41	23	46
	56%	55%	57%	40%	59%	56%	51%	
Unsure	3	3	1	1	1	1	1	
	1%	2%	5%	3%	1%	2%	1%	
Theme Three: Providing a step change in the quality of local public transport	Strongly disagree	2	2	1	-	1	-	2
		1%	1%	5%	-	1%	-	2%
	Disagree	5	5	1	1	1	1	2
		2%	3%	5%	3%	1%	2%	2%
	Neither agree nor disagree	24	20	1	4	7	5	8
		11%	11%	5%	10%	10%	12%	9%
	Agree	63	59	5	12	13	8	25
		29%	32%	24%	30%	19%	20%	28%
	Strongly agree	114	91	13	22	47	26	51
	53%	50%	62%	55%	67%	63%	57%	
Unsure	3	3	-	-	-	1	-	
	1%	2%	-	-	-	2%	-	

Theme Four: Developing priority strategic walking and cycling corridors	Strongly disagree	8	7	1	1	1	1	4
		4%	4%	5%	3%	1%	2%	4%
	Disagree	9	9	1	2	2	2	3
		4%	5%	5%	5%	3%	5%	3%
	Neither agree nor disagree	29	27	3	-	12	5	7
		14%	15%	14%	-	17%	12%	8%
	Agree	53	47	6	5	15	6	19
		25%	26%	29%	13%	21%	15%	21%
	Strongly agree	109	86	9	31	38	25	55
		51%	47%	43%	78%	54%	61%	61%
Unsure	5	5	1	1	1	2	1	
	2%	3%	5%	3%	1%	5%	1%	
Theme Five: Managing journey times and reliability on key routes	Strongly disagree	4	4	2	1	2	-	3
		2%	2%	10%	3%	3%	-	3%
	Disagree	2	1	-	1	1	1	1
		1%	1%	-	3%	1%	2%	1%
	Neither agree nor disagree	27	24	1	4	7	4	14
		13%	13%	5%	10%	10%	10%	16%
	Agree	75	65	7	18	21	13	32
		35%	36%	33%	45%	30%	32%	36%
	Strongly agree	104	87	11	16	37	22	39
		48%	48%	52%	40%	53%	54%	43%
Unsure	1	1	-	-	-	1	-	
	1%	1%	-	-	-	2%	-	
Theme Six: Maintaining Basingstoke's strong strategic transport connections	Strongly disagree	2	2	1	-	1	-	2
		1%	1%	5%	-	1%	-	2%
	Disagree	3	3	2	1	2	-	1
		1%	2%	10%	3%	3%	-	1%
	Neither agree nor disagree	23	19	1	5	6	3	12
		11%	10%	5%	13%	9%	7%	13%
	Agree	69	62	2	13	20	13	27
		32%	34%	10%	33%	29%	32%	30%
	Strongly agree	111	91	14	19	38	23	44
		52%	50%	67%	48%	54%	56%	49%
Unsure	4	4	1	2	1	2	3	
	2%	2%	5%	5%	1%	5%	3%	

Theme Seven: Future proofing of the transport network	Strongly disagree	3	3	1	-	1	-	2
		1%	2%	5%	-	1%	-	2%
	Disagree	4	2	1	2	3	2	3
		2%	1%	5%	5%	4%	5%	3%
	Neither agree nor disagree	20	16	1	6	7	2	10
		9%	9%	5%	15%	10%	5%	11%
	Agree	58	51	5	10	16	10	19
		27%	28%	24%	25%	23%	24%	21%
	Strongly agree	124	105	13	21	41	25	54
		58%	57%	62%	53%	59%	61%	60%
Unsure	5	5	-	1	1	2	1	
	2%	3%	-	3%	1%	5%	1%	

‘Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke?’ by mode of transport (*some data has been redacted due to low base size*)

	Total	Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base	215	183	21	40	70	41	90
A Mass Rapid Transit system	102	84	8	20	34	21	41
	47%	46%	38%	50%	49%	51%	46%
A more reliable bus service	121	106	16	25	50	23	56
	56%	58%	76%	63%	71%	56%	62%
A cross-town bus service	78	68	7	13	33	15	33
	36%	37%	33%	33%	47%	37%	37%
Improved interchange between bus and rail services	84	70	8	17	23	22	33
	39%	38%	38%	43%	33%	54%	37%
Improved walking routes/networks across town	108	92	13	32	35	22	65
	50%	50%	62%	80%	50%	54%	72%
Improved cycling routes/networks across town	96	82	11	38	22	17	52
	45%	45%	52%	95%	31%	42%	58%
Other	20	18	3	6	5	6	7
	9%	10%	14%	15%	7%	15%	8%
None of the above	19	19	-	-	-	2	2
	9%	10%	-	-	-	5%	2%
I do not travel by car	9	-	2	2	8	6	6
	4%	-	10%	5%	11%	15%	7%

‘To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at...?’ by mode of transport (*some data has been redacted due to low base size*)

		Total	Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base		213	182	21	40	69	41	89
Ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments	Strongly disagree	4	2	-	-	2	2	3
		2%	1%	-	-	3%	5%	3%
	Disagree	4	4	-	2	2	1	2
		2%	2%	-	5%	3%	2%	2%
	Neither agree nor disagree	22	20	1	6	10	2	15
		10%	11%	5%	15%	15%	5%	17%
	Agree	72	63	8	11	21	9	26
		34%	35%	38%	28%	30%	22%	29%
	Strongly agree	102	86	9	21	30	25	39
	48%	47%	43%	53%	44%	61%	44%	
Unsure	6	4	2	-	3	2	3	
	3%	2%	10%	-	4%	5%	3%	
Improving linkages between the M3 and the M4 motorways (between the A34 and M25)	Strongly disagree	8	5	2	2	3	3	3
		4%	3%	10%	5%	4%	7%	3%
	Disagree	14	13	1	4	5	1	7
		7%	7%	5%	10%	7%	2%	8%
	Neither agree nor disagree	41	29	3	13	18	9	24
		19%	16%	14%	33%	26%	22%	27%
	Agree	62	55	6	10	19	12	23
		29%	30%	29%	25%	28%	29%	26%
	Strongly agree	75	72	8	9	18	13	23
	35%	40%	38%	23%	26%	32%	26%	
Unsure	7	3	-	1	4	2	6	
	3%	2%	-	3%	6%	5%	7%	
The role and function of the A33 between Basingstoke and Reading.	Strongly disagree	3	2	1	-	3	1	1
		1%	1%	5%	-	4%	2%	1%
	Disagree	8	6	-	4	4	2	6
		4%	3%	-	10%	6%	5%	7%
	Neither agree nor disagree	29	21	3	10	12	8	16
		14%	12%	14%	25%	17%	20%	18%
	Agree	66	58	5	10	16	11	26
		31%	32%	24%	25%	23%	27%	29%
	Strongly agree	98	90	11	16	29	18	35
	46%	50%	52%	40%	42%	44%	39%	
Unsure	7	4	1	-	4	1	4	
	3%	2%	5%	-	6%	2%	5%	

The role and function of the A339 between Basingstoke and Newbury	Strongly disagree	3	3	-	-	1	-	-
		1%	2%	-	-	1%	-	-
	Disagree	8	6	-	4	4	2	7
		4%	3%	-	10%	6%	5%	8%
	Neither agree nor disagree	39	30	7	9	19	5	18
		18%	17%	33%	23%	28%	12%	20%
	Agree	73	63	4	15	18	19	28
		34%	35%	19%	38%	26%	46%	32%
	Strongly agree	75	70	8	10	19	12	28
		35%	39%	38%	25%	28%	29%	32%
Unsure	11	7	1	2	5	2	5	
	5%	4%	5%	5%	7%	5%	6%	
Strategic multi-modal improvements between A30 (West) and A339	Strongly disagree	4	3	-	-	2	2	-
		2%	2%	-	-	3%	5%	-
	Disagree	6	5	-	3	3	1	5
		3%	3%	-	8%	4%	2%	6%
	Neither agree nor disagree	47	36	5	12	19	8	24
		22%	20%	24%	30%	28%	20%	27%
	Agree	72	60	8	16	25	16	30
		34%	33%	38%	40%	36%	39%	34%
	Strongly agree	61	59	7	9	14	13	21
		29%	32%	33%	23%	20%	32%	24%
Unsure	17	14	-	-	3	1	6	
	8%	8%	-	-	4%	2%	7%	
Investigating the potential of new rail stations	Strongly disagree	6	5	1	5	3	2	6
		3%	3%	5%	13%	4%	5%	7%
	Disagree	10	10	1	1	-	1	1
		5%	6%	5%	3%	-	2%	1%
	Neither agree nor disagree	35	31	5	6	10	3	14
		16%	17%	24%	15%	15%	7%	16%
	Agree	63	54	6	13	22	8	27
		30%	30%	29%	33%	32%	20%	30%
	Strongly agree	91	76	8	15	31	27	39
		43%	42%	38%	38%	45%	66%	44%
Unsure	3	2	-	-	2	-	1	
	1%	1%	-	-	3%	-	1%	

Considering improvements to the motorway network	Strongly disagree	12	6	2	6	9	4	6
		6%	3%	10%	15%	13%	10%	7%
	Disagree	29	26	3	8	6	6	13
		14%	14%	14%	20%	9%	15%	15%
	Neither agree nor disagree	42	36	4	10	15	7	20
		20%	20%	19%	25%	22%	17%	23%
	Agree	69	61	6	10	16	10	27
		32%	34%	29%	25%	23%	24%	30%
	Strongly agree	44	40	4	6	16	11	15
		21%	22%	19%	15%	23%	27%	17%
Unsure	9	6	-	-	3	1	4	
	4%	3%	-	-	4%	2%	5%	

Key questions by reason for travel

'To what extent do the issues we have identified concern you?' by reason of travel (*some data has been redacted due to low base size*)

		Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/recreation	To access local services
Base		208	129	84	40	153	21	138	102
Traffic congestion and delays	Not at all	12	8	4	3	7	-	9	4
		6%	6%	5%	8%	5%	-	7%	4%
	A little	77	46	32	13	58	12	50	39
		37%	36%	38%	33%	38%	57%	36%	38%
	A lot	116	73	46	24	87	9	78	58
	56%	57%	55%	60%	57%	43%	57%	57%	
Public transport less attractive than travelling by car	Not at all	28	19	11	4	17	-	17	10
		14%	15%	13%	10%	11%	-	12%	10%
	A little	50	33	14	12	42	4	38	25
		24%	26%	17%	30%	28%	19%	28%	25%
	A lot	125	74	57	24	92	17	82	67
	60%	57%	68%	60%	60%	81%	59%	66%	
Walking and cycling provision is not consistent	Not at all	38	17	17	7	26	4	22	11
		18%	13%	20%	18%	17%	19%	16%	11%
	A little	60	39	19	10	44	7	43	26
		29%	30%	23%	25%	29%	33%	31%	26%
	A lot	101	69	43	23	77	10	69	63
	49%	54%	51%	58%	50%	48%	50%	62%	
Constraints on town centre access and movement	Not at all	35	18	14	7	25	6	21	13
		17%	14%	17%	18%	16%	29%	15%	13%
	A little	95	63	38	15	68	12	65	46
		46%	49%	45%	38%	44%	57%	47%	45%
	A lot	68	43	30	18	54	3	49	41
	33%	33%	36%	45%	35%	14%	36%	40%	
Difficulties changing between different transport modes	Not at all	55	36	24	5	33	3	31	17
		26%	28%	29%	13%	22%	14%	23%	17%
	A little	88	59	36	20	70	12	64	54
		42%	46%	43%	50%	46%	57%	46%	53%
	A lot	54	26	21	15	44	6	39	28
	26%	20%	25%	38%	29%	29%	28%	28%	

‘How important is it the Transport Strategy aims to...?’ by reason of travel (some data has been redacted due to low base size)

		Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/recreation	To access local services
Base		206	127	83	40	152	21	137	101
Support housing and employment growth and vibrancy	Not important	11	7	5	1	8	1	7	7
		5%	6%	6%	3%	5%	5%	5%	7%
	Quite important	67	41	27	15	48	9	43	28
		33%	32%	33%	38%	32%	43%	31%	28%
	Very important	123	78	48	24	92	10	86	65
		60%	61%	58%	60%	61%	48%	63%	64%
Support a high quality of life for people who live in, work in and visit Basingstoke	Not important	2	1	2	1	1	1	1	1
		1%	1%	2%	3%	1%	5%	1%	1%
	Quite important	35	21	11	5	26	3	24	21
		17%	17%	13%	13%	17%	14%	18%	21%
	Very important	167	103	69	34	124	17	111	78
		81%	81%	83%	85%	82%	81%	81%	77%
Support inclusive and accessible communities	Not important	6	6	2	3	5	-	6	5
		3%	5%	2%	8%	3%	-	4%	5%
	Quite important	64	35	23	16	45	9	39	28
		31%	28%	28%	40%	30%	43%	29%	28%
	Very important	131	84	55	21	99	12	91	67
		64%	66%	66%	53%	65%	57%	66%	66%

‘To what extent do you agree or disagree with our proposed measures for...?’ by reason of travel (some data has been redacted due to low base size)

		Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/recreation	To access local services
Base		208	129	84	40	153	21	138	102
Theme One: Improving access to and within the town centre	Strongly disagree	5	2	3	1	3	-	2	2
		2%	2%	4%	3%	2%	-	1%	2%
	Disagree	3	2	1	1	3	-	3	2
		1%	2%	1%	3%	2%	-	2%	2%
	Neither agree nor disagree	27	15	12	6	15	5	11	9
		13%	12%	14%	15%	10%	24%	8%	9%
	Agree	91	60	39	16	67	10	65	42
		44%	47%	46%	40%	44%	48%	47%	41%
	Strongly agree	80	49	27	16	64	6	56	46
		39%	38%	32%	40%	42%	29%	41%	45%
	Unsure	1	-	1	-	1	-	1	1
		1%	-	1%	-	1%	-	1%	1%
Theme Two: Integrating new developments with well planned transport schemes	Strongly disagree	2	1	-	-	1	-	1	1
		1%	1%	-	-	1%	-	1%	1%
	Disagree	4	2	-	3	1	-	2	-
		2%	2%	-	8%	1%	-	1%	-
	Neither agree nor disagree	17	10	9	1	11	2	9	8
		8%	8%	11%	3%	7%	10%	7%	8%
	Agree	63	44	25	11	46	6	48	33
		30%	34%	30%	28%	30%	29%	35%	32%
	Strongly agree	117	70	45	24	90	13	76	58
		56%	54%	54%	60%	59%	62%	55%	57%
	Unsure	2	1	2	-	2	-	2	2
		1%	1%	2%	-	1%	-	1%	2%

Theme Three: Providing a step change in the quality of local public transport	Strongly disagree	2	1	-	-	1	-	1	1
		1%	1%	-	-	1%	-	1%	1%
	Disagree	5	3	1	2	2	-	2	2
		2%	2%	1%	5%	1%	-	1%	2%
	Neither agree nor disagree	23	13	14	5	14	2	12	9
		11%	10%	17%	13%	9%	10%	9%	9%
	Agree	65	44	20	15	49	7	47	28
		31%	34%	24%	38%	32%	33%	34%	28%
	Strongly agree	106	67	43	18	82	12	73	60
	51%	52%	51%	45%	54%	57%	53%	59%	
Unsure	3	-	2	-	3	-	2	1	
	1%	-	2%	-	2%	-	1%	1%	
Theme Four: Developing priority strategic walking and cycling corridors	Strongly disagree	8	3	3	1	6	2	6	3
		4%	2%	4%	3%	4%	10%	4%	3%
	Disagree	10	6	4	2	5	1	6	5
		5%	5%	5%	5%	3%	5%	4%	5%
	Neither agree nor disagree	29	11	12	8	21	2	17	8
		14%	9%	14%	20%	14%	10%	12%	8%
	Agree	50	32	17	9	39	5	35	25
		24%	25%	20%	23%	26%	24%	25%	25%
	Strongly agree	104	73	43	20	77	11	70	58
	50%	57%	51%	50%	50%	52%	51%	57%	
Unsure	5	3	3	-	4	-	4	3	
	2%	2%	4%	-	3%	-	3%	3%	
Theme Five: Managing journey times and reliability on key routes	Strongly disagree	4	2	1	-	2	-	1	1
		2%	2%	1%	-	1%	-	1%	1%
	Disagree	2	1	1	-	2	-	2	-
		1%	1%	1%	-	1%	-	1%	-
	Neither agree nor disagree	26	15	10	3	19	2	14	11
		13%	12%	12%	8%	12%	10%	10%	11%
	Agree	69	41	26	13	56	7	52	37
		33%	32%	31%	33%	37%	33%	38%	36%
	Strongly agree	104	69	43	24	73	12	68	52
	50%	54%	51%	60%	48%	57%	49%	51%	
Unsure	1	-	1	-	1	-	1	1	
	1%	-	1%	-	1%	-	1%	1%	
Theme Six: Maintaining Basingstoke's strong strategic transport connections	Strongly disagree	2	1	-	-	1	-	1	1
		1%	1%	-	-	1%	-	1%	1%
	Disagree	3	2	2	-	2	-	2	-
		1%	2%	2%	-	1%	-	1%	-
	Neither agree nor disagree	22	9	10	1	15	1	12	8
		11%	7%	12%	3%	10%	5%	9%	8%
	Agree	65	41	25	16	51	11	48	32
		31%	32%	30%	40%	33%	52%	35%	31%
	Strongly agree	108	71	40	23	78	8	71	56
	52%	55%	48%	58%	51%	38%	51%	55%	
Unsure	5	4	4	-	5	1	4	5	
	2%	3%	5%	-	3%	5%	3%	5%	
Theme Seven: Future proofing of the transport network	Strongly disagree	3	1	1	-	2	-	1	1
		1%	1%	1%	-	1%	-	1%	1%
	Disagree	2	1	-	1	1	-	2	-
		1%	1%	-	3%	1%	-	1%	-
	Neither agree nor disagree	20	8	11	1	13	2	9	10
		10%	6%	13%	3%	9%	10%	7%	10%
	Agree	55	33	17	9	42	8	43	22
		26%	26%	20%	23%	28%	38%	31%	22%
	Strongly agree	121	82	50	29	90	11	77	64
	58%	64%	60%	73%	59%	52%	56%	63%	
Unsure	6	3	4	-	5	-	6	5	
	3%	2%	5%	-	3%	-	4%	5%	

‘Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke?’ by reason for travel (*some data has been redacted due to low base size*)

	Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/recreation	To access local services
Base	208	129	84	40	153	21	138	102
A Mass Rapid Transit system	95	58	37	24	73	10	63	48
	46%	45%	44%	60%	48%	48%	46%	47%
A more reliable bus service	116	77	44	22	90	13	85	66
	56%	60%	52%	55%	59%	62%	62%	65%
A cross-town bus service	74	47	30	14	52	3	47	37
	36%	36%	36%	35%	34%	14%	34%	36%
Improved interchange between bus and rail services	78	42	31	21	62	12	53	41
	38%	33%	37%	53%	41%	57%	38%	40%
Improved walking routes/networks across town	106	74	45	20	76	9	72	60
	51%	57%	54%	50%	50%	43%	52%	59%
Improved cycling routes/networks across town	94	68	42	15	70	12	66	53
	45%	53%	50%	38%	46%	57%	48%	52%
Other	18	16	6	3	16	6	16	12
	9%	12%	7%	8%	11%	29%	12%	12%
None of the above	19	4	11	4	11	1	8	3
	9%	3%	13%	10%	7%	5%	6%	3%
I do not travel by car	8	4	4	1	5	-	4	3
	4%	3%	5%	3%	3%	-	3%	3%

‘To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at...?’ by reason for travel (*some data has been redacted due to low base size*)

		Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/recreation	To access local services
Base		206	128	83	40	152	20	137	102
Ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments	Strongly disagree	4	4	1	1	2	-	2	2
		2%	3%	1%	3%	1%	-	2%	2%
	Disagree	4	2	3	-	2	-	3	3
		2%	2%	4%	-	1%	-	2%	3%
	Neither agree nor disagree	21	13	8	2	14	3	12	13
		10%	10%	10%	5%	9%	15%	9%	13%
	Agree	73	46	30	12	58	10	57	33
		35%	36%	36%	30%	38%	50%	42%	32%
	Strongly agree	94	56	37	22	70	6	60	46
	46%	44%	45%	55%	46%	30%	44%	45%	
Unsure	7	6	2	2	4	1	2	4	
	3%	5%	2%	5%	3%	5%	2%	4%	

Improving linkages between the M3 and the M4 motorways (between the A34 and M25)	Strongly disagree	8	4	5	1	6	-	4	4
		4%	3%	6%	3%	4%	-	3%	4%
	Disagree	13	8	5	1	9	2	8	7
		6%	6%	6%	3%	6%	10%	6%	7%
	Neither agree nor disagree	39	26	19	8	27	4	22	18
		19%	20%	23%	20%	18%	20%	16%	18%
	Agree	56	33	20	8	43	9	44	26
		27%	26%	24%	20%	28%	45%	32%	26%
	Strongly agree	77	47	29	18	58	5	49	41
		37%	37%	35%	45%	38%	25%	36%	40%
The role and function of the A33 between Basingstoke and Reading.	Strongly disagree	3	2	2	1	3	-	2	2
		2%	2%	2%	3%	2%	-	2%	2%
	Disagree	7	4	2	-	7	2	5	7
		3%	3%	2%	-	5%	10%	4%	7%
	Neither agree nor disagree	28	19	19	5	16	2	14	11
		14%	15%	23%	13%	11%	10%	10%	11%
	Agree	64	33	21	13	48	3	45	31
		31%	26%	25%	33%	32%	15%	33%	30%
	Strongly agree	95	65	35	20	70	13	64	47
		46%	51%	42%	50%	46%	65%	47%	46%
The role and function of the A339 between Basingstoke and Newbury	Strongly disagree	3	-	2	-	2	-	1	1
		2%	-	2%	-	1%	-	1%	1%
	Disagree	7	5	2	-	6	2	4	6
		3%	4%	2%	-	4%	10%	3%	6%
	Neither agree nor disagree	38	24	18	9	28	4	24	19
		18%	19%	22%	23%	18%	20%	18%	19%
	Agree	71	40	25	15	52	2	51	34
		35%	31%	30%	38%	34%	10%	37%	33%
	Strongly agree	73	49	29	14	53	10	46	35
		35%	38%	35%	35%	35%	50%	34%	34%
Strategic multi-modal improvements between A30 (West) and A339	Strongly disagree	3	-	1	-	3	-	1	1
		2%	-	1%	-	2%	-	1%	1%
	Disagree	5	2	2	1	5	2	3	5
		2%	2%	2%	3%	3%	10%	2%	5%
	Neither agree nor disagree	45	28	22	9	35	4	30	24
		22%	22%	27%	23%	23%	20%	22%	24%
	Agree	72	39	27	13	55	6	53	36
		35%	31%	33%	33%	36%	30%	39%	35%
	Strongly agree	59	40	24	12	38	5	33	27
		29%	31%	29%	30%	25%	25%	24%	27%
Unsured	Unsured	16	14	5	4	13	3	14	7
		8%	11%	6%	10%	9%	15%	10%	7%

Investigating the potential of new rail stations	Strongly disagree	6	5	3	1	4	1	4	3
		3%	4%	4%	3%	3%	5%	3%	3%
	Disagree	12	7	7	4	8	2	8	4
		6%	6%	8%	10%	5%	10%	6%	4%
	Neither agree nor disagree	35	23	15	5	27	3	24	15
		17%	18%	18%	13%	18%	15%	18%	15%
	Agree	60	40	24	9	46	4	45	36
		29%	31%	29%	23%	30%	20%	33%	35%
	Strongly agree	84	47	33	21	61	9	52	40
		41%	37%	40%	53%	40%	45%	38%	39%
Considering improvements to the motorway network	Strongly disagree	10	3	4	1	8	1	6	7
		5%	2%	5%	3%	5%	5%	4%	7%
	Disagree	29	18	11	7	21	4	19	14
		14%	14%	13%	18%	14%	20%	14%	14%
	Neither agree nor disagree	41	28	16	7	30	4	26	18
		20%	22%	19%	18%	20%	20%	19%	18%
	Agree	66	40	28	8	53	7	53	37
		32%	31%	34%	20%	35%	35%	39%	36%
	Strongly agree	43	26	17	14	28	3	22	19
		21%	20%	21%	35%	18%	15%	16%	19%
Unsure	9	7	3	2	7	1	7	3	
	4%	6%	4%	5%	5%	5%	5%	3%	