

I CHAPTER I – EXECUTIVE SUMMARY

Introduction

- 1.1** This is Hampshire County Council’s full Local Transport Plan (LTP) covering the period from 2006 to 2011. It builds on and expands the provisional LTP that was published on 29 July 2005.
- 1.2** The LTP sets out the County Council’s transport strategy for the next five years. It explains how the strategy has been designed to achieve wider policy objectives, such as improving quality of life, protecting the environment and securing economic prosperity. The strategy is rooted in a thorough examination of current and future problems and opportunities. It is also firmly set within the context of emerging regional and national policies.
- 1.3** The LTP has been written to meet all the requirements in the Government’s guidance on LTPs and to produce a strategy document that serves the needs of Hampshire’s residents, businesses and visitors. This means the Government’s requirements have been exceeded in a number of key areas.
- 1.4** This LTP will continue to be changed to reflect future developments. The main changes since the publication of the provisional Local Transport Plan are:
- Updated information throughout the text, including the results of recent research.
 - Changes to reflect the developments in the South East Plan and the Government’s decision not to fund the Fareham-Gosport-Portsmouth light rail scheme.
 - A revised capital programme, based on the planning guidelines in the Government’s decision letter of 14 December 2005.
 - Changes to reflect the Government’s comments on the provisional LTP.
 - A full accessibility framework.
 - Draft air quality action plans.
 - Full details on targets and indicators.

Vision – chapter 2

- 1.5** The overall vision for this LTP is of a transport strategy that:

“Enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities.”

This overarching vision is derived from the policies and aspirations of a large number of bodies, including:

- Hampshire County Council’s Corporate Strategy
- Eleven district councils
- The Hampshire Strategic Partnership

- District Local Strategic Partnerships within Hampshire
- Neighbouring authorities
- The emerging Regional Transport Strategy, Regional Spatial Strategy, Regional Economic Strategy and government policy documents
- The Hampshire Economic Partnership
- The outcome of ongoing consultation exercises with Hampshire residents and key organisations

1.6 The main objectives of this LTP are:

- 1 To increase accessibility
- 2 To promote safety
- 3 To reduce the impact and effect of congestion
- 4 To widen travel choice
- 5 To improve air quality
- 6 To support wider quality of life objectives
- 7 To encourage value for money and efficient asset management

1.7 These objectives will be achieved by a balanced strategy that seeks to meet the needs of all residents. The strategy includes measures to tackle existing and future problems. It aims to improve all modes of transport to provide a wider choice for people. It balances the need to protect the environment with the need for mobility. Environmental stewardship is an important corporate aim, Hampshire County Council is a signatory to the Aalborg Commitments and the Nottingham Declaration on climate change and is a national leader in its approach to the management of natural resources. At the heart of the strategy is the need to improve accessibility in its widest sense.

1.8 The strategy also recognises that not all transport problems can be solved by traditional transport solutions. Congestion can be tackled by reducing the need to travel, for example the development of more sustainable communities through local use of spatial planning policy. Some services can be delivered directly to the customer, instead of requiring the customer to travel.

1.9 The core philosophy of this LTP is that transport problems should be addressed by a process to **reduce, manage and invest**. Wherever possible, problems should be tackled or **reduced** at source – for example, tackling congestion by reducing the need for unnecessary journeys. If this approach is not sufficient on its own, transport should be improved by **managing** the existing networks to make best use of current road and public transport infrastructure. If neither of these approaches fully address the problems then **investment** would be needed to provide new services or infrastructure.

1.10 Hampshire is a large and diverse county. It is clear that specifically tailored approaches are needed for different areas. The LTP therefore has separate strategies for the Solent area (including a longer term strategy that has been jointly produced with Portsmouth City Council and Southampton City Council), New Forest, Central Hampshire and North Hampshire. Each area strategy has its own local objectives, programmes and targets, set within the context of the overarching Hampshire-wide LTP framework.

Regional planning context

- 1.11** The LTP is being introduced at a critical time for the county and its neighbours. The South East Plan, the spatial strategy for the South East region of England covering the period to 2026, is being prepared by the South East England Regional Assembly (SEERA). The South East Plan is looking at options for higher levels of development (including additional housing and employment land), together with a series of regional policies.
- 1.12** The County Council is concerned that the levels of development envisaged in the South East Plan could damage the quality of life and environment of Hampshire, particularly if it is not accompanied by significant levels of new investment in services and infrastructure. The County Council has called on the Government to ensure that it provides the funding needed for investment in new roads and better public transport systems. The County Council firmly believes that further development would not be possible without investment in improved transport services and infrastructure.
- 1.13** South Hampshire has been identified as a sub-region for potential growth, while much of the northern part of the county is included within the Western Corridor and Blackwater Valley sub-region. The County Council has played a full part in developing both area strategies, as well as providing advice on policies for Central Hampshire. The County Council has submitted advice on the overarching policies in the Regional Spatial Strategy, Regional Economic Strategy and Regional Transport Strategy. The Partnership for Urban South Hampshire has made recommendations to SEERA on house building, economic regeneration and transport investment in respect of the development of South Hampshire. The LTP takes full account of the latest conclusions from the emerging South East Plan.

Problems and opportunities – chapter 3

- 1.14** Transport strategies should be based on evidence, not suppositions. The LTP is based on a thorough assessment of existing and future problems and opportunities. Wherever possible, this has involved the use of analytical and predictive tools, such as accessibility auditing, traffic data and transport modelling.
- 1.15** The assessment takes account of the international, national, county-wide and local problems and opportunities facing Hampshire. This includes establishing strategies to serve the international gateways of Southampton Airport and the ports of Southampton and Portsmouth. These gateways are crucial for the economic success of the area, but also cause increased congestion and problems of poor air quality.
- 1.16** Although Hampshire's economy has been growing, it has not been growing at the same rate as in some neighbouring counties in the South East. Poor accessibility and congestion are key factors affecting the attractiveness of parts of Hampshire in terms of business competitiveness. There are also pockets of social deprivation

in the county, where accessibility to services and job opportunities is a major problem.

- 1.17** Accessibility audits show that 71,000 of Hampshire households cannot get to major retail centres or 24,000 to food shops by public transport or walking in under 30 minutes. 46,000 of households cannot get to a hospital in less than an hour by public transport or walking. Some rural areas suffer from particularly acute problems of inaccessibility by public transport.
- 1.18** Congestion is an increasing problem, although it is not yet at levels experienced by other parts of the South East. Parts of the M3 and M27 experience traffic flows of more than 100,000 vehicles per day. Motorway traffic is growing at 2% per year. There are a number of congestion hot-spots on local roads, particularly Lyndhurst, A32 Gosport/Fareham, A326 Waterside, Winchester city centre, Basingstoke (A33, town centre and junctions). Increasing private car use has been accompanied by a decline in the use of buses and in cycling.
- 1.19** Air quality problems are frequently caused by traffic congestion. Air Quality Management Areas have been declared at Eastleigh, Winchester, Lyndhurst, Totton, Fareham and a section of the M3 near Farnborough. These are areas where air quality is predicted to be below defined Government standards. The LTP describes how Air Quality Action Plans are being developed to tackle these problems.

Long-term strategy – chapter 4

- 1.20** The primary focus of this LTP is the five years from 2006 to 2011. The programmes and targets for these years are described in chapters 10 and 11.
- 1.21** It is vital that the short-term five year programme is set in the context of an effective long-term strategy. This is described in chapter 4.
- 1.22** The long-term strategy has evolved considerably since the provisional LTP was published. Further refinements will be needed in the future to take into account decisions made about the scale and location of development as part of the South East Plan and the future in the light of the Government's decision on the Fareham-Gosport-Portsmouth light rail scheme.
- 1.23** The core of the long-term strategy will remain the County Council's commitment to a balanced transport strategy based on policies to **reduce, manage and invest**. These are essential values that will remain valid in the long-term.
- 1.24** It is clear that transport problems will continue to grow for the foreseeable future. Increasing car ownership and use will cause more congestion, which will in turn lead to reduced quality of life. Worsening congestion could also damage the economy of the area, by making it more difficult to transport goods and by discouraging businesses from locating in Hampshire.

1.25 At the same time, problems of poor accessibility could increase for some communities and some groups of people. As more people are living longer, there is a growing number of older people who may no longer have access to a car. Some of these people live in areas not well served by public transport, such as rural villages. Increasing bus costs and uncertainty over government revenue funding for bus support is undermining the County Council's ability to improve public transport in areas of relatively low population. Declining bus use is likely to lead to a downwards spiral, as falling patronage reduces the commercial viability of services.

1.26 The County Council's long-term transport strategy can be summarised as:

Table I.26: Long-term strategy

What	How
<p>Reduce the number of journeys made, and the average length of journeys, where this does not have disproportionate effects on quality of life or the economy.</p>	<ul style="list-style-type: none"> • Land use policies to create more sustainable communities where employment and other services are closer to where people live. • Travel planning and other initiatives to reduce unnecessary journeys, particularly car journeys to work and school. • Marketing to encourage behavioural change. • Discourage unnecessary journeys through demand management measures, without causing serious impacts on the economy or quality of life.
<p>Manage the existing transport networks effectively, to make the best use of existing capacity.</p>	<ul style="list-style-type: none"> • Action to minimise delays and improve journey time reliability, including prompt responses to poor weather, incidents, crashes and management of roadworks. • Traffic management, including the use of intelligent transport systems and coordinating works on the highway. • Junction improvements and local bypasses to improve traffic flow and protect communities. • Continuing commitment to road safety and casualty reduction. • Better information to the travelling public and businesses about travel options.
<p>Invest in additional capacity, where this is shown to be essential. Emphasis will be given to investing in public transport networks, particularly those catering for shorter journeys.</p>	<ul style="list-style-type: none"> • Improved public transport to provide a real alternative to the car – especially for shorter journeys. • Measures to promote public transport links to the principal hubs of Basingstoke, Southampton and Portsmouth and key international gateways. • Walking and cycling improvements to make it easier to move around towns and villages. • Improvements to ferry services and their interchanges. • Road improvements to create more capacity – road

What	How
	widening and new roads.

- 1.27 As funds are limited, priority will need to be given to measures that deal with the most severe problems and/or that benefit the greatest number of people, with particular weighting applied to disadvantaged groups. More specific long-term strategies are included for the four transport strategy areas (chapters 6 to 9).

Five year strategy – chapter 5

Accessibility

- 1.28 Improving accessibility through joined up land use transportation planning is one of the key themes and priorities of this LTP. The provision of services and facilities locally helps reduce the need to travel. This helps tackle social exclusion by reducing the reliance on personal mobility. This recognises that transport is a means to an end and is not an end in itself. When travel is necessary, extensive consultation has shown that Hampshire's residents want an effective transport system that gets them to the services and destinations they need.
- 1.29 This LTP aims to exceed the Government's requirements for accessibility planning by a considerable margin through:
- Assessing and improving accessibility to a wider range of services and destinations than required by the Government.
 - Assessing and improving non-transport accessibility – ways to bring services and facilities to people rather than requiring people to travel to them.
 - Integrating accessibility planning into access plans and travel planning. Throughout the five year LTP period and beyond, town centre access plans will improve the pedestrian environment and access for all road users, with particular emphasis on removing physical and psychological barriers (including upgrading subways, improving pedestrian bridges and improved lighting for security).
 - Analysing actual accessibility as well as the theoretical accessibility required by the Government and derived from its software model. This includes ways to provide more information to people so that they are aware of other travel choices.
 - Understanding an assessment of travel need, audit of local services and facilities and review of the travel options available to identify poor accessibility.
 - Undertake community street audits and residential surveys to understand accessibility issues from a user perspective.

1.30 The strategy comprises a wide range of practical measures to improve accessibility, which will be implemented over the five years of this LTP. This includes:

- Revisions to bus services to create a better match between need and supply, based on accessibility audits.
- Pedestrian improvements in town centres, particularly to tackle problems of severance.
- Improvements to lighting and CCTV to tackle fear of crime.
- Better signing.
- Improved information at bus stops through Quality Bus Partnerships.
- Real-time bus information.
- Bus display information systems.
- Variable Message Signs to car parks.

Congestion

1.31 A comprehensive strategy on congestion is presented in this LTP. As part of the development of the long-term strategy and the South East Plan, the County Council and its partners are conducting a congestion and transport study of the South Hampshire area. This study is assessing all different options to tackle congestion, including both demand management measures and providing additional capacity. While the study will continue for the early part of this LTP, the initial results have confirmed that the long-term strategy should be based on the principle of **reduce, manage and invest**.

1.32 The five year programme of measures includes:

- Workplace and school travel planning, with the objective that all schools in Hampshire should have agreed school travel plans by 2008/09. The use of dedicated school buses will be investigated, with the intention of running a pilot scheme in the early years of this LTP. A particular focus will be on smarter working, including staggered hours and homeworking.
- Improvements to traffic management, including extending the use of intelligent transport systems.
- Marketing initiatives to encourage the use of alternatives to the car, including extension of the successful InfoMotion programme to promote bus patronage.

- Specific capital investment schemes to tackle congestion hot-spots.
- Prompt handling of incidents that cause severe congestion, such as poor weather, roadworks, crashes and events.
- Full and comprehensive implementation of the Traffic Management Act 2004.
- Investment in new schemes, totalling £19 million in the five year capital programme.

Safety

1.33 The LTP continues Hampshire County Council's successful road safety programme, focusing on:

- Casualty reduction.
- Safety and road user auditing.
- Child safety, including the link to deprivation.
- Safer Routes to Schools.
- Road safety awareness.
- Education, training and publicity.
- Speed management and enforcement.
- Safety through asset management.

1.34 A particular emphasis in this LTP period will be to tackle crashes caused by excessive speed and/or driver error. In line with the principle of **reduce, manage and invest**, this LTP prioritises measures to reduce these problems through driver training and awareness of the needs of pedestrians and cyclists, especially children.

1.35 The main safety programme for this LTP will focus on engineering programmes to tackle sites with existing safety problems. These measures deliver very good value for money and have helped to achieve a considerable reduction in casualties. The highly successful Safety Camera Partnership will continue.

1.36 There were fewer people killed on Hampshire's roads in 2004 than in any other year. The LTP explains how these improvements will be maintained to enable the County Council to meet national road safety targets ahead of the Government's deadline of 2010.

Air quality

- 1.37** Six areas in Hampshire have air quality predicted to be of sufficiently poor standards to require them to declare Air Quality Management Areas:
- Eastleigh
 - Fareham
 - Lyndhurst
 - Totton
 - Winchester
 - M3 (near Farnborough)
- 1.38** The LTP describes the Air Quality Action Plans that the County Council and the relevant district councils are developing to tackle these problems.

Solent Transport Strategy – chapter 6

- 1.39** The **Solent** area suffers from the county's most acute problems of congestion, particularly on the motorway network (A3(M), M3 and M27). Improvements to these transport links are vital for the continued success of the ports of Southampton and Portsmouth, together with Southampton Airport. Southampton and Portsmouth have been identified as key regional hubs in the Regional Transport Strategy.
- 1.40** Congestion is also a growing problem on local roads, particularly along the A32 on the Fareham-Gosport peninsula. The impact of congestion is causing severance, environmental damage and air quality problems in a number of town centres, including Fareham, Eastleigh and Totton. The public transport network in the Solent area is limited. Less than 7% of journeys to work are made by bus or train.
- 1.41** Accessibility to services is reasonably good in the Solent area, although the geography of the area can cause problems of accessibility to some significant services, such as hospitals.
- 1.42** The **Solent** area strategy has been developed by the Solent Transport partnership on behalf of the Partnership for Urban South Hampshire. In addition to the overarching themes of this LTP, its main features are:
- A land use strategy to encourage shorter journeys and sustainable communities by focusing development in and around the two cities of Southampton and Portsmouth.
 - A series of targeted marketing campaigns to encourage better travel planning by businesses in the area, including more flexible working patterns.
 - Improved management of the motorways and trunk roads, to make the most effective use of existing road space.

- Strategies to tackle problems of accessibility caused by geography, especially on the Fareham-Gosport peninsula. This includes the development of a suitable solution for the peninsula's access and congestion problems, following the Government's decision not to fund the Fareham-Gosport-Portsmouth light rail scheme.
- An emerging public transport strategy that is based on cost-effective bus priority measures and park and ride around each of the two cities. More expensive measures to improve the linkages between the two centres would be deferred to the longer term.
- Improved access to the key international gateways of Southampton Airport and the ports of Southampton and Portsmouth and the development of Southampton and Portsmouth as regional hubs.

1.43 This chapter also contains information on long-term transport proposals for a number of the main settlements in the Solent area and information on specific schemes within the LTP five year programme. These include:

- Improvements to town centres suffering from problems of congestion and poor air quality, particularly in the Air Quality Management Areas of Eastleigh, Fareham and Totton.
- Addressing accessibility and severance issues, particularly access to Gosport.
- Continuation of policies to improve the safety of vulnerable groups, including children, pedestrians and cyclists, with continued improvements to walking, cycling and public transport facilities to provide genuine alternatives to the car.

New Forest Transport Strategy – chapter 7

1.44 The **New Forest** is Britain's newest National Park. Public transport services are limited, with resulting high dependence on the car. There are seasonal problems of congestion and poor air quality especially at the A35/A337 junction in Lyndhurst, which are exacerbated in the summer months. The A326 is also heavily trafficked, which in turn provides a barrier to access to the New Forest by Waterside residents. Some remote rural areas experience poor levels of accessibility due to limited public transport and lack of local services. Residents are concerned about noise and environmental damage caused by heavy goods vehicles on unsuitable roads. There are problems of safety for more vulnerable road users, including children, pedestrians, cyclists, horse riders and animals.

1.45 The **New Forest** area long-term strategy will be developed in partnership with the New Forest National Park Authority, as it assumes its full powers and responsibilities. The current strategy is based on the New Forest Transport Strategy published in November 2003, with amendments based on more recent consultation events. It is assumed that the New Forest Strategy will be relatively unaffected by the development of the South East Plan.

1.46 The strategy for the New Forest includes:

- Continued improvements to walking, cycling and public transport facilities to provide genuine alternatives to the car.
- Continuation of policies to improve the safety of more vulnerable groups, including children, pedestrians, cyclists, horse riders and animals.
- Action to reduce congestion and improve air quality in the New Forest, especially in Lyndhurst, at the A35/A337 junction and High Street and the severance caused by the A326 at Waterside.
- Policies to manage the impact of heavy goods vehicles on settlements and minor roads.
- Marketing campaigns and other initiatives to encourage car-free tourism.

Central Hampshire Transport Strategy – chapter 8

1.47 The **Central Hampshire** area consists of the larger settlements of Winchester and Andover, together with a number of market or smaller towns within a rural area. Congestion is generally limited to Winchester city centre, which also has poor air quality. There are relatively low levels of bus use in the smaller towns, with limited or incomplete walking and cycling routes. Some rural areas experience high levels of inaccessibility to services. There is a generally good road network in Andover which has resulted in high levels of car use.

1.48 The long-term strategy for the **Central Hampshire** area is being developed in the context of proposals in the South East Plan. Although the area is not one of the sub-regional study areas in the South East Plan, it is still likely to be affected by the plan's proposals for increased levels of housing development. The strategy for Central Hampshire is focused on improving transport within the towns and villages in this largely rural area by:

- Managing problems of localised congestion and poor air quality in Winchester, while still maintaining the city's character. This is likely to include construction of an additional park and ride within the plan period. Car sharing and car club initiatives would also be explored. Winchester has been identified as a pilot area for the access plan approach.
- Improving accessibility within other towns, especially Andover, Petersfield, Alton and Whitehill/Bordon, with a particular focus on improvements for pedestrians and better signing.
- Improving and enlarging Andover bus station, complemented by a programme of Quality Bus Partnership measures to improve journey reliability and provide real-time passenger information at bus stops and other locations.

- Tackling problems of rural accessibility outside the main towns. This could include measures to improve community transport, more flexible taxi services and other demand responsive services, as well as non-transport improvements such as increased provision of services directly to residents. This would need to be considered as part of the overall public transport strategy as the costs of supporting uneconomic bus services can be disproportionately high.

North Hampshire Transport Strategy – chapter 9

1.49 The **North Hampshire** area features long-distance commuting by car, with corresponding problems of congestion and air quality, particularly on the M3. Some long-distance traffic is diverting to local roads, which is reducing the quality of life in smaller settlements. Rail services are frequently over crowded. Walking and cycling movements within the towns are constrained by the road network.

1.50 The **North Hampshire** area is part of the Western Corridor and Blackwater Valley sub-region, which has been identified as an area for growth in the South East Plan. The long-term strategy for this area will depend crucially on decisions in the South East Plan about the size and location of new development. The main features of the interim long-term strategy are:

- Reducing future problems of congestion and air quality by land use planning decisions that encourage shorter journeys in and around Basingstoke, reducing the amount of long-distance car and rail commuting.
- Tackling problems of congestion between the two main regional transport hubs of Reading and Basingstoke and also on the M3 and M4.
- Developing an effective and prioritised public transport network within Basingstoke, Fleet and Rushmoor urban centres to encourage self-containment by providing an alternative to the current high level of car dependency. The need for this will grow as congestion on the network increases.
- Enhancing Basingstoke's role as a regional transport hub through improved public transport access and development of proposals for park and ride sites around Basingstoke.
- Improving accessibility within Basingstoke, particularly to tackle severance experienced by pedestrians and cyclists because of the road network.
- Further developing the current cross-border working between neighbouring authorities to make the best use of the existing transport networks and to promote public transport use.
- Developing a strong evidence base and analytical tools such as land use and transport models for evaluating schemes that deliver value for money.

Five year investment programme 2006 to 2011 – chapter 10

- 1.51** The five year investment programme in this LTP includes funding from the County Council's own resources, revenue funding, developer contributions and capital allocations provided by the Government. A key underlying theme of this LTP will be to combine revenue and capital and to also add value by making best use of this funding to lever in additional funding from other sources.
- 1.52** As required by the Government, this LTP is based on government allocations over the five year period of £62.741 million for integrated transport and £78.793 million for highways maintenance and bridges.
- 1.53** Chapter 10 also describes how the County Council would use additional reward funding from the Government should that become available during the lifetime of this LTP.

Investment programme – chapter 10

1.54 The LTP capital investment programme for the five year period is:

Table I.54: Proposed capital programme 2006 - 2011

<u>Category</u>	<u>£ million</u>
<u>Safety</u>	
• Casualty reduction	13.530
• Safer Routes to Schools	5.000
sub total	<u>£18.530</u>
<u>Congestion</u>	
• Access to Gosport	4.000
• Other capacity improvements	2.900
• Passenger transport infrastructure	5.875
• Quality Bus Partnerships – information	0.980
• Winchester park and ride	5.300
sub total	<u>£19.055</u>
<u>Accessibility</u>	
• Access plans and air quality	9.635
• Pedestrian bridges/severance	3.701
• Community transport	0.950
• Personal security/community safety initiative	0.180
• Countryside access (statutory Rights of Way Improvement Plan)	0.900
sub total	<u>£15.366</u>
<u>Others</u>	
• Innovation and monitoring	1.910
• Developing major schemes	1.000
• Environment	0.530
• Minor schemes – rural partnerships etc	2.450
• Street lighting columns	3.900
sub total	<u>£9.790</u>
Overall total	<u>£62.741</u>

- 1.55** The County Council is currently considering how to fund a much needed replacement of its aged street lighting columns. On the advice of the Department for Transport, this includes the possibility of funding this work through a combination of integrated transport block funding and use of the Private Finance Initiative.
- 1.56** The capital programme will be supplemented by developer funding expected to be approximately £6 million per year and revenue funding to support services, publicity for public transport and travel planning, road safety education and training. Opportunities for partnership funding will continue to be explored wherever possible. The LTP maintenance allocation is also supplemented from local resources and revenue.
- 1.57** A realistic approach to funding has been taken through the formation of this LTP and the long-term strategy. It is not a bidding document but a plan based on funding levels guidelines. All schemes that have been developed or are in development, regardless of the funding source, are assessed against a set of criteria that considers their value for money, costs and benefits, contribution to LTP targets and scheme outcomes. The methodology used is consistent with the new approach to transport appraisal framework. For all schemes, not just larger schemes, a mechanism for pre- and post-monitoring of outcomes exists and relates to the targets contained within this LTP and other locally significant targets. A system is also in place to monitor budgets and spend through the year on a quarterly basis. This ensures that budgets are effectively managed and costs are controlled.

Indicators, targets and monitoring – chapter 11

- 1.58** The LTP contains the full set of mandatory targets as required by the Department for Transport covering road and footway condition, road casualties, public transport patronage, bus punctuality, bus satisfaction, overall traffic levels, school travel modes, cycle use and air quality targets for each Air Quality Management Area. Monitoring of performance will involve a robust system for reviewing targets.
- 1.59** This LTP also includes a number of optional indicators of particular relevance to the County Council's aspirations covering satisfaction with public transport information, crossings with facilities to help disabled people, workplace and school travel plan coverage. Some of these indicators are Best Value Performance Indicators.

Appendices

1.60 The LTP includes a number of appendices which support and expand on the main text. These are:

- Finance Forms F11 and F12
- Bus Strategy
- Public Transport Information Strategy
- Community Transport Strategy
- Rail Strategy
- Ferry Strategy
- Smarter Choices
- School Travel Planning Strategy
- Intelligent Transport Systems Strategy
- Solent Sub-Regional Strategy (produced jointly with Portsmouth and Southampton City Councils)
- Strategic Environmental Assessment
- Forest of Bere Rights of Way (RoW) Improvement Plan
- Countryside Access Plan Action Plan and Annual Report 2005/06