

Ref No.	Name of Individual/Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
Theme E: Improving Accessibility			
12/9, 84/10, 100/10, 102/10, 120/11, 63/11, 131/9, 136/7, 138/14, 143/7, 246/10, 261/12, 270/6, 294/49, 374/6	Local residents, Cllr Raffaelli, Gosport Society	Agree with principles identified, <ul style="list-style-type: none"> - This is key to improving investment (120/11) - Generally think Gosport does a good job (138/14) - Up to the planners there have been suggestions for years (246/10) - Necessary (374/6) - Including improving connectivity, crossings, cycle access, signage, wayfinding and street design. (294/49) 	Welcome support
59/6, 89/15, 38/15,304/8, 305/8	Local residents	Nothing outlined suggests improved accessibility <ul style="list-style-type: none"> - Proposals won't improve it. (59/6) 	It is considered that by having an approved set of principles in the SPD this will assist the Council in securing improvements from developers as well as bidding for funds to undertake enhancements. This will assist in delivering proposals over the Plan period.
47/15,80/8, 83/11, 196/2, 256/24, 107/70	Local residents	Improving accessibility is needed urgently.	
120/3,65/9	Local residents	More is needed on how traffic issues will be tackled.	The Local Plan Policy LP4 set out a quantum of development which it was felt could be supported in this location. This policy was developed with traffic issues in mind and in consultation with Hampshire County Council. There has been ongoing public transport and road investment (BRT, Newgate Lane, Stubbington Bypass).
366/2, 238/6	Local residents	Transport issues will always be the biggest draw-back for regeneration as well as lack of low-skilled jobs. (366/2) Stubbington By-pass is not going to make a difference to the A32 most people using it are either going to Fareham or heading East on M27. (238/6)	
347/2	Sport England	Co-location of community facilities which are well connected by sustainable transport networks can encourage the local community to make linked trips and avoid using the car.	Agree the SPD is looking to co locate a number of public facilities at the bus station.
Re-provide a new transport interchange- NB- detailed comments are included under the Bus Station and Falkland Gardens Character Area.			
299/8	HCC Transport	Insert reference to BRT in main text and delete from footnote 20.	Amend SPD accordingly to include footfall details.
349/10	Local resident	Good links exist at the Harbour transport interchange to bus and ferry services these benefit visitors, local businesses and	Agree.

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		the local community (349/10).	
357/39	Local resident	Refer to the Gosport Ferry Interchange Travel Plan 2013.	Noted- this aspect will be considered as part of work in relation to the proposed new interchange at the bus station site.
Re-organise car park provision			
<i>Overall approach to parking</i>			
67/21	Town centre business	It is incorrect to state there is an over-supply of parking space – this was proven to be the case before parking charges were introduced when car parks especially Walpole were full before 8.00 any day of the week this has also led to a decline to footfall in the High Street.	The recent car parking studies do identify an over-supply of long-stay parking spaces, it is acknowledged that prior to charging many were taken up by commuters going to Portsmouth. The issue of pricing structure will need to be taken into account in the forthcoming Car Parking Strategy.
268/3	Local resident	There is no oversupply at peak times.	Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is sufficient parking if the proposals go ahead.
281/18	Local resident	<i>Car parking for the Gosport Waterfront and Town Centre is frequently criticised but by comparison with nearby towns it is both plentiful and cheap.</i> <ul style="list-style-type: none"> - <i>But there is pressure on certain car parks at particular times of the day i.e. Minnitt Road South – where volume of use by long stay permit holders means there is rarely any space between 09.00 and 17.00 (in the week).</i> - <i>This is a problem for all users but especially residents where this is their nearest car park.</i> 	Agree that changes need to be made to the split of long and short stay car parking, the SPD sets out proposals to do this.
24/4	Local resident	Parking provision needs to be integral to the overall vision not an afterthought.	Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is sufficient parking if the proposals go ahead. New residential schemes will be expected to provide dwellings in line with standards as set out in Policy LP23 of the Local Plan and the parking SPD.

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107/62	Local resident	Has any analysis been done on the success of shops and their distance from a car park? For example, how does the ease of parking in Gunwharf Quays, Fareham multi storey compare to Gosport assuming people will be happy parking further away would seem to be misguided and naïve. It is often easier, better served and cheaper to drive to Fareham or Portsmouth. A massive wasted opportunity.	There will be numerous car parks in close proximity to the Town Centre. Two of the proposed car parks to be released are further away from the High Street (Mumby Road and Clarence Road). The creation of a large highly visible short stay parking area at Walpole Park (adjacent South Street) will provide a large pool of short stay spaces for the western end of the High Street.
68/39	Gosport Marine Scene	<i>Gosport's extensive and cheap car parks are under-utilised, have low levels of crime and vandalism and are insufficiently promoted.</i> <i>Encouraging boaters to use the car parks is a way of bringing the boating pound back into the town's economy.</i>	Agree that boaters using the car parks would help the towns revenue, however the major marinas provide on-site parking which is more convenient for boaters.
<i>Develop surplus parking</i>			
261/3	Local resident	<i>Good idea to make use of surplus car parks.</i>	Welcome support.
220/5	HCC Public Health	Recognise the over provision of parking and welcome the reduction to encourage more sustainable transport.	Welcome support.
294/28	Gosport Society	Proposed rationalisation of the many small car parks is broadly welcomed but with concerns: <ul style="list-style-type: none"> • <i>There may be problems with the need for parking close to popular and important destinations such as medical centres, pharmacies and schools etc would be lost.</i> • Without sufficient short-term parking in these areas accompanied by sufficient enforcement patrols, parking problems may increase. • We also question whether sufficient provision in the calculations has been made for the projected increase in residential car-ownership. 	Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is sufficient parking if the proposals go ahead. New residential schemes will be expected to provide dwellings in line with standards as set out in Policy LP23 of the Local Plan and the parking SPD. The SPD is proposing to retain a number of short stay car parks around the centre. These will cater for specific needs such as disabled parking and be located close to the centre / specific facilities. The release of many of the car parks will be further informed by on-going monitoring and a Council Car Parking Strategy.

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			It is unlikely that the releases will occur at the same time so there will be scope to monitor supply and demand further. This monitoring will take into account changes in car ownership- this includes increases as well as decreases.
<i>Retain and/or expand parking</i>			
4/6, 21/5, 23/11, 31/4, 34/15, 35/7p, 39/6 (10), 48/4, 60/4, 64/19, 71/7, 72/3, 76/2, 77/1, *93, 99/7, 121/4, 130/3, 131/3, 132/43, 134/8, 138/4, 195/5, 197/19, 221/10, 222/4, 232/2, 237/10, 238/4, 241/27, 248/14, 253/10, 267/5, 273/5, 274/7, 278/10, 280/4, 281/19, 286/3, 288/21, 304/11, 336/32, 339/1, 344/4, 349/3, 355/14, 356/2, 374/7, 378/8, 381/26, 383/7	Local residents, businesses, Lee Residents Association.	<p>Should not lose parking spaces</p> <ul style="list-style-type: none"> - Any proposed reduction in parking spaces across the entire town is unacceptable and will further reduce footfall (276/5 *93, 238/4), - Why take away parking places when the Council wants more people to come to Gosport (21/5, 64/19, 76/2, 99/7, 130/3, 138/4, 195/5, 222/4, 232/2, 273/5, 278/10, 326/32, 356/2) longer term view needed (278/10) Likely to be more cars (274/7) - Parking an issue (197/19, 253/10) - Where will shoppers park (39/6) - cause problems of accessibility (34/15) - Car parks should be kept available for shoppers and ferry users (39/6(10)) - Limits visitor stay (221/10) - Needed for visitors and new residents from areas such as Haslar (355/14) - Building new houses on parking areas will not attract visitors to the area when they can't park (23/11, 232/2) (60/4)(248/14) - New housing will put pressure on parking (222/4, 232/2) - Any development should not compromise existing car parking provision and should add to it particularly if it is intended to attract visitors to the town (280/5) - Should not lose the short stay parking which is popular at the weekends (77/2) - Concern that Council's figures are being used to 	<p>Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is a significant over-supply of parking provision including at peak time. The number of spaces proposed to be released is precautionary, they will not need to be released at the same time and many releases will be further informed by on-going monitoring and a Car Parking Strategy with details set out in the SPD.</p> <p>The surveys have been undertaken at different times of the year at different times of the day to establish peak times. The highest recorded usage in the two years was 3rd December 2016 (11.30-12.30). This highlighted that of the 1,448 publicly available parking spaces, 952 were occupied (65.7%) and 496 were unoccupied (34.2%). This is at peak time in the run up to Christmas; at other times of the year the unoccupied level is even greater. The SPD proposes the loss of 160 spaces still leaving 336 unoccupied at current levels of usage at peak times and a total of 1,288 spaces. This would mean that peak time car usage would have to increase by more than 35.3% to take up this currently unused provision.</p>

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		<p>justify selling off land (77/2)</p> <ul style="list-style-type: none"> - Car parks close to the centre encourage visitors and residents to use the centre. - Can't create a Gunwharf like development without parking which was built on HMS Vernon (200/1) - Increase parking pressure on adjacent residential areas (221/10) - Better to have open space even if it's a car park (232/2) - Retain parking close to the town for less mobile drivers and short visits (304/11.) - Will reduce the ease of access to the shops and encourage residents to shop elsewhere (326/32) - Used as overflow for lack of parking at Trinity Green (355/14) - Proposed building on car parks will make situation worse (383/7) - Long term parking for town centre shoppers and local residents is not adequate (349/3) - Disagree with taking valuable public car parking spaces to build homes on is wrong. The car parks in question are used on most days and are often full. There are lots of empty properties and buildings that the Council could convert to homes without taking the parking or the green areas - <i>Combination of building on car parks and at the same time significantly increasing number of residential units seems counterintuitive – where will new residents and visitors' park? (288/21)</i> - <i>SPD proposes that some of the car parks should be considered for development. It also proposes that the Waterfront can be used for more business and recreation. It would be a mistake to eliminate car parking that could serve growing business and recreational needs. Current usage is not a very good</i> 	<p>Consequently it is considered that there is sufficient spare capacity that is not being released that if the numbers of shoppers coming to the town by car increases, there is available capacity to accommodate them.</p> <p>The proposed remaining provision will include many car parks close to the High Street with increased provision for short stay provision in a highly visible car parks at the west side of the Town Centre at the Walpole Park Car Park (adjacent South Street).</p> <p>The Car Parking Strategy will ensure that there is sufficient blue badge parking close to the High Street in any reorganisation of provision. The strategy will also look at issues such as pricing, residential parking and on-street parking issues.</p> <p>New residential development will need to cater for their own provision in accordance with the Car Parking SPD and the policies of the GBLP.</p> <p>Multi Storey car parks may form part of the solution but given some of the footprints of the sites available they may not be a viable proposition. The visual impact upon the townscape of the centre will also need to be assessed if the Council consider any proposals. For that reason they have not been included in the SPD but it does not rule out such possibilities if it could be shown that it is viable and would not be harmful to the quality</p>

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		<p><i>guide to future demand in this respect. Blanket decisions should be avoided and car park space released only when it is clearly surplus (281/19).</i></p> <ul style="list-style-type: none"> - Gosport Town Centre has to compete against rival town centres and business parks often nearer centres of population – Fareham, Portsmouth and Southampton as well as motorway links. Gosport has the benefit of adequate parking and any significant loss of what is existing (parking) coupled with an increasing demand for new housing and business users is likely to have a detrimental effect on trade. While use of vehicles may decline in future years there is no guarantee and space once lost is gone forever. Shoppers, visitors and tourists may be deterred from Gosport (378/8) - <i>All for improvements as it will attract money to the town but people will need parking and not parking where they have to walk far when laden with shopping (344/4)</i> - <i>Providing more bars/restaurants requires parking close by as people are not prepared to walk (286/3)</i> - Sufficient car parking spaces must remain to provide a sufficient surplus at peak times to allow for growth in car ownership. (132/43, 241/27) - 	<p>of the area or the amenities of local residents. Such a proposal could occur in association with a major site redevelopment.</p>
24/3, 33/8, 39/7, 46/2, 77/2, 90/1, 107/40, 200/1, 203/11, 207/17, 219/22, 289/6, 362/1	Local residents, Cllr Bateman	<p>More parking is required:</p> <ul style="list-style-type: none"> • For additional visitors (24/3) • In order to revitalise the town • To accommodate additional residents living in proposed new housing (24/3, 33/8, 39/7) • Develop a multi-story <ul style="list-style-type: none"> - 2/3 storey (203/11) - 8/9 storey at the old outdoor swimming pool site (46/2) 	

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		<ul style="list-style-type: none"> • Concern that residential developer will not provide sufficient spaces for residents (77/2) • If the planned increase in business happens then an increase in parking will be necessary. • Not enough residents parking (200/1) • Could include multi-storey car parks • Car and lorry parking should be retained and expanded where possible in confidence that redevelopment in the Waterfront and Town Centre area will result in greater numbers visiting, staying and enjoying the area (219/22) • <i>Car parking analysis and conclusion is potentially flawed stating there are apparently surplus spaces that can be removed. On Saturdays in particular. The dramatic decline in utilisation over times aligns with the drop in activity that many traders feel was triggered by unwanted parking charges and inappropriate changes to the Market instigated by the Council. If the town is to regenerate and be competitive with other shopping centres then more parking, close to the centre, will be required not less (107/40).</i> • <i>Plans to build on some of the car parks seem ill thought out if the overall plan is to attract more people to the area through retail and house building. Future capacity needs to be more carefully considered (289/6).</i> • Where are the extra cars going to park??362/1 	
68/40, 94/7, 195/16, 241/27	Gosport Marine Scene, local residents	<p>Taking away too too much of the car parking capacity could be counterproductive in the longer term</p> <ul style="list-style-type: none"> - As new facilities and services are created (68/40) - Could limit parking for those going to Portsmouth (195/16) 	

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		<ul style="list-style-type: none"> - Limit businesses ability to service their units (195/16) - Limits access for people with disabilities (195/16) - Beware of taking away too many car parking spaces – if the car park looks full people will drive on and perhaps go to Fareham next time. (241/27) 	
123/5	Local resident	Is parking too thin on the ground to attract tourists?	
382/5	Councillor Mrs June Cully	Flats likely on old police station so decreases the need to build on short stay car parks which are vital to locals and business in the High Street.	<p>The Town Centre and Waterfront area is allocated in Policy LP4 of the Local Plan to provide 700-900 homes as part of a mix of use types including employment and retail.</p> <p>The Police Station site and the proposed residential development on some short stay car parking will make up part of this.</p>
285/4	Local resident	<i>Only one way into/out of Gosport & when people do come they want to park close to the shops not far away.</i>	The SPD proposes a mix of car parking some closer to the shops.
71/8	Local resident	Need to enhance the car parking provision around the High Street.	It is considered that a larger area of short stay provision at Walpole park (adjacent South Street) will improve parking in the vicinity of the High Street. It will provide additional short term parking, which the surveys have demonstrated is required. It will provide a large pool of short stay provision in one place in a highly visible location serving the western and central part of the High Street. The public realm audit will look at improving the quality of car parks.
132/42, 262/3	Local residents	Car parking must be retained close to the High Street and Ferry.	The SPD proposes keeping the Minnit Road and South Street car parks which are located closest to the Ferry. A number of car parks are to be retained in close proximity to the High Street.
271/10	Local resident	Parking is needed to support shopping and leisure facilities. (271/10)	Agree. Parking surveys have been carried out as part of the background evidence to the SPD. These show that sufficient parking will be

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			retained.
<i>Residential parking</i>			
4/6, 268/3	Local residents	Residents parking will be necessary - at a rate of two spaces per dwelling. (268/3)	New development schemes will be expected to provide dwellings in line with standards as set out in Policy LP23 of the Local Plan and the Parking SPD which takes into account ownership rates.
281/5	Local resident	Several parts of the High Street and Waterfront have high density of flats during the day parking not normally an issue but in the evening and weekends this can be a problem.	Parking will be retained in many key areas such as South Street Car Park and Walpole Park Car Park. The issue of residential parking will be considered as part of the Car Parking Strategy.
258/34	Local resident	Parking for residents other than those in luxury developments is difficult. Stating that Gosport has an excess of spaces is misleading. Parking only adequate if it is available near your home. (SPD (Feb 2014) – the Core Objectives of the Parking Standards states: ‘To ensure the proposed numbers of parking spaces and distribution are adequate to protect the amenity of existing residents...’ – Convenient parking is not the same as surplus parking.	It is recognised that public parking needs to be convenient. The proposed reorganisation will provide convenient short stay parking at both ends of the High Street. There will be additional short stay provision. The SPD does not propose any losses in residential parking spaces. New development schemes will be expected to provide dwellings in line with standards as set out in Policy LP23 of the Local Plan and the parking SPD.
<i>Parking plan</i>			
365/15	Local resident	<i>I would like to see a new parking plan which includes spaces for incoming residents and business users and a lorry park and more spaces for disabled drivers/passengers A new equivalent of Plan 7a needs to be available for consultation.</i>	Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is a significant over-supply of parking provision including at peak time. The number of spaces proposed to be released is pre-cautionary, they will need to be released at the same time and many will be further informed by on-going monitoring and a Car Parking Strategy with details set out in the

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			<p>SPD.</p> <p>The proposed remaining provision will include many car parks close to the High Street with increased provision for short stay provision in a highly visible car park at the west side of the Town Centre.</p> <p>New residential development will need to cater for their own developments in accordance with the provisions of the Car Parking SPD and the policies of the GBLP.</p> <p>The Car Parking Strategy will look in more detail at the provision of blue badge parking and the SPD has been amended to emphasise this issue.</p> <p>Provision will need to be made for alternative lorry parking prior to the development of that site.</p>
294/64	Gosport Society	If smaller car parks are to be removed/re-purposed and spaces consolidated into the larger paid car parks there is a risk that people will continue to park close to their destination (whether or not parking is permitted there). Without sufficient provision for parking enforcement patrols, there is a risk that local parking restrictions will be ignored.	Accept that this may be an issue and will need to be monitored and enforced. This issue will need to be addressed in the Car Parking Strategy.
<i>Concerns about the loss of particular car parks- see relevant character area</i>			
<i>Parking arrangements around Trinity Green and Harbour Tower-see under Trinity Green Character area</i>			
<i>Lorry/coach parking-see the Waterfront character area relating to Mumby Road Lorry/Car Park</i>			
268/3	Local resident	Ensure there is adequate parking for lorries and coaches.	The survey shows that Mumby Road Car Park has a low level of use. The SPD states that alternative provision will need to be made before that site is developed. This can also be

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			used for coach parking.
<i>Type of parking provision</i>			
267/3 * 93	Local residents and businesses	Far more short stay parking, particularly for the disabled, to improve access to the east end of town is required.	The High Street Car Park is being retained. The Car Parking Strategy will look at the provision of disabled parking spaces.
121/15	Local resident	A variety of car parks are needed to cater for different needs, e.g. the elderly and disabled.	The Car Parking Strategy will address the issues in detail including ensuring there is sufficient blue badge parking in the appropriate locations. Issues such as providing sufficiently sized car parking spaces will also be considered. Car ownership rates have been factored into the Car Parking SPD and will continue to be monitored.
89/15	Local resident	Parking needs to be close to the shops for less mobile drivers needing access to the town centre.	
132/45	Local resident	Car parks near the town centre should have wider spaces to accommodate parent and child parking, and people with limited mobility.	
342/22	Gosport Heritage Open Days	<i>Have concerns about some of the calculations in the proposals for car-parking and wonder whether these have taken full account of:</i> a) <i>The need to provide visitor parking close to heritage assets, particularly to the north and north –east of the SPD area;</i> b) <i>The inexorable growth in private car-ownership; and</i> c) <i>The needs of blue-badge drivers.</i>	
4/10	Local resident	Having long stay and short stay parking in Walpole Park car parks will be confusing.	Signage will need to be clearly marked to show differentiation.
294/62	Gosport Society	<i>With an increasing and ageing population and known health issues of obesity and poor diet there will need to be appropriate car park arrangements. Has sufficient provision been allowed for these within the calculation of future car-parking needs.</i>	Blue badge parking will be retained at the South Street car park and on the waterfront. The Car Parking Strategy will consider the issue of blue badge parking.
352/1	Local resident	<i>Provision needs to be made for visitors driving Motorhomes such as water and waste disposal to taking advantage of their spend.</i>	The Borough is unusual for an urban area for having a facility where motorhomes can stay (the Kingfisher Caravan Park). The issue of providing wider facilities in the Borough could be considered further by the work being undertaken by the Council with regard to tourism.

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<i>Electric charging points</i>			
221/14	Local resident	How are charging points for electric cars and mobility scooters to be paid for?	<p>There is one electric charging point at Walpole Park Car Park. As electric cars become more popular there will be increased demand for such facilities.</p> <p>The provision in Council car parks will be considered as part of the Car Parking Strategy.</p> <p>Provision as part of a development scheme is currently a decision to be taken by the developer who may wish to include one to serve customers/residents of their development. The planning policy requirement for such provision will be considered in the forthcoming Local Plan Review.</p>
268/3	Local resident	Support the provision of electric car charging infrastructure. More charging points needed.	
289/7	Local resident	Electric car charging points will quickly become a real issue in all towns so having them is a must. Need to plan for future expansion of this type of service and consider what capacity might be required in the future.	
357/62	Local resident	Charging points for Electric bikes.	
294/63	Gosport Society	<i>We cannot see any provisions for the installations of electric car charging points in GBC Car Parks.</i>	
<i>Parking standards</i>			
132/39	Local resident	New development needs to meet the parking standards as set out in the Design SPD. There have been permitted examples where this is not the case, for example: Crewsaver, 8-17 the High Street and Land at Harbour Road.	The Parking SPD allows for levels of parking below the standard set out in the appendix of the SPD is accessible locations such as the Town Centre and Waterfront.
132/44	Local resident	Use the surplus of parking spaces to increase space size to accommodate larger cars.	There may scope to include some expanded spaces. This issue would need to be considered in detail as part of the Car Parking Strategy.
<i>Parking charges</i>			
4/11	Local resident	Car parking charges should only be increased if there is more to offer.	These comments are noted. Car parking charges will be considered as part of the forthcoming Car Parking Strategy.
4/12, 94/2, 221/10, 241/26, 354/6,	Local residents	Parking should be made cheaper <ul style="list-style-type: none"> - To make the centre more competitive. - Long stay parking is very expensive (4/12) - Needs to be free or very low cost to encourage users to visit the Town (241/26) - Some days the High Street is almost empty. 	

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		<p>Presume car parking charges put people off and the reduced footfall must make it hard for businesses (a vicious circle)</p> <ul style="list-style-type: none"> - Cheaper parking might encourage residents to use town centre car parks. (221/10) 	
21/7, 55/4, 60/6, 70/30, 71/1, 72/3, 109/8, 209/7, 216/11, 233/5, 239/7, 276/6, 293/8, 304/15, 305/15, 352/2, 381/26	Local residents	<p>Free parking is required</p> <ul style="list-style-type: none"> - Will enhance the shopping experience (21/7) - Assist businesses in Town Centre (55/4, 70/30) - 1 hour free parking required (71/1) - 2 hours free parking required (293/8) - Free parking for the first hour or two then pay (50p per hour) (381/26) - For short stay (60/6) - Free short term parking will attract people to the town centre (109/8) - For 20 minutes (216/11) - Free 1 hour parking is needed to encourage people back to the High Street (60/6) - There is significant space in the under-utilised car parks because people don't want to pay the parking charges which forces them to park in residential streets near the Town Centre (72/3) - There should be free parking on bank holidays (233/5) - Free parking for residents (239/7) - Two hours free parking for Gosport residents (276/6) - Gosport does not have a sufficient range of sites to justify parking charges. (352/2) 	
271/10	Local resident	A consistent parking fee wouldn't be so bad if it was worth going to Gosport. (271/10)	
<i>Overflow car park</i>			
64/20	Local resident	What does "reprovide" mean? Walpole Park as an overflow car park should not be allowed – wouldn't be needed if car parks had not been built on little enough green space in the	Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is sufficient parking if the

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		town – should be treasured.	proposals go ahead. Walpole Park would only be used for parking for specific events as it is now. Provision for this has been made when the America's Cup was recently held in Portsmouth.
<i>Car park/traffic regulation</i>			
132/40	Local resident	Changes to traffic regulation is limiting Gosport residents' ability to park for free in the Town Centre, and burden them with extra costs.	The issue of residents' parking will be considered as part of the forthcoming Car Parking Strategy.
<i>Use of developer contributions</i>			
132/41	Local resident	Planning applications should provide a financial contribution to the upkeep of public car parks for the life of the development.	General upkeep and maintenance of existing facilities are not normally paid by developers.
<i>Parking surveys</i>			
4/9	Local resident	More car parking surveys are required at other times of the year (including summer months).	Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is sufficient parking if the proposals go ahead.
47/12	Local resident	Only one car parking survey done on a Saturday in the town which does not reflect the parking when people work during the week more studies should have been implemented.	
282/2	Local resident	<i>Noticed car parking survey was carried out on a Saturday have you thought about people who come into Gosport to work and the car parks are expensive on a daily basis.</i>	
67/23	Town centre business	Background Paper – Chapter 11 Car parking provision - Your figures are a bit misleading – the 2 dates nearest each other for 2012 and 2016 are Saturday 8 th December and Saturday 3 rd December the occupancy figures are about the	The parking surveys were conducted throughout the year and on different days of the week, including market days.

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		same. However long stay on Saturdays will always be down on weekdays because that is when it's most used by commuters to park and go into Portsmouth and onwards.(67/21)	Agree that there is greater long stay demand on weekdays for workers but this is more than compensated for with reduced short stay demand. There is still sufficient spare long stay capacity even on weekdays.
132/46	Local resident	Close the car parks as a test run to determine usage and public reaction.	Parking surveys have been carried out as part of the background evidence to the SPD. These show that there is sufficient parking if the proposals go ahead.
294/60	Gosport Society	<i>Car parking survey includes Morrison's car park which is also used by customers visiting other parts of the town centre. Has any consideration been given to a change in the nature of this privately owned car-park which might affect the conclusion from the surveys of current use?</i>	On-going monitoring will be undertaken of car parking occupancy in the town centre including supermarket car markets. This will inform the Council's decision making should there be any proposals which are relevant to Morrison's car parking and how this would affect parking provision across the Town Centre.
294/61	Gosport Society	<i>The Cooperage Green visitor car park at Royal Clarence Yard is frequently used by people as a free alternative to GBC car parks. This car park does not appear to have been included in the calculations even though a conclusion appears to have been reached that the nearby GBC Mumby lorry park is under-utilised.</i> <i>The latest plans from the RCY developer for their car parks is to introduce paid permits and pay and display visitor parking into Cooperage Green. Any change in the privately-owned Cooperage Green car park could affect the future availability of parking in this area. As could future arrangements for parking in the retained area of RCY.</i>	The Cooperage Green car park has been included in the latest 2017 surveys and will continue to be included. This will give the Council further understanding of their use. As highlighted previously the release of car parks in the town centre area will be further informed by on-going monitoring and a car parking strategy. The Council aims to ensure that public parking provision is included at Cooperage Green which can serve the waterfront units at RCY. There may also be potential to serve parts of the town centre.
To maintain and improve pedestrian accessibility- comments about pedestrianisation see High Street section			
51/6, 99/13, 217/2, 225/18, 241/12, 241/13, 241/23, 258/18, 268/3,	Local residents, Gosport Heritage Open Days,	Support improved pedestrian links and walkways - Help keep people fit (217/2) - Including long distance walks (217/2)	Agree. The SPD proposes a number of enhanced and newly established signed walks. The proposed long distance England Coastal

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294/52, 342/18	Gosport Society	<ul style="list-style-type: none"> - Make more of private initiatives such as Gosport Societies 'town trails' (225/18) Support new circular walking routes (241/13) - Would be great to have a walkers access away from the busy road (241/23) (<i>See also Gosport Waterfront North of Mumby Road</i>) - Good ideas especially walkways (258/18) - Welcome the proposals for the Millennium Promenade (294/52) to run more closely along the waterfront as originally intended (342/18), and the proposal to create a circular link with the Gosport Lines (294/52, 342/18). 	Path will also be routed through the SPD area. It is proposed that such walks will improve access to viewing points.
70/14,	Local resident	Need to improve access to viewing points and walks.	
347/1	Sport England	Welcomes the emphasis on improving accessibility for pedestrians and cyclists through better connectivity and permeability as well as use of appropriate infrastructure (cycle storage, benches, water fountains).	Welcome support.
219/3	Cllr Bateman	Strong emphasis required to enhance connectivity between the waterfront marine related activities and the attractions and the Town Centre so as to draw/entice those crossing the Harbour from Portsmouth and those using the marinas and shoreside industrial areas- presently there is nothing in the High Street as viewed from the Ferry pontoon or Gateway that causes the visitor to want to explore further westward.	<p>The SPD is looking to enhance the connections between the Waterfront and Town Centre.</p> <p>The redeveloped Bus Station should look to improve the visual connections from the ferry towards the end of the High Street.</p> <p>The public realm audit/action plan will consider this in further detail.</p>
342/17	Gosport Heritage Open Days	Welcomes the stated objectives to improve connectivity, crossings, cycle access, signage, wayfinding and street design.	Welcome support.
280/5	Local resident	Any new build should link with the High Street so that visitors arriving by boat or ferry are drawn to the High Street.	<p>The SPD is looking to enhance the connections between the Waterfront and Town Centre.</p> <p>The redeveloped bus station should look to</p>

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
			improve the visual connections from the ferry towards the end of the High Street.
350/4	Local resident	The name of the Millennium Promenade / Waterfront Trail needs to be clarified as it is called different names in different places, e.g. Discover Gosport.	Agree that this is an issue and one that has been experienced when preparing this SPD. The SPD therefore uses the term 'Millennium Promenade' wherever referring to the harbourside path.
61/14	Local resident	The whole of the waterfront should have rights be accessible to all <ul style="list-style-type: none"> - New development should not restrict access to the waterside and should wherever possible create more access and better views (82/3). - and not private marinas or industrial estates. (61/14) 	Agree the GBLP includes a policy which seeks to ensure improved access to the Waterfront where opportunities arise and has achieved this in a number of locations. The principles in the SPD seek to support these objectives by seeking specific opportunities which may arise over the short-, medium- or long-term.
4/19, 6/7, 18/7, 20/20, 21/16, 29/16, 36/9, 68/54, 70/23, 83/14, 99/13, 113/1, 132/9, 133/18, 135/4, 136/1, 192/8, 203/17, 210/5, 224/5, 240/3, 260/13, 266/2, 294/52, 326/36, 336/50, 349/15, 355/22, 357/23, 358/15, 362/17	Local residents, Lee Residents Association	Support the harbourside walk/ Millennium Way extension. <ul style="list-style-type: none"> - Would reduce walking time to Ferry from RCY (99/13, 113/1) - The waterfront walkway along the harbourside should take priority over other uses (133/18) - The harbourside walkway for pedestrians and cyclists would make Explosion and Priddy's Hard much more attractive to visitors (136/1) - The waterfront needs to be opened up to pedestrians and cyclists, linking to Royal Clarence Yard through the retained area (133/18) - Support the proposed waterside route to Royal Clarence from Falkland Gardens (135/4) (240/3) - Royal Clarence Yard was never going to be successful having to walk Weevil Lane (240/3) - Not happened yet despite lottery grant (266/2) - Route as close to the Waterfront as possible and not along Mumby Road, and the Weevil Lane section could go through Clarence Yard (326/36) - Walks and joined up parks are needed for locals. 	Agree. The SPD sets out these aspirations and through Policy LP37 of the GBLP will seek to secure such provision when opportunities arise. Signage and routeing issues will be considered further as part of the public realm audit, as individual opportunities arise and as part of any funding bids.

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		(358/15) <i>Clear route</i> - The waterfront trail needs to be made clearer and an alternate route is needed for when boat lifting is taking place. (357/23)	
133/3, 219/9	Local resident, Cllr Bateman	Agree. Connectedness required between areas. - Between the town centre and waterfront (219/9) - To great Walpole Park facility (219/9) - Between Falkland Gardens and RCY (219/9)	The SPD is looking to enhance the connections between the Waterfront and Town Centre. The redeveloped bus station should look to improve the visual connections from the ferry towards the end of the High Street. The SPD is looking to provide walks through and open up a number of open spaces for public use.
135/4	Local resident	The far side of Haslar Creek is another destination that would benefit from a waterside walk.	Agree. The SPD sets out these aspirations and through Policy LP37 of the GBLP will seek to secure such provision when opportunities arise.
<i>Signposting</i>			
36/9, 220/7, 255/18	Local residents, HCC Public Health	Better signposting required to improve access - Provision of signage on main routes to facilitate walking and cycling. (220/7)	Agree -mention that further work will be taken on this issue as part of the public realm audit work.
255/18	Local resident	Removal of visual obstructions wherever possible. (225/18)	
109/4	Local resident	An undercover walkway from the buses and ferry to the shops.	The redevelopment at the bus station will consider the options for covered routes.
357/38	Local resident	Opportunity to green cycleways as well as walking route, circular route between settlements for people to use for recreation. Potential to access funding through HCC Countryside action plan and to reduce mortality and promote health.	The SPD proposes a number of cycleway improvements. These initiatives are also more widely supported in the GBLP including links with the Alver Valley Country Park.
220/6	HCC Public Health	Support provision of benches.	Welcome support.
Cycling			

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347/1	Sport England	Welcomes the emphasis on improving accessibility for pedestrians and cyclists through better connectivity and permeability as well as use of appropriate infrastructure (cycle storage, benches, water fountains).	Welcome support.
6/3	Meon Ramblers	Cycling is very important to Gosport.	The SPD supports cycling as a transport mode.
294/54	Gosport Society	Welcome proposals to enhance cycle routes in the SPD are and ensure that they link up safely. We recommend that these routes should wherever possible be dedicated cycle routes, not shared with either vehicles or pedestrians. In particular we would welcome dedicated cycle routes to and from the ferry terminal.	Welcome support, potential for future HCC work looking at potential cycle safety options in the area.
357/40	Local resident	Maintain the existing ferry cycle parking the layout could be changed to improve accessibility.	The SPD is promoting enhanced cycle parking provision at the Bus Station as part of the proposed redevelopment.
289/9	Local resident	Take the opportunity to plan a Gosport cycling network that is a shining gold standard example of what can be achieved. Fully segregated cycle lanes, secure parking facilities and a real push to turn cycling in the area not just into an attraction for potential tourists but a valid healthy mode of transport for all residents.	Compared to many areas Gosport Borough has a good cycle network with one of the highest cycle commuter rates in the UK. It is accepted more can be done and GBC is working with HCC to look at further improvements.
336/4,	Local resident	The long distance trails that pass through the area are diverted and congested and connections with the National Cycle Network are very nebulous and cycle routes are not safe due to a lack of separation.	It is also recognised that cycling can form part of the tourism offer for the Borough (including cycle trails) and this needs to be considered further by the Council. Agree there are opportunities to work with Sustrans and HCC to improve the national cycle route through the Borough as well associated signage. Amend SPD accordingly.
342/6,	Gosport Heritage Open Days	Welcome proposals to improve public transport and well-marked safe cycling and pedestrian routes linking heritage sites with main public transport links.	Welcome support.
294/24	Gosport Society	There is a lack of coherent, joined up, safe dedicated cycle	HCC work looking at potential cycle safety

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		paths, particularly to the ferry terminal) around the area-this is a weakness.	options in the area.
61/18	Local resident	We can build on being a green town – fantastic cycle routes and buses.	Agree, the SPD is looking to improve the transport interchange and provide new cycle route through the open spaces.
357/46	Local resident	The guidance currently in the GBC parking SPD is vague and needs to be updated to guide developers the Cambridge has produced a good example.	The standards will be reviewed as part of the review of the Local Plan.
357/68	Local resident	Cycle signage confusing and inconsistent in some areas needs checking.	This will be one of the areas considered as part of the public realm audit.
357/71	Local resident	Cycle counters needed on Mumby Road as well as surveys with cyclists, Eastleigh and Southampton have good methodologies which could be used. Check for LSTF workshop results on Gosport Ferry Travel Interchange.	This work needs to be considered separately to the SPD.
357/84	Local resident	South Downs walkers and cyclists welcome.	Agree all are welcome.
<i>Cycle routes and cycle lanes</i>			
6/4, 21/11, 24/13, 126/5, 304/15, 305/15, 336/12, 350/5, 353/2, 354/4, 357/20	Meon Ramblers, Local residents	Existing cycle paths need to be improved. <ul style="list-style-type: none"> - Up/down kerbs, awkward road crossings, wrong priorities at junctions etc). They need to be direct and safe for pedestrians as well as cyclists, with good surfacing and avoid the constant slowing/stopping and starting that characterises some other cycle routes in the Borough (6/4) - Improvements required along the A32 for cyclists (24/12) - this will assist with improving congestion (21/11) - A wider safer cycle route along the seafront would be good. (126/5) - Safe cycle routes are essential (304/15,305/15) - Lack of dedicated cycle paths, and a coherent joined up and safe network especially as you get closer to the ferry Terminal (336/12, 353/2) Especially Mumby Road (353/2) 	The SPD sets out the principles by which cycle accessibility can be improved. Amend SPD that further detailed work regarding cycle accessibility will be considered as part of the public realm audit work which will take the issues raised here into account. It is important to recognise the significant work already undertaken and that Gosport has already one of the highest cycle commuting rates in the Country. It has an extensive off-road network with an international standard BMX track in the Alver Valley Country Park. There are also plans to improve the cycle infrastructure. HCC work looking at potential cycle safety

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		<ul style="list-style-type: none"> - Examples of how cycling in the Borough could be improved include: Stover Way and Exe Estuary Trail in Devon, Vancouver where new cycle ways and cycle rack provision on buses has been implemented complimented by public bicycle repair facilities and water fountains (353/2) - Cycling needs greater integration into the plans (353/2) - More cycle parking needed (354/40) - Certain routes into the town area are dangerous and could put people off cycling. South Street and Mumby Road. (357/20) consider removing car parking to improve safety. - Widen cycle route on South Street, and improve access onto old railway line route, remove and reprovide parking. (357/20) - Design to meet the needs of people of all ages (357/20) - Provide cycle infrastructure to promote visits and tourism through cycling (357/20) - Many marine businesses already have a high proportion of people cycling to work, build on this success (357/20) - Cycle friendly business, cyclists welcome scheme, cycle courier service across the harbour to take traffic off the A32. E.G Recharge Cargo Brighton (357/20) - Become a cycling centre of excellence: BMX track to international standard, reinstate Gosport Park cycle track, Reuse Daedalus for cycle road racing - Alver Valley cycle route upgrade like Moors Valley Country Park (357/20) - Updated cycle strategy (Hampshire wide) (357/20) - Consider formalising desire line by creating cycle route through Mumby Road Lorry Park. - Have waymarked, walking and cycling routes with 	<p>options in the area.</p> <p>Cycle facilities will also be considered as part of the Bus Station development including cycle parking, hiring and servicing.</p> <p>The SPD proposes a number of cycleway improvements.</p>

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		location / destination waymarkers and art / sculpture along the way (357/20) - Support the proposed provision of joined up and off road cycle routes in the SPD area as current on road provision is often unsafe.	
357/49	Local resident	Build routes with capability to expand to take account of future demand.	
357/96	Local resident	Consider the Dutch system of cycling priorities and advertise cycling and Gosport as a cycling destination, be bold about what we have and the proud of Gosport's cycling rates.	
357/50	Local resident	Cycling good for mobility issues, especially in older residents.	Noted.
357/52	Local resident	Potential funding sources for transport improvements from the LEP and HCC Rights of Way / Countryside Access Plan.	Noted.
126/7	Local resident	The High Street is a no cycle zone despite the large amounts of space.	There are currently no plans to revise the existing arrangement. There is concern that this would conflict with pedestrian usage in this particular area.
138/15, 209/9	Local residents	Gosport has a good selection of cycle routes (138/15, 209/9) potential to link them up. (209/9)	The SPD proposes a number of cycleway improvements. The Borough has a very extensive network and there is scope to make some improvements. There is a cycle route on the north side of Stokes Bay Road.
129/4	Local resident	The area needs to be made accessible for pedestrians and cyclists, it's tragic that bikes can't use Stoke Bay.	
32/5	Local resident	There should be less cycle lanes –as these reduce road widths	Cycling is an important mode of transport in the Borough and can help alleviate traffic congestion.
357/48	Local resident	Roller blades are another popular method of transport, potential to use bike lane.	Noted.
<i>Cycle parking</i>			
14/14, 354/50, 357/20	Local resident	Improved cycle parking required - a safe prominent position to park parks near ferry (14/4)	The SPD is promoting enhanced cycle parking provision at the Bus Station as part of the proposed redevelopment.

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		<ul style="list-style-type: none"> - More cycle parking needed (354/40) - Design new buildings and residential developments with better cycle parking to allow residents and employees to have a more active lifestyle. (357/20) - 	The Council's Parking SPD sets out the standards for parking provision and this is linked to policies in the GBLP which are used to determine planning applications.
220/8	Local resident	Themes E and F need to define the expectation of cycle provision and cycle storage.	
336/45	Lee Residents Association	Improved cycle parking provision needed at the ferry.	
357/43	Local resident	Two tier cycle storage solutions not ideal, more difficult to use and potentially put people off. Ones with hydraulic lifts work better. Not suitable for people with limited mobility or different sized bikes.	The SPD is promoting enhanced cycle parking provision at the Bus Station as part of the proposed redevelopment. Different solutions will be considered.
<i>Cyclist facilities</i>			
19/3	Local resident	Bike rental system in the town.	This will need to be considered as part of the Bus Station development.
347/4	Sport England	Consideration should also be given to encouraging the installation of accessible showers especially in employment/office buildings this can have a positive effect on encouraging cycle-commuting.	This is an issue that will need to be considered as part of the Local Plan Review and related review of the Parking SPD.
<i>Cycle promotion</i>			
237/14, 357/7	Local resident	<p>Cycling needs more promotion.</p> <ul style="list-style-type: none"> - Be proactive in encouraging cycling, put out a positive message that Gosport supports cycling. (357/7) 	The SPD includes improved cycling facilities. Gosport has one of the highest rates of cycling in the UK. Any further initiatives can be considered as part of the public realm audit work and with the HCC Public Health team.
357/82	Local resident	Take advantage of the 11,000 cyclists each year passing through the continental ferry port.	Agree, potential to promote the town as a cycling destination.
<i>Cyclist skills and behaviour</i>			
221/15	Local resident	Make cycle proficiency mandatory. (221/15)	This is beyond the scope of the SPD and Council responsibilities.
259/20	Local resident	Issues with cyclists ignoring no cycling signs because they are not enforceable and issue with cyclists using the pavements – only one traffic warden in Gosport – not acceptable.	Noted.

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112/34	Local resident	Need to be careful in allowing cyclists access to harbourside due to their speed.	
326/7p	Local resident	Cycling on the pavement is an issue.	
293/14	Local resident	The waterfront is supposed to be a non-cycling area but there is very little done to enforce this –thus appears to be a cycle lane.	
371/17	Local resident	Cyclists must give way to and respect pedestrians there are a lot of near misses in the pedestrianised High Street.	
Facilitate opportunities to increase water transport			
Water transport			
15/1, 24/14, 124/23, 294/23, 350/11, 358/14, 362/11, 375/1	Local residents, Gosport Society	<p>More use should be made of water transport</p> <ul style="list-style-type: none"> - A catamaran to Southampton is quicker than by road (15/1) - Sydney Harbour should be seen as the model (15/1) - The tourist Waterbus should be able to stop at the Gosport Ferry Pontoon to bring visitors into the town (108/4) - Water taxi could be developed (124/23, 350/11), (362/11) - Waterbus between RCY and Portsmouth (350/11) was withdrawn in 2009 (294/23) - Agree with more waterborne travel to key places around the Harbour (375/1) - Improve water links including between key heritage sites along the Gosport Waterfront (294/23) - The A32 can't be improved so concentrate on access across the harbour such as boats to Priddy's Hard. (358/14) 	<p>Agree, The SPD recognises the potential for enhanced water transport and the Council will consider working with HCC, Solent Transport and transport operators in facilitating such proposals.</p> <p>The SPD does not provide an example but other proposals could take place.</p>
126/8	Local resident	Support the improvement of links to Portsmouth, though it may just encourage more residents to go there for leisure.	Improved links to Portsmouth would have the potential to increase leisure journeys for residents going both to and from Portsmouth, Portsmouth residents can be drawn to Gosport attractions through increased publicity and leisure provision.

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342/7	Gosport Heritage Open Days	Welcome proposals to add to the water transport options for residents and visitors from Royal Clarence Yard which could help reduce the reliance on cars coming into the centre to drop off/pickup at the Ferry/bus terminal.	The SPD supports the provision of improved water transport options.
355/33	Local resident	Make the most of the location for water based trips for both recreation and commuting.	
131/2, 340/19	Local residents	The ferry is expensive but vital to protect. Cost of ferry increases every year expensive to get across to Portsmouth.	The pricing of the ferry is outside the SPD's scope.
237/14, 357/78	Local residents	The ferry needs to be cheaper especially for cyclists, cheaper to drive round. - Gosport Ferry ticket cycle prices very high- more expensive to cycle than park and float (357/78).	
107/63	Local resident	Does Gosport Ferry Company have any commercial monopoly on water transport from Gosport?	This is a matter outside the scope of the SPD.
Slipway access -see marine sector section under theme B			
Take into account changing transport requirements			
357/47	Local resident	Growth in electric bikes is a future trend, and electric trikes and scooters have the potential to be more attractive than mobility scooters.	Amend SPD to mention this.
Disabled access			
109/11	Local resident	Gosport is very good with disabled access.	Noted-Mention was included in the consultation draft of the SPD (p36), it is considered a separate bullet point would be useful to highlight this issue.
342/19, 350/10	Local residents, Gosport Heritage Open Days	More consideration needs to be given to provision for disabled and elderly. <ul style="list-style-type: none"> - Wheelchair access needed (239/5) - The SPD area and this section of the SPD are very weak in regard to disabled access for those with physical disabilities such as wheelchair users (350/10) - Those with visual impairments also have difficulties in the area. All pedestrian walkways in the area should be assessed for accessibility (350/10) - Weak on the topic of accessibility and inclusion 	

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		solutions for those with disabilities and special needs. This is not just about dropped kerbs and benches. The gap in the plan needs to be properly addressed. (342/19)	
360/1	Local resident	This is ideal if allowances are made for disabled people as well as able bodied. It would be perfect if it were wheelchair friendly.	
Road issues specifically within the SPD area			
69/11	Local resident	<i>Dangerous and unsightly road by new Aldi too busy & fast, blind corner on bend. Accidents from parked cars.</i>	This issue has been raised with HCC and will be considered as part of a wider project to look at possible measures for the southern sections of the A32.
<i>Haslar Bridge</i>			
357/70	Local resident	Haslar bridge can be confusing for drivers and cyclists as cyclists do not have time to get through on a green light.	There is not currently a plan to upgrade Haslar Bridge. This is unlikely to currently be a funding priority for HCC.
344/8	Local resident	Haslar bridge was strengthened a few years ago it won't cope with the traffic and it could have been widened to accommodate two lanes instead of one with traffic lights. (344/8)	
Other forms of transport potentially applicable for the SPD area			
126/12	Local resident	How about a cable car over the Harbour? Could be easily moved to accommodate Naval needs.	Such a facility requires the support of a numerous organisations including a number located in Portsmouth and would be difficult to include as a realistic proposal in the SPD at this stage. That said such ideas could be forthcoming in the long-term and therefore it will be included in the Ideas Compendium.
239/10	Local resident	Potential link to Submarine Museum and Clarence Yard using Road train.	This could be one solution to the issue that Gosport's attractions are spread out and may be difficult for some to access when disembarking from the Ferry; or those visiting one site and wanting easy access to other facilities in the vicinity. It is recognised that further work would be required to put together

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			a business case for such a facility. Consequently it is proposed to mention this idea in the SPD. as something that could be considered further and also include in the Ideas Compendium.
Wider Transport Issues			
Accessibility on the Peninsula			
359/15	Local resident	Hard to see how it can be improved, the ferry and E1 / E2 buses are already good and the road is difficult to do anything about.	Agree at the E1 and E2 are good, the SPD is looking to improve the transport interchange and cycle infrastructure.
28/8, 40/13, 76/5, 80/2, 89/4, 107/5, 148/1, 213/4, 237/10, 237/13, 271/5, 277/2, 278/8, 301/4, 282/7, 360/2, 363/2	Local residents. Waterside Church, Cllr Earle	<p>Need to improve transport infrastructure</p> <ul style="list-style-type: none"> - For residents and visitors-people remember bad experiences (76/5) - Before new housing is built (28/8) - 45 minute to cover 5 miles to Fareham is wrong. - Parking and access to get to Gosport for centre improvements (277/2) - All the roads in and out of Gosport are overloaded (363/2) - The SPD only seems to include transport issues within the boundary of the SPD such as the Bus Depot and the Gosport Ferry- it does not address the main access problem i.e. the road access to the Peninsula (213/4) - No building should begin until road accessibility is improved – parking and public transport are too expensive and prevent less well-off residents from taking advantage of what is already available in the area (89/4) - Accessibility for what and whom. (206/8) 	<p>Strategic access is beyond the scope of this supplementary planning document. The Council work with HCC, as the highway and transport authority to secure strategic access improvements to the Peninsula. These have been informed by numerous detailed studies and has resulted in significant investment over the past decade. The Council will continue to seek further improvements.</p> <p>HCC are planning some further improvements. The Newgate Lane alterations are currently under construction and a bypass for Stubbington is proposed and funded. The BRT has been successful and further improvement are planned.</p> <p>Seeking development in locations with good transport choices and in proximity facilities can also assist in reducing trips. New development can therefore reduce car trips off the peninsula by providing facilities that local residents will want to use and can reach relatively easily by car, public transport, walking or cycling.</p>

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			Residential development is required and locating in more accessible locations is preferable to locating in less accessible locations.
367/13	Local resident	- Please explain how you intend to have free flowing traffic between Fareham and Gosport. One bright spot is the Eclipse service thanks mainly to the work done by Fareham Council.	HCC have produced a number of strategic studies which have led to a number of access improvements to the Peninsula including the BRT, road improvements to Newgate Lane and Peel Common as well as proposals for the Stubbington Bypass. This has led to a significant amount of investment in the Gosport peninsula. The traffic flow issues are recognised by HCC and GBC and further actions are being considered which include widening transport choice. HCC led on the work on the BRT and the Eclipse Services in partnership and cooperation with First, GBC and FBC. Further improvements are planned. HCC with GBC continue to seek improvements to improve accessibility to the Peninsula.
67/29	Town centre business	- If the County & Local Authorities are not aware of the problems then God help the rest of us!	
240/11	Local resident	- Gosport has always suffered (from) accessibility so the Government must be pressed to improve access by our members of parliament	
241/5	Local resident	Perception of congestion is an interesting point – Blockages in Fareham are often worse than in Gosport. All towns have traffic issues at peak times – Chichester, Salisbury – almost any point between Fareham and Southampton on the A27.	Agree that perception of traffic in Gosport is often worse than reality.
	Local resident	More work needs to be done with Portsmouth to look at joint transport options.	Work is being undertaken on a sub-regional basis including Portsmouth.
Road			
68/41	Gosport Marine Scene	<i>There is a view that the A32 is not so big a barrier to the marine industries as is claimed, except when a major event or vessel launch requires an unusual number of trucks to come to the WF. Hamble, Cowes and Lyminster suffer no less from</i>	Note comment that the A32 is not such a barrier to the marine industry as perceived to be. The Newgate Lane alterations are currently under construction and a bypass for

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		<p><i>their restricted road access.</i></p> <p><i>Though a major rebuilding programme is not on the cards for the medium term, and would be a protracted inconvenience, more determined marketing of Gosport's assets and benefits would be a good investment in the near term.</i></p>	<p>Stubbington is proposed and funded. A key priority of these improvements is to improve north-south flow.</p> <p>Agree that marketing has the potential to benefit town centre businesses and such issues will be considered further as part of a wider economic development strategy to be prepared by the Council.</p>
<p>4/29, 5/5, 9/5, 20/15, 24/12, 31/6, 32/4, 37/8, 38/10, 41/12, 60/10, 64/23, 65/3, 65/22, 67/11, 71/2, 73/2, 84/3, 96/5, 103/1, 107/5, 112/14, 113/2, 114/6, 119/9, 120/1, 121/3, 121/10, 125/30, 197/9, 197/20, 201/3, 207/8, 208/2, 212/3, 213/3, 226/1, 229/2, 230/7, 239/1, 242/11, 246/9, 249/3, 255/19, 258/33, 259/19, 262/3, 263/3, 268/3, 270/6, 272/3, 274/2, 275/3, 276/4, 278/8, 282/8, 290/3, 291/7, 294/21, 301/4, 303/3, 282/1, 288/22, 326/35, 336/11, 339/1, 349/10, 351/3, 352/3, 356/6, 360/2, 362/10, 377/6, 383/3</p>	<p>Local residents, Lee Residents Association, Gosport Society, Waterside Church</p>	<p>Gosport needs to be more accessible in terms of the road network</p> <p>Overall accessibility to Peninsula</p> <p><i>Observations</i></p> <ul style="list-style-type: none"> - Commuting in and out of Gosport at peak times is a nightmare (114/6, 119/9, 197/20, 208/2), (377/6) - Insufficient attention in the SPD given to transport and traffic (294/21) - Improvements needed in order to improve access to jobs and increase tourism (41/12) - Strong disincentive for business and visitors to come to Gosport with unexpected jams frequently adding 20-30 minutes to planned journeys at any time of the day not just rush hours (294/21) - Poor road means that it is doubtful that new visitors and businesses will be attracted to the Town Centre (291/7) - Road infrastructure can't cope (121/10), (119/1),(288/24) - Too congested more homes would make it worse (246/9), (255/19, 351/3) - Roads mean that people shop / entertain on the way home to save time. - Road improvements needed to allow proposals to happen (249/3) - To encourage visitors (121/3, 212/3, 351/3) 	<p>Agree a more accessible road network to and from the Peninsula is important to the future success of the Borough. GBC continues to work with HCC and sub regional partners to seek these improvements.</p> <p>Strategic access is beyond the scope of this supplementary planning document and will need to be considered further as part of the Local Plan Review. The Council work with HCC, as the highway and transport authority to secure strategic access improvements to the Peninsula. These have been informed by numerous detailed studies and has resulted in significant investment over the past decade. The Council will continue to seek further improvements.</p> <p>HCC are planning some further improvements. The Newgate Lane alterations are currently under construction and a bypass for Stubbington is proposed and funded. The BRT has been successful and further improvement are planned.</p> <p>Seeking development in locations with good transport choices and in proximity facilities can</p>

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		<ul style="list-style-type: none"> - Problem is not just in rush hour (212/3) - Both access roads are gridlocked every day preventing people getting in (268/3) - Poor access is hurting business as customers choose to go elsewhere (272/3) - Not matter what is done the Tesco roundabout on the A27 will always be a problem (276/4) - Access to Gosport restricted. The Council must pay heed to road infrastructure however difficult the problem is (258/33) - Gosport / Fareham Road and Rowner Road are choked with traffic and there is a lot of vehicular pollution (229/2) - Roads are negative – why queue from J.11 M27 then have long tedious drive into Gosport Town centre for a handful of decent shops – the issue of road congestion deters visitors (259/19) - Past opportunities to improve it wasted (230/7) - By-passes only move the bottlenecks on (239/1) - Accessibility is probably more important than creating new homes. If we do not have the roads and access to cope it won't work (344/8) - Roads in and out of Gosport becoming more crowded we do not need additional vehicles on the road (383/3) - Restricted road access dissuades developers from investing (213/3) - Local roads are overwhelmed by traffic movements and any improvements will be negated by the development of house building on brownfield sites surrounding the town centre. (349/10) <p style="margin-left: 20px;"><i>Suggestions</i></p> <ul style="list-style-type: none"> - New relief road is required (73/2) 	<p>also assist in reducing trips. New development can therefore reduce car trips off the peninsula by providing facilities that local residents will want to use and can reach relatively easily by car, public transport, walking or cycling. Residential development is required and locating it in more accessible locations is preferable to locating in less accessible locations in the Borough.</p> <p>There are no plans to open the Busway to traffic this was designed to provide a genuine transport choice of facilitating reliable and quick bus services between Gosport and Fareham, with scope to extend this further. Cars on this route would completely conflict with these objectives. There would still be the issue of the traffic meeting the A32 traffic at the northern end.</p>

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		<ul style="list-style-type: none"> - A dual carriage way (as proposed by HCC) in the 1970s should be reconsidered (9/6) - Dual carriageway right to the town (38/10) connecting to the M27 (73/2) - an alternative route from the A32 to the M27 that does not go near the Market Roundabout in Fareham. (60/10) - Long section of the A32 could be made 3 lane with one lane used in one direction at peak hours (113/2) - We need a new road or a bridge by passing Fareham linking up with the M27/A27. Businesses will not come here owing to the traffic chaos (377/6) - Need a new road across the harbour to the M275 (65/22) - Bridge across the Harbour to the motorway (29/8) - Government would need to invest about £100m on a new road – from Fort Brockhurst roundabout – Fleetlands- across Cams plus a bridge over railway joining Wallington road to M27 (67/11) - A new road to the east of Frater Bedenham to link to the M27 - A bridge from heritage Way to Portsmouth would be a fantastic idea (272/3) - Tunnel to Portsmouth (197/9, 207/8) - Bridge to Portsmouth (207/8) Perhaps from Blockhouse. (207/8) <p>A32</p> <ul style="list-style-type: none"> - Need to improve the congestion/traffic-flow issue on the A32 (9/5, 20/15, 31/6, 37/8,60/10, 71/2, 112/14, 242/11, 255/19, 268/3, 294/21, 362/10) - Gosport Borough Council should continue to press for improvements to the A32, to reduce traffic issues through Stubbington (278/8, 301/4) - Before any plans are approved the A32 traffic 	

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		<p>infrastructure problems will be resolved as a top priority (107/5)</p> <ul style="list-style-type: none"> - A32 is a dreadful road and really does need investment as it is in constant gridlock (290/3, 303/2), (282/1, 336/11, 326/25) - Further consideration should be given to the impact these proposals would have on the A32 (4/29) - <i>Have a three lane system with two lands for traffic commuting out in the morning and in in the evening</i> (356/6) - Needs A32 review and not just more traffic lights which are causing more queues (282/8) - Remove some of the traffic lights along Gosport Road (38/10) - It is essential to improve the A32. I frequently use the A32 and every time see ambulances racing to an emergency (360/2) - Need to improve Quay Lane roundabout- other plans get you to the snarl-up quicker (112/14) <p>Bus way</p> <ul style="list-style-type: none"> - Use the Busway as a road (38/10) - Use the BRT route as a road and extend to Fareham /M27 (226/1) - Open the bus way to traffic in the morning and evening rush hours (275/3) - Potential to use part of the E1/ E2 route as a car share lane top encourage sharing and reduce congestion. (339/2) - Won't improve until the bus way is used for one way traffic or a road is built across the top of the Harbour. (270/6) <p>Newgate Lane</p> <ul style="list-style-type: none"> - Need to improve Newgate Lane (60/10,71/2,73/2, 	

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		201/2) - Newgate Lane needs to be completely dual carriageway (71/2) - Newgate Lane /Asda roundabout modifications do not appear to be working-it can take 2 hours to get out of the Asda car park (73/2) - Access to the peninsula made worse along Newgate Lane. (201/3)	
145/2p	Local Resident	<i>Widening the A32 is not practicable.</i>	Agree, there is limited scope for extensive improvement to the A32 due to the urban nature of the area it passes through.
265/2	Local Resident	No amount of road improvements will make Gosport more accessible, ever increasing volume of traffic.	Noted
109/13	Local resident	<i>Lack of through traffic hurts the town.</i>	More needs to be made of the public transport options including the ferry to encourage footfall.
123/12	Local resident	The Council could work with logistics organisations to provide drone based delivery to overcome A32 issues.	This is an issue which would require national legislation and regulation.
340/21	Local resident	<i>No more road building it destroys the countryside. It pains me to see what happened to the green space when travelling on the E1 & E2 buses.</i>	Noted.
342/7	Gosport Heritage Open Days	<i>We would welcome more efforts to reduce the reliance on cars by able-bodied residents and visitors as this should improve the frequent congestion on access roads into the Town which is a disincentive to visitors.</i>	Agree. Work is being led by HCC to widen transport choices.
<i>Other comments on local road issues outside of the SPD- included in section to the rear of this document on other sites outside of the SPD area</i>			
<i>Air pollution</i>			
229/2, 339/1	Local residents	<ul style="list-style-type: none"> - The traffic congestion situation is making air pollution within the Borough worse (339/1) - Pollution needs to be tackled. (229/2) 	Air pollution is of increasing concern and the Council is working with HCC and FBC to look at measures to reduce this.
Public transport			
343/6	Local resident	Shame railway line was Beeching'd. Just imagine what a difference that link to the railway station in Fareham would have made. More roads or road widening will not make much	Agree that improved public transport is a good way to improve connectivity.

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		difference – just fill up with more traffic as soon as they are open. Public transport seems to be the best way to help our access problems	
Bus Rapid Transit			
299/8	HCC Transport	Insert reference to BRT in main text and delete from footnote 20.	Amend SPD accordingly to include footfall details.
299/9	HCC Transport	In para 4.18 insert ' Bus Rapid Transit route extensions and enhancements in the town centre and to the ferry terminal' The redevelopment of the bus station must be seen as an ideal opportunity to strengthen the site as a transport interchange for all uses as well as for increased retail activity and pedestrian footfall.	Add these elements to the introductory paragraphs of this section.
10/7, 93/6, 294/22 336/10	Local residents, Lee Residents Association, Gosport Society, local business	The BRT should be extended southwards <ul style="list-style-type: none"> - Towards the town centre and Ferry (10/7, 93/6, 336/10) - Needs to be as quick and slick as the northbound service to Fareham (10/7) - Towards the vicinity of the old railway station. (294/22) 	Further improvements to the BRT network are being considered by HCC, as the transport authority. The BRT is currently being extended as far as Rowner Road.
126/10	Local resident	The BRT represents an ideal test for self-driving buses.	There are currently no proposals for self-drive buses.
126/11	Local resident	The BRT could be opened up to taxis at some points to alleviate congestion.	This issue has been considered by HCC but it has been concluded that their use of the Busway would affect the efficiency of the buses and could be more difficult to ensure that it is being used for genuine taxi trips.
322/6p	Local resident	Volume of traffic on Wych Lane in the morning, open up the E1 and E2.	The E1 and E2 is a route to provide an alternative transport choice.
126/13, 207/8, 224/5, 266/10	Local resident	Extend bus only route and have smaller feeder buses to allow people to access it. The eclipse routes should be expanded. (209/8, 224/5)	Such issues are currently being considered by HCC.
357/73	Local resident	BRT is good but expensive and poor after 6.30pm.	BRT services have improved in the evening and there is potential to improve this further.

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357/74	Local resident	More real time bus information needed.	This is being rolled out.
357/75	Local resident	Need more detailed online bus information, time for stops etc.	This needs to be undertaken as part of wider sub-regional improvements for transport in south Hampshire.
357/76	Local resident	Need direct bus up Mumby Road for Elson as the E1 takes a long time due to circuitous route.	Noted. Routeing is kept under review by HCC and the bus company.
357/77	Local resident	Plus bus combined ticket needs expanding in scope.	Such initiatives are currently being considered on a sub-regional basis.
357/94	Local resident	BRT is a great asset for cyclists but with poor connections especially at the Fareham end, still better than A32, monitoring of the routes usage needed as well as better and safer routes between Fareham and Gosport.	Agree. There may be scope for a northern extension of the cycle route of the old railway line to Fareham train station (and town centre).
Bus services			
114/12	Local resident	The timetable and buses are excellent.	Welcome support.
21/10, 260/7	Local residents	Improve public transport to reduce congestion, improve bus service. (260/7)	Agree, this approach is supported by GBC and HCC.
32/6	Local resident	More buses are not the solution to the accessibility issues.	Buses have the potential to provide a transport solution to those who do not have access to cars, and remove traffic from the roads, reducing congestion for drivers.
<i>Bus routes</i>			
340/20	Local resident	Bus routes are currently good.	Noted.
57/18	Local resident	Advantage needs to be taken of the new roads being built.	Noted.
357/17	Local resident	Bus services do not go to the destinations people want. There is little accessibility to the M27 corridor and journeys to centres such as Southampton take too long. There are also poor services to the Tourist areas such as Lee on Solent and Stokes Bay. Bus services are poor off peak.	Agree further work on sub-regional bus routes is required by HCC, Solent Transport and the bus companies, with cooperation with the local district councils. The bus companies do tend to choose routes which will provide a profit. Consequently other routes may need to be subsidised which may be an issue given current funding shortages.
108/13, 112/32, 294/16, 350/11	Local residents, Gosport Society	Open up/strengthen the Millennium Bridge for: <ul style="list-style-type: none"> - Buses (108/13, 112/32, 294/16, 350/11) - Other vehicles (112/32) 	The bridge has not been designed or constructed to accommodate such vehicles.

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		<ul style="list-style-type: none"> - Such a scheme would increase footfall to key historic assets on the Gosport Waterfront (294/16) - Gosport Society would like the SPD to encourage a proposal to look at the feasibility of offering a public transport link across the bridge (294/16) - Open Forton bridge to buses or at least mini buses to create a bus link between Hardway and the Town Centre through RCY. (350/11). 	
128/5	Local resident	A free bus to the submarine museum and then on to Stokes bay would be great for children and tourists.	Agree, improved bus routes, even for the summer season would assist local tourism. Such matters need to be considered further.
266/10	Local resident	More buses are needed on the A32. Buses should come down Mumby Road to serve new development.	HCC and First review routes.
377/5	Local resident	Buses in Forton Road are so bad and poor service.	These issues are reviewed by HCC with the bus companies.
343/7	Local resident	The E1 & E2 are excellent services but the other routes were cancelled some time ago.	
94/8, 291/11, 294/16	Local residents, Gosport Society	<p>Lack of regular bus services to some parts of the Town including</p> <ul style="list-style-type: none"> - Royal Clarence Yard (291/11, 294/16)- services on Weevil Lane were withdrawn several years ago (294/16) - Priddy's Hard (294/16) - Hardway (294/16) - This increases reliance on private cars. (294/16) 	
357/77	Local resident	Collingwood and Newgate lane poorly served by buses.	
68/37	Gosport Marine Scene	The number and frequency of bus services offsets to some extent the failure to complete the rapid bus route, but more emphasis should be given to the value of the 'to-and-through' route to and from Portsmouth.	Hampshire county Council is looking to extend the BRT southwards further into the Borough this should improve journey times.
<i>Bus stops</i>			
201/12	Local resident	Bus stops should be integral to new development.	Agree, this is supported by Policy LP22 and 23 of the Local Plan.
40/8	Local resident	Move bus stop back so that its directly outside the Precinct	These issues will need to be reconsidered as

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		again.	part of any development schemes along South Street.
278/16	Local resident	Provide more bus stops on South Street.	
<i>Park and ride</i>			
350/11	Local resident	Establish as park and ride on the outskirts of the town and increase parking charges in the centre.	There are no proposals for a park and ride facility on the edge of the town. It is not considered that this would particularly address the main congestion issue which relates to out-commuting rather than pressure on town centre roads and parking. There would also be a lack of appropriate sites.
350/11	Local resident	Encourage the big supermarkets to offer free/ cheap door to door services for their customers to reduce the number of people driving.	Many supermarkets already provide a delivery service.
<i>Frequency of bus services</i>			
14/13, 89/7130/2, 291/11, 304/6, 357/12	Local residents	Lack of bus service to a large part of the Borough after a certain time in the evening or certain times of the week. <ul style="list-style-type: none"> - Poor after 7pm (291/11). There is no public transport for the evening economy buses stop at 19.00 except the E1 and E2 (89/7) - Bus services are poor after 6pm and could be improved (357/12) - There should be more bus services to Alverstoke and Lee-on-the-Solent including weekends and evenings (14/13, 130/2) - This does not support the evening economy. (304/6) 	Acknowledge these concerns. These issues are reviewed by HCC with the bus companies.
266/10	Local resident	No bus service on a Sunday.	Acknowledge Sunday services could be improved to parts of the Borough.
<i>Cost of bus services and ticketing issues</i>			
49/2, 271/5, 274/2, 340/18, 357/72	Local residents	Public transport is too expensive <ul style="list-style-type: none"> - Can be cheaper to go by taxi (49/2) - The cost of public transport is prohibitive, it would cost £25 pounds for a family to use the bus to get from the Alver Valley to Portsmouth (271/5). - Affordable public transport is needed (274/2) 	Noted that this is an issue although outside of the scope of the SPD.

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		<ul style="list-style-type: none"> - Bus routes are good but very expensive - £4.50 return from Chantry Road to Morrisons – ridiculous price (340/18) - High cost of multi modal travel, Solent Go card doesn't save much. 	
357/18	Local resident	Bus season tickets do not take account of flexible working.	Agree further work on this issue is being considered on a sub-regional basis.
Tram services			
63/16	Local resident	What about the planned light rail transport?	The Government removed the funding and the BRT proposal was implemented instead.
38/14, 237/8	Local residents	A tram service from Fareham to Gosport Ferry would be a good idea. Tram between, Fareham, Gosport and Portsmouth. (237/8)	Noted. Work is being undertaken on a sub-regional basis to improve public transport within the conurbation.
Rail			
24/15, 55/2, 223/8	Local residents	Train station/route is required Important of we are going to attract tourists. (24/15)	The proposed redevelopment of the bus station and improvements to the BRT route should improve connectivity to Portsmouth Harbour and Fareham train stations.
68/38, 281/17	Gosport Marine Scene, local resident	Rename Portsmouth Harbour Station as Portsmouth and Gosport Station <ul style="list-style-type: none"> - to help understanding of easy access to train services from the town. (63/38) 	Agree that this would improve perceptions regarding rail access to Gosport. This will be recorded in the Ideas Compendium for further consideration.
94/15	Local resident	Be able to buy train tickets on the Gosport side for Portsmouth Harbour Station.	Work is being undertaken at a sub-regional level to improve ticketing.
<i>Through-ticketing</i>			
281/17	Local resident	Growth in rail passengers means Gosport should make the most of excellent links with Portsmouth Harbour station via the ferry. This needs to be publicised suggests renaming the train station Portsmouth and Gosport. Need greater publicity regarding purchasing combined train and ferry tickets as this is poorly publicised by the railway companies.	Agree that publication and ticketing could help promote Gosport and encourage through travel.