

EXECUTIVE DECISION DAY NOTICE

Executive Lead Member for Economy, Transport and Environment Decision Day, Executive Member for Highways Operations Decision Day and Executive Member for Climate Change and Sustainability Decision Day

Date and Time Thursday 10th March, 2022 at 2.00 pm

Place Remote Decision Day

Enquiries to members.services@hants.gov.uk

Carolyn Williamson FCPFA
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This decision day is being held remotely and will be recorded and broadcast live via the County Council's website.

AGENDA

~ Executive Lead Member for Economy, Transport and Environment ~

Deputations

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. HAMPSHIRE HIGHWAYS - HIGHWAY NETWORK RECOVERY STRATEGY (Pages 7 - 28)

To consider a report of the Director of Economy, Transport and Environment regarding the main challenges affecting the local highway network and the County Council's highway maintenance service and recommending a Recovery Strategy to mitigate these challenges and improve service performance.

2. LOCAL TRANSPORT PLAN 4 (Pages 29 - 172)

To consider a report of the Director of Economy, Transport and Environment seeking approval to consult on the draft new Local Transport Plan 4 (LTP4).

3. HAMPSHIRE'S BUS ENHANCED PARTNERSHIP PLAN & SCHEME
(Pages 173 - 522)

To consider a report of the Director of Economy, Transport and Environment regarding a proposed Hampshire Enhanced Partnership Plan (EP Plan) and Hampshire Enhanced Partnership Scheme (EP Scheme), as the final step in the development of the Enhanced Partnership with bus operators, building on the Hampshire Bus Service Improvement Plan (BSIP) that was approved in October 2021.

4. PROJECT APPRAISAL: PORTSMOUTH AND SOUTH-EAST HAMPSHIRE - TRANSFORMING CITIES FUND SCHEMES (Pages 523 - 548)

To consider a report of the Director of Economy, Transport and Environment regarding two Transforming Cities Fund programme schemes and seeking approval to progress and implement the schemes.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

5. BIKEABILITY CYCLE TRAINING (Pages 549 - 554)

To consider a report of the Director of Economy, Transport and Environment regarding Bikeability cycle training delivery provision.

6. T21 STREET LIGHTING PROJECT (Pages 555 - 568)

To consider a report of the Director of Economy, Transport and Environment regarding an agreement with Tay Valley Lighting (Hampshire) Limited (the PFI Service Provider) to vary the PFI Project Agreement to replace approximately 12,000 high-power lamps with LEDs as part of the Transformation to 2021 savings plans. The report seeks approval for revised savings proposals to deliver the Transformation to 2021 savings.

7. HOUSEHOLD WASTE RECYCLING CENTRES - PEDESTRIAN ACCESS TRIAL EVALUATION (Pages 569 - 578)

To consider a report of the Director of Economy, Transport and Environment regarding the outcomes of the six-month pedestrian access trial introduced in July 2021 and seeking approval for the retention of pedestrian access at specified times at Alresford and Hedge End Household Waste Recycling Centres (HWRCs).

8. APPOINTMENTS TO OUTSIDE BODIES, STATUTORY JOINT COMMITTEES, PANELS AND PARTNERSHIP BOARDS (Pages 579 - 580)

To make any appointments to Outside Bodies, Statutory Joint Committees, Panels and Partnership Boards.

~ Executive Member for Highways Operations ~

Deputations

To receive any deputations notified under Standing Order 12.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

9. PARKING - SERVICE CONSOLIDATION EFFICIENCIES (Pages 581 - 596)

To consider a report of the Director of Economy, Transport and Environment seeking approval to serve notice on the remaining Traffic Management and Civil Parking Enforcement district agency agreements.

10. PROJECT APPRAISAL: STUBBINGTON VILLAGE ROUNDABOUTS IMPROVEMENT SCHEME (Pages 597 - 646)

To consider a report of the Director of Economy, Transport and Environment seeking approval of the proposed scheme, which seeks to encourage use of the new bypass around Stubbington and improve accessibility for pedestrians and cyclists at the two existing roundabouts in Stubbington.

11. PROJECT APPRAISAL: ARRIVAL SQUARE WHITEHILL & BORDON (Pages 647 - 662)

To consider a report of the Director of Economy, Transport and Environment regarding approval to deliver the scheme as part of the 'Whitehill and Bordon: Arrival Square – Public Realm New Town Centre Access' to support the sustainable economic growth potential in Whitehill and Bordon, and to encourage walking and cycling.

12. PROHIBITION OF DRIVING TRAFFIC ORDER BROOKERS LANE GOSPORT (Pages 663 - 674)

To consider a report of the Director of Economy, Transport and Environment regarding the objections received to the proposed amendment to the Prohibition of Driving Traffic Regulation Order (TRO) on Brookers Lane for consideration and seeking approval to progress with the amendment of the TRO.

13. LYMINGTON PAY AND DISPLAY PARKING TRAFFIC ORDER (Pages 675 - 700)

To consider a report of the Director of Economy, Transport and Environment regarding the objections received to the public advertisement of a Traffic Regulation Order (TRO) associated with the implementation of on-street chargeable parking, commonly referred to as Pay and Display parking, in the High Street in Lyminster.

14. THE WALLOPS TRAFFIC MANAGEMENT (Pages 701 - 708)

To consider a report of the Director of Economy, Transport and Environment regarding an update on progress on the Over Wallop traffic management scheme and the future strategy.

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL)

Exclusion of the Press and Public

That the public be excluded from the meeting during the following items of business, as it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during these items there would be disclosure to them of exempt information within Paragraph 1 of Part 1 of Schedule 12A to the Local Government Act 1972, and further that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons set out in the reports.

15. PROHIBITION OF DRIVING TRAFFIC ORDER BROOKERS LANE GOSPORT - EXEMPT APPENDIX (Pages 709 - 766)

A supporting exempt appendix for Item 12 on the agenda.

16. LYMINGTON PAY AND DISPLAY PARKING TRAFFIC ORDER - EXEMPT APPENDIX (Pages 767 - 782)

A supporting exempt appendix for Item 13 on the agenda.

~ Executive Member for Climate Change and Sustainability ~

Deputations

To receive any deputations notified under Standing Order 12.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

17. NATURAL ENVIRONMENT - REVIEW AND WAY FORWARD (Pages 783 - 794)

To consider a report of the Director of Economy, Transport and Environment regarding the actions taken by the County Council to protect the natural environment, to describe its key current activities in this important area, to outline recent and forthcoming changes, including in national legislation, and to seek approval for the approach to meet these new requirements.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to observe the public sessions of the decision day via the webcast.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Hampshire Highways – Highway Network Recovery Strategy
Report From:	Director of Economy, Transport and Environment

Contact name: Peter Rooney

Tel: 0370 779 4628

Email: peter.rooney@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out a longer-term strategy for managing and maintaining the highway network in Hampshire in light of additional County Council funding, and also improving how the highway maintenance service is delivered.

Recommendation

2. That the Executive Lead Member for Economy, Transport and Environment approves the proposed Highway Network Recovery Strategy, included as Appendix A, which sets out how the delivery of the highways service can be sustained, and improved over the longer term, taking into account the recurring additional £7million funding agreed by the County Council on 4 November 2021.

Executive Summary

3. This report is an update to the *Hampshire Highways Service Update Decision Report* that was approved by the Executive Member for Highways Operations on 29 July 2021. This outlined the challenges that have emerged as a consequence of the Covid-19 pandemic and Brexit, and others that have developed from long-term significant under-investment in local highway infrastructure on a national scale, following more than a decade of austerity measures and inadequate funding from central government.
4. The previous report recommended the development of a Highway Network Recovery Strategy to set out how the issues outlined in that report can be managed and mitigated.
5. The additional funding of £7million per year that was agreed by the County Council on 4 November 2021 specifically for highway maintenance will, in conjunction with existing budgets, provide the necessary financial footing to

enable the slowing down, and ideally the gradual reversal, of the managed decline in the condition of Hampshire's road network.

6. The Highway Network Recovery Strategy sets out how *Hampshire Highways* will proactively manage the highway network utilising existing capital and revenue budgets, together with the extra £7million. The strategy is essentially a ten-year forward plan to address the longstanding backlog of highway maintenance on the local road network and, to ensure improvements are targeted in the most effective way, established asset management principles and cost modelling will be utilised. Hampshire-specific asset datasets have been developed to demonstrate the important linkage between investment and improvement and these are included as Appendix B.
7. Indicative target spend areas have already been identified for 2022/23 to address a number of immediate network needs, primarily focussed on carriageway and surface water drainage assets.
8. The new strategy will:-
 - a. Enable faster response times to reported defects and incidents which, in turn, should yield a better customer experience with improved perception of the highways service.
 - b. Improve how highway asset data is used to enable more efficient and effective targeted interventions.
 - c. Facilitate a more proactive approach to highway maintenance.

Contextual Information

9. It is important to note that the condition of Hampshire's highway network and the current state of managed decline is not a Hampshire-specific problem, this is a challenge affecting all local highway authorities across the country at present.
10. The construction industry continues to face a number of challenges nationally which were outlined in detail in the July 2021 report. These have resulted in a high degree of ongoing uncertainty and risk, largely centred around the volatility in prices relating to construction related activity, linked to inflation.
11. In September 2021 the UK Roads Liaison Group published a report "The Case for Investing in Highways Maintenance". This comprehensive report outlined many of the issues that are currently affecting the highway network across England (excluding London) and several highlights from the report are included below to provide an overview of the situation from a national perspective:
 - the condition of roads is increasing motorist operating costs;
 - over 6 years, the RAC reports that motorists believe that the condition of local roads is getting worse;
 - road users state the road surface condition is a top priority/concern;
 - Department for Transport (DfT) data indicates a decline in maintenance undertaken across the local road network, with the minor roads taking the biggest hit;

- DfT data highlights the reduction of strengthening work, with local authorities having to adopt short-term fixes to spread their budget across an ageing asset;
 - recent Annual Local Authority Road Maintenance (ALARM) surveys indicate circa. 1% (2,800km) of the local road network degrades into the poor condition category each year;
 - nearly one in three (31%) of older adults (aged 65+) are prevented from walking more or at all on their local streets because of cracked and uneven pavements (footways). The new research found that half of older adults (48%) would walk more if their pavements were well-maintained; and
 - for every additional £1 invested, an absolute minimum return of £2.20 can be expected, with analysis identifying typical returns of up to £9.10 at a national level. Further socio-economic benefits are estimated to provide up to a further £5+, and work is underway by the highways sector to monitor this more closely.
12. In addition to the Roads Liaison Group report, the 2021 National Highways and Transport (NHT) survey results demonstrate a continuing decline nationally in the public perception of highway maintenance services and network condition. Hampshire County Council's overall position against its peer group remains largely unchanged from previous years, but the falling satisfaction figures show that service expectations are increasing, possibly as a result of changing societal behaviours in light of the covid pandemic. This is evident in the numbers of highway enquiries that the service receives which have shown a marked and sustained increase since 2020.
13. The County Council's highway maintenance strategy has, for many years, been asset management driven and this has ensured the allocated funding is routinely invested in the right areas of the network to provide the best value outcome, based on whole life costs. The July report commented that the condition of Hampshire's highway network was deteriorating at an increasingly rapid rate and the under-investment in highway maintenance at a national level has meant that the County Council has been unable to manage and slow the decline in the condition of the local highway network. Planned Maintenance activities, which are delivered by the Operation Resilience team, include larger-scale structural repairs such as carriageway resurfacing and reconstruction, structural drainage and footway resurfacing schemes remains effective, but this programme only addresses a small percentage of the network in any given year. Operation Resilience adopts a "prevention is better than cure" approach and any reduction in Planned Maintenance significantly increases the need for routine and reactive repairs, which are not cost-effective in the long run, increase carbon emissions and generate higher numbers of enquiries and claims. In recent years there has been a noticeable shift back towards more reactive maintenance due to the need for accelerated interventions due to the changing degradation profile. This is undesirable from a network management perspective where a higher proportion of the under-funded budget is spent on reactive repairs rather than long-term planned maintenance operations

14. Analysis of locally held highway asset management data has clearly shown that over the past decade the condition of Hampshire’s local road network has deteriorated. Table 1 provides an overview of the decline of the classified road network over a 4-year period.

Year	Percentage and lengths of carriageway requiring structural maintenance		Total length of road in need of structural maintenance
	A Roads	B & C Roads	
2016/17	3% (37km)	3.4% (97km)	134km
2020/21	4.8% (59km)	4.8%* (137km)	196km

Table 1 - Overview of Classified Road Carriageway Condition (* average percentage for combined B & C roads)

15. Table 1 shows that the length of Hampshire’s classified road network (A, B and C class roads) requiring major structural maintenance has increased by 3.2% over a 4-year period, which equates to an additional 62km. It is important to emphasise that this only relates to the proportion of the classified network (approximately 38% of the total road network) in the worst condition and does not include the unclassified network or other highway assets.

16. The declining network has resulted in a maintenance backlog across all highway assets and the latest data for Hampshire estimates the cost to be in the region of £377million, as detailed below:

Carriageways	£240m
Footways	£38m
Structures	£78m
Traffic Signals	£21m
Total	£377m

17. As part of the County Council’s commitment to an asset management driven maintenance strategy, individual performance targets have been assigned for each highway asset category. For example, the department’s performance target of “Good” for the percentage of A-Road network in the red band, i.e. in need of structural repair, is between 3-5%. From Table 1 above the condition in 2016/17 was 3% and comfortably within the good target, in 2020/21 this has dropped to 4.8% and heading towards the “Fair” category, 6-7%.

18. The highway network condition data is also used for lifecycle planning purposes, which aims to predict how an asset will deteriorate over its life given a variety of treatment regimes. Those treatments can be costed so that

a theoretical annual budget for the most efficient regime can be derived. The combination of lifecycle planning and performance standards creates various investment models to suggest the best use of budget allocations and it is possible to assess what level of service will be achieved after a given level of investment or, conversely, calculate the investment needed to attain a certain level of service. Appendix B contains extracts from the department's cross asset analysis, which uses deterioration models to identify the level of funding required over a 15-year period to provide a condition outcome. The Performance Management Framework (PMF) banding categorises condition percentage requirements in terms of poor, fair, good and exceeding. As previously mentioned, the County Council's performance target is "Good" and Appendix B shows various investment scenarios for A, B, C and Unclassified roads and the condition outcome for maintaining current levels of spend, increasing or reducing spend, and also achieving a steady state. The change in road length refers to the additional length of network in need of structural repair. It is important to note that the values quoted do not take into account inflationary increases, therefore the actual figure is likely to be higher.

19. Table 2 provides a summary of all the highway assets included in Appendix B with details of their current annual investment values and the additional annual funding required per year to maintain their current levels of performance for a 15-year period.

Highway Asset	Current Performance Target (PMF)	Current Annual Investment	Additional Annual Investment to Maintain Performance Target	Total Additional Investment (over 15 years)
A Roads	Good	£4.6m	£1m	£15m
B Roads	Good	£2.6m	£1.7m	£25.5m
C Roads	Good	£6.9m	£3.5m	£52.5m
U Roads	Good	£10.2m	£8.1m	£121.5m
Footways	Good	£3.7m	£4.6m	£69m
Structures	Good	£4m	£9.05m	£135.75m
Traffic Signals etc.	Fair	£150k	£3.55m	£53.25m
Totals		£32.15m	£31.5m	£472.5m

Table 2 - summary of scenario planning for all assets, to maintain current performance targets over the next 15 years

20. From the data provided in Table 2 it is evident that annual funding for the highway assets will need to almost double to maintain their current state for the next 15 years. Given current funding levels and financial pressures at a national and local level, this is clearly an unrealistic expectation, therefore it is essential that the funding is invested in the right areas at the right time to achieve maximum benefit and value.
21. In October 2021 the government announced details of the Comprehensive Spending Review, where an indication was given that capital funding allocations from the Department for Transport (DfT) for highways maintenance in England would be £1.125billion (2021/22 allocation) for the next three financial years (2022/23, 2023/24 & 2024/25). In terms of capital budgets for Hampshire this equates to £45.3million for the next three financial years, although it should be noted that formal confirmation of this had still not been received from DfT when this report was prepared. The commitment to a longer-term funding allocation by the Government is welcome news and will help to provide stability, resilience, and better opportunities for asset management driven maintenance strategies although it is disappointing that it is still below the optimum level to reverse the declining trends from the last decade.
22. The UK Roads Liaison Group report models various investment scenarios for different levels of funding from the DfT. The model includes an investment scenario for £1.125billion and states that the backlog will be “unsustainable” and growing by c. £375million per annum. Network condition will continue to decline, which will be evident through bridge restrictions, flooding, more footway and carriageway defects and the continuation of “reactive management strategies”.
23. Decisions to cut funding for highway maintenance over the past decade have been led by central government rather than the County Council. Central government has tried to reduce the impact for local authorities by providing sporadic short-term funding allocations to deal with problems such as potholes and flooding. Whilst any additional funding is welcome, short-term funding injections do not provide the necessary long-term financial commitment to enable an asset management-driven maintenance strategy to be optimally followed. Short-term funding allocations increases demand across the industry and can create a scenario where local highway authorities are effectively competing with each other to secure additional resources from a limited supply pool. In recent years the County Council has acknowledged the cuts in funding and tried to mitigate the impact through additional investments of £10million per year for Operation Resilience activities. The additional £7million per year funding will provide higher confidence of achieving sustainable network stability and serviceability.
24. The construction industry is currently experiencing high levels of inflation, mainly for materials. The Hampshire Highways Service Contract (HHSC) contains annual price adjustment mechanisms that allow the contract prices to fluctuate in accordance with inflation measures, which are based on the consumer price index (CPI) and other construction inflation indices. Whilst the contract mechanism protects the County Council to some degree, the early

indications are that highway maintenance costs for a large proportion of capital funded maintenance works are likely to increase by at least 6% for 2022/23, with similar increases expected for the years ahead until the economic outlook stabilises. The 6% increase is not wholly reflective of the current market conditions. Inflation in the construction industry continues to be volatile and it is affecting different parts of the sector in different ways, so it is difficult to forecast the full impact. The duration of the current unstable situation is the subject of much debate across the construction sector, but the consensus seems to be that the financial instability and uncertainty will remain for several years. Compounding the inflationary pressures further are the impending increases to National Insurance contributions and changes to the legislation around the permitted use of red diesel, which will directly affect the highways service. From a forecasting perspective, if an indicative figure of 10% was applied to estimate the impact of inflation on DfT capital funded highway budgets it would result in a reduction in deliverable work of £4.5m in 2022/23 as the funding allocations from the DfT are fixed and therefore any inflationary increase is effectively a direct reduction in the amount of work that can be undertaken on the ground to maintain the network. Revenue budgets are relatively well protected with inflationary increases up to 2.5% and over 3.5% being covered by the County Council's corporate finances, leaving a potential reduction of up to 1% (£424k) for revenue funded work. Table 3 below provides an overview of the impact of a 10% reduction in capital budgets and a 1% reduction in revenue budgets. The total annual budget of £87.7m is effectively reduced by £4.95m. It should be noted that the 10% is **an indicative figure only** and the duration of increased inflation is unknown. However, as the construction industry inevitably stabilises in time the net amount of work undertaken on the ground could increase.

Budget	2022/23 Budget Allocation	Impact of 10% inflation on Capital works	Impact of 1% inflation on Revenue	Total Reduction
Capital (DfT)	£45.3m	-£4.53m	n/a	-£4.53m
Core Revenue	£35.4m	n/a	-£354k	-£354k
Additional Revenue	£7m	n/a	-£70k	-£70k
Totals:	£87.7	-£4.53m	-£424k	-£4,954,000

Table 3 – Summary of the impact of inflation and other pressures on the highway budgets

25. A key aim of the strategy is to reverse the trend for short-term reactive maintenance back to long-term planned maintenance. However, it is likely that the additional £7million will initially be used to fund additional revenue activity with, over time, an increasing proportion capitalised to increase funding for planned maintenance. Appendix A details the proposed strategy and includes

indicative TOTAL budget allocations for 5 years from 2022/23, aligned to the increase in Government funding. The additional £7m funding is available from 2022/23 with the flexibility for the Director of Economy, Transport and Environment to allocate this between Operation Resilience (Planned Maintenance) and reactive maintenance budgets as required.

26. It should be noted that revenue funded works will generally not improve the condition of the highway network structurally, although the additional spend in drainage cleansing and maintenance should help to reduce the incidence of flooding, which in turn should reduce structural defects such as potholes. The additional capitalised funding will provide additional support for structural repairs, i.e. more patching gangs and an enhanced Operation Resilience programme.
27. The funding will also be used to improve frontline staff capacity. Highway staff numbers have reduced by around a quarter since 2010. Whilst these measures were necessary to meet transformational savings targets it has put an unsustainable strain on the highways service in terms of customer service and managing the network on the ground, particularly during and after severe weather events. Highways is a resource intensive area and increasing the numbers of front-line and support staff will provide an improved customer service and much needed resilience for the delivery of all highway activities, and especially so in light of the increased funding provision.
28. The UK construction industry continues to struggle with the availability of operational resources, material supplies, HGV drivers and increased costs, and the uncertainty of this evolving situation could result in difficulties in obtaining the necessary operational resources to address and resolve the issues as quickly as desired. However, with surety over longer term funding the County Council will be in a much stronger position to commit to larger programmes of work that will undoubtedly be attractive to Milestone and its supply chain partners increasing the likelihood of securing key resources for extended periods. The Network Recovery Strategy in Appendix A outlines how the current risks and challenges will be managed and expected outcomes are:-
 - a. Faster response times to reported defects and incidents which, in turn, should yield a better customer experience with improved perception of the highways service.
 - b. Improved use of highway asset data to enable more efficient and effective targeted interventions.
 - c. A more proactive approach to highway maintenance.
29. The collaborative working relationship with the County Councils service provider, Milestone Infrastructure, remains strong and is an exemplar in the highways sector. This will be a vital element to maintaining and sustaining increased operational delivery, productivity, and efficiency across the highways service.

Consultation and Equalities

30. Due to the nature of the approval sought for this report, limited consultation has been undertaken. However, Milestone Infrastructure has been closely involved in the formulation of the new strategy to ensure it is deliverable from a service providers perspective.
31. The decision sought in this report will not reduce the scope of the service provided or have any impact on the individuals working on the service or service users, so has been assessed as having a neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate and address current pressures and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to minimise disruption and improve service delivery to all residents and help maintain and/or improve highway safety.

Climate Change Impact Assessments

32. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

33. Adaptations will be made to reduce the highway network's vulnerability to climate change by reducing the impact of flooding on the highway caused by heavy rainfall. Carbon sequestration and biodiversity in highway verges will be increased through enhanced maintenance regimes. The investment in proactive planned maintenance activities will reduce the number of reactive repairs, which generate carbon emissions. Increased numbers of repairs also generate disruption and diversions to the travelling public. Expanding the use of the County Council's highway materials recycling facility at Micheldever will provide cold recycled materials for use in Hampshire's highway network, reducing the need for traditional materials that use quarried virgin aggregates, production processes using high temperature batching plants and can be transported significant distances by road.

Carbon Mitigation

34. The carbon mitigation tool was not applicable because the decision relates to a programme of measures and is strategic in nature.

Conclusions

35. The network recovery strategy is a 10-year plan and is intended to return Hampshire's highways into a position where the service can meet the increasing levels of service demand and also improve highway user perception. The current fluid nature of the industry makes it difficult to predict how long it will take to turn the tide and be in a position to return to proactively managing the highway network. However, the strategy will need to be regularly reviewed, ideally annually, in the context of the wider sector issues, and amended accordingly so that it remains flexible and agile to meet changing priorities.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Hampshire Highways – Service Update	<u>Date</u> 29 July 2021

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The decision sought in this report is for information purposes and will not change the scope of the service provided or have any impact on the individuals working on the service or service users, so has been assessed as having a neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate current pressures and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to minimise disruption to all residents arising from the current challenges and to help maintain highway safety.

Appendix A

Highway Network Recovery Strategy

Introduction

1. The Network Recovery Strategy aims to address the highway maintenance backlog in Hampshire and arrest degradation and depreciation across the network. Current levels of Planned Maintenance (Operation Resilience) replace less than 0.5% by area each year during which time the rate of deterioration greatly exceeds this level of replacement.
2. The optimal outcome of the Network Recovery Strategy is to recover the network to reach a sustainable steady state at a minimum cost. A key aim for the strategy is to move from an expensive, reactive maintenance regime to a more planned, proactive and affordable programme. As part of the strategy the annual spend between reactive and planned maintenance activities will be tracked to provide an overview of the anticipated shift over time.
3. To start to recover the network it is important to address two main areas:
 - (i) the longstanding maintenance backlog must be tackled in a targeted way. The maintenance backlog has been defined as the value of the work required to remove those areas requiring urgent interventions.
 - (ii) the natural year-on-year deterioration of the network. Deterioration occurs on the highway due to a number of reasons:
 - Ageing process. Oxidation of bituminous materials occurs over a period of time causing surfacing to become loose and eventually to break up.
 - Traffic Loading. Vehicles, especially heavy goods vehicles, have a detrimental effect on the carriageway, causing defects by wear or making existing defects worse.
 - Damage. This can be described as events that compromise the road surface. A good example would be poor utility reinstatements. Utility work needs to be rigorously policed in order maintain high standards of workmanship and materials.
 - Water, either standing on the highway or penetrating the underlying structure of the road, due to poor drainage and the increase in demand caused by the effects of climate change.

4. The Network Recovery Strategy will be delivered in conjunction with the recently reviewed network hierarchy which, subject to further analysis, will beneficially assist with prioritisation of network repairs over the life of the strategy, i.e. focus expenditure to those parts of the network most used and most important. The Strategy defines an approach for improving the overall condition of highway asset by the reintroduction of planned, preventative maintenance and cyclic maintenance and the extra highways funding will facilitate this.
5. By applying asset management condition analysis and experience in the right way, the deterioration of the highway network can be accurately mapped which can help to determine and drive priorities to manage the maintenance backlog, arrest the deterioration and return the road network to a steady-state condition that is sustainable going forward.
6. It is proposed to identify a comprehensive revenue and capital programme for the first year of the Strategy – 2022/23 - and then indicative programmes of work and target sites for the next four years. At year five the Strategy will be subject to a comprehensive review and, at the end of year ten, it is hoped that the deterioration can be arrested to such an extent that the value of the highway network can be maintained. The ultimate outcome for the Strategy is that it can be devised and delivered in such a way that the rate of improvement will exceed annual depreciation rate.

Service Improvement, Risk Management and Collaborative Working

7. Working in close collaboration with Milestone Infrastructure, measures to manage and improve the service, and mitigate risks, will include such things as improving systems and processes, obtaining additional resources, prioritising work types to ensure the safety of the network is not compromised, exploring new innovations, whether new digital technologies or alternative products and materials, and investigating new ways to maximise existing assets such as the County Council's new highways materials recycling facility at Micheldever.

Budget Allocations and Indicative Spend Areas 2022/23 to 2026/27

8. Indicative budget allocations for the financial years 2022/23 to 2026/27 are included in the table below, this includes Capital funding from the DfT, Revenue base budgets and the additional £7m Revenue budget.

Budget	Financial Years				
	2022/23	2023/24	2024/25	2025/26	2026/27
Capital (DfT)	£45.3m	£45.3m	£45.3m	£45.3m*	£45.3m*
Core Revenue	£35.4m	tbc	tbc	tbc	tbc
Additional Revenue	£7m	£7m	£7m	£7m	£7m
Total budget:	£87.7m				

* The Capital (DfT) funding for these years is not confirmed and is based on previous allocations

9. The indicative spend for highway maintenance works for the 2022/23 financial year is outlined in the table below.

Work Type/Area	Works Budget		
	Capital (HCC & DfT) £m	Revenue (HCC) £m	
Operation Resilience (Planned Maintenance)	£29.7	0	
Routine & Reactive Maintenance	£5.1	£5.5	
Cyclical Maintenance	0	£5.1	
Winter Maintenance	0	£5.9	
Arboriculture	0	£0.9	
Structures	£4	£0.6	
Intelligent Transport Systems	£0.7	£1.7	
Street Lighting	0	£11.9	
Street Works Coordination	0	£0.1	
Miscellaneous	£5.8	£3.7	
Additional £7m outlined in paragraph 10	£3.5	£2.5	
Totals:	£48.8m	£37.9m	£86.7m*

* the table above excludes the £1m revenue funding for staff from the additional £7m

10. The indicative areas of spend for the additional £7m in 2022/23 are included in the next table. It is acknowledged that the work types shown include a large proportion of revenue funded activity, but it is anticipated that this will gradually change, over time, to a larger proportion being capital maintenance. The County Council approval included flexibility for the Director of Economy,

Transport and Environment to allocate this between Operation Resilience (Planned Maintenance) and reactive maintenance budgets as required. Therefore, the areas of spend and proportions of revenue and capital will change for subsequent years, subject to service requirements:

Work Type	Allocation
Routine reactive (pothole) repairs, footway siding out, sign cleaning, localised drainage repairs and vegetation clearance	£1.1m
Rural grass cutting – increase quantities of the full width verge cutback, expand the trial of cut and collect arising from verges and further trials of re-wilding verge areas	£0.4m
Weed control – increase more localised additional treatments and undertake trials of alternatives to herbicide treatments	£0.1m
High performance reinstatements around carriageway ironwork	£0.2m
Drainage – additional routine maintenance and cleansing of drainage assets. Additional grip cutting and ditch clearance	£1.8m
Carriageway and footway defect repairs and patching	£2.4m
Delivery resources (staff)	£1m
Total	£7m

Indicative spend for the additional £7m for 2022/23

11. The funding will provide additional resources to undertake repairs that typically generate a high number of customer enquiries such as pothole repairs, overgrown vegetation, gully cleansing and obscured traffic signs.
12. Additional targeted rural grass cutting will be undertaken, with a full cutback of all highway verges being undertaken each year. In conjunction with this, the current cut-and-collect trials will be expanded along with further trials of re-wilding highway verges. These measures have been developed in consultation with the conservation charity Plantlife to increase biodiversity and carbon sequestration in Hampshire’s highway verges.
13. Weed growth on the highway is an area that generates high volumes of enquiries. The funding will be used to undertake additional weed control treatments to targeted areas. Trials of alternative treatment methods will be undertaken with a view to finding a replacement to the herbicides currently used.
14. The increased funding provision will provide additional resources to undertake first-time permanent repairs to carriageway and footway defects such as potholes and loose paving slabs. This will include specialist treatments such as high-performance repairs around chamber covers and drainage gullies in the carriageway, which take a significant impact on the higher trafficked network and can lead to repeated failures. The increase in resources will enable more proactive routine repairs to be undertaken and arrest the deterioration of the network. This will also reduce the number of public enquiries, reactive repairs and damage claims.

15. Highway drainage will be reviewed and reprioritised with the additional funding through a variety of measures. Additional cleansing frequencies for drainage assets such as gullies and soakaways will be undertaken, and additional resources will be provided for rural areas including additional grip cutting (intercepting ditches) and ditch clearance. The investment in additional drainage maintenance will help Hampshire's adaption to manage and mitigate the effects of climate change such as increased rainfall and storm events. Improvements to highway drainage systems will reduce surface water flooding which is a major contributor to highway defects such as potholes, and claims.

Appendix B

Cross Asset Investment Planning

A Road Summary

PMF Banding

Percentage of the network in the Red 'Road Condition Index' (RCI) band. RCI is a DfT measure of road condition.

Poor	Fair	Good	Exceeding
>7% Red	6-7% Red	3-5% Red	<3% Red

A Scenarios	Annual Investment	Change in Investment	Total Investment	Current Condition	Condition Outcome	Condition Change	Current Red Length (km)	Outcome Red Length (km)	Change in Red Length (km)
1 – Current Spend	£4.6m	-	£69m	4.8%	7.1%	2.3	32	48	16
2 – £250k reduction	£4.35m	-£250,000	£65.25m	4.8%	7.7%	2.9	32	52	20
3 – £250k increase	£4.95m	+£250,000	£72.75m	4.8%	6.5%	1.7	32	44	12
4 – £500k increase	£5.1m	+£500,000	£76.5m	4.8%	6%	1.2	32	41	9
5 – Steady State	£5.6m	+£1m	£84m	4.8%	4.8%	0	32	32	0

B Road Summary

PMF Banding

Percentage of the network in the Red 'Road Condition Index' (RCI) band. RCI is a DfT measure of road condition.

Poor	Fair	Good	Exceeding
>8% Red	6-8% Red	3-5% Red	<3% Red

B Scenarios	Annual Investment	Change in Investment	Total Investment	Current Condition	Condition Outcome	Condition Change	Current Red Length (km)	Outcome Red Length (km)	Change in Red Length (km)
1 – Current Spend	£2.6m	-	£39m	5.2%	9.5%	4.3	30	55	25
2 – £250k reduction	£2.35m	-£250,000	£35.25m	5.2%	10.3%	5.1	30	59	29
3 - £250k increase	£2.85m	+£250,000	£42.7m	5.2%	8.7%	3.5	30	50	20
4 – £500k increase	£3.1m	+£500,000	£46.5m	5.2%	8%	2.8	30	47	17
5 – Steady State	£4.3m	+£1.7m	£64.5m	5.2%	5.2%	0	30	30	0

C Road Summary

PMF Banding

Percentage of the network in the Red 'Road Condition Index' (RCI) band. RCI is a DfT measure of road condition.

Poor	Fair	Good	Exceeding
>9% Red	6-9% Red	3-5% Red	<3% Red

C Scenarios	Annual Investment	Change in Investment	Total Investment	Current Condition	Condition Outcome	Condition Change	Current Red Length (km)	Outcome Red Length (km)	Change in Red Length (km)
1 – Current Spend	£6.9m	-	£103.5m	4.5%	8.3%	3.8	92	169	77
2 – £750k reduction	£6.15m	-£750,000	£92.25m	4.5%	9.3%	4.8	92	189	97
3 – £500k reduction	£6.4m	-£500,000	£96m	4.5%	9%	4.5	92	183	90
4 – £250k reduction	£6.65m	-£250,000	£99.75m	4.5%	8.7%	4.2	92	176	84
5 – £500k increase	£7.4m	+£500,000	£111m	4.5%	7.8%	3.3	92	158	56
6 – Steady State	£10.4m	+£3.5m	£156m	4.5%	4.5%	0	92	92	0

U Road Summary

PMF Banding

Percentage of the network in the Red 'Road Condition Index' (RCI) band.

Poor	Fair	Good	Exceeding
>9%	7-9%	3-7%	<3%

U Scenarios	Annual Investment	Change in Investment	Total Investment	Current Condition	Condition Outcome	Condition Change	Current Red Length (km)	Outcome Red Length (km)	Change in Red Length (km)
1 – Current Spend	£10.2m	-	£153m	5%	8.4%	3.4	236	409	173
2 – £750k reduction	£9.45m	-£750,000	£141.75	5%	9%	4	236	430	194
3 – £500k reduction	£9.7m	-£500,000	£145.5m	5%	8.7%	3.7	236	424	188
4 – £250k reduction	£9.95m	-£250,000	£149.25m	5%	8.6%	3.6	236	417	181
5 – £500k increase	£10.7m	+£500,000	£160.5	5%	8.1%	3.1	236	397	161
6 – Steady State	£18.3m	+£8.1m	£274.5m	5%	5%	0	236	236	0

Footway Summary

The PMF banding is based on the percentage of the footway network in the resurfacing band.

Poor	Fair	Good	Exceeding
>25%	20 - 25%	10 - 20%	<10%

Scenario	Annual Investment	Change in Investment	Total Investment	Current Condition	Condition Outcome	Condition Change	Current Red Length (km)	Outcome Red Length (km)	Change in Red Length (km)
1 – Current Spend	£3.7m	-	£55.5m	10.5%	25.40%	14.9	634	1,534	900
2 – £500k reduction	£3.2m	-£500k	£48m	10.5%	27.20%	16.7	634	1,642	1,008
3 – £250k reduction	£3.45m	-£250k	£51.75m	10.5%	26.30%	15.8	634	1,588	954
4 – £250k increase	£3.95m	+£250k	£59.25m	10.5%	25%	14.1	634	1,485	851
5 – £500k increase	£4.2m	+£500k	£63m	10.5%	23.70%	13.2	634	1,431	797
6 – Steady State	£8.3m	+£4.6m	£124.5m	10.5%	10.50%	0	634	634	0

Structures Summary

PMF Targets

The structures PMF target is based on the Structures Stock Condition Index score and maintaining this within the good band overall

Condition	Poor, Very Poor or Substandard	Fair	Good Condition	Very Good
SSCI Range	0 - 65	65 - 80	80 - 90	90 - 100

Scenarios	Annual Investment	Change in Investment	Total Investment	Current Condition	Condition Outcome	Condition Change	No of bridges V good	No of bridges Good	No of bridges Fair	No of bridges Poor or V Poor	Backlog
1 – Current Spend	£4.0m	-	£60m	84.5	70.97	-13.53	34	241	781	662	£213,238,905
2 – PMF into poor band	£1.5m	-£2.5m	£22.5m	84.5	65	-19.5	18	180	731	789	£257,775,870
3 – £500k reduction	£3.5m	-£500,000	£52.5m	84.5	69.64	-14.86	30	215	785	688	£225,948,734
4 – £250k reduction	£3.75m	-£250,000	£56.25m	84.5	70.22	-14.28	30	220	783	685	£218,560,978
5 – £250k increase	£4.25m	+£250,000	£63.75m	84.5	71.15	-13.35	35	239	800	644	£207,850,502
6 – £500k increase	£4.5m	+£500,000	£67.5m	84.5	71.85	-12.65	31	240	806	641	£201,195,989
7 – Remain in good band	£9.25m	+£5.25m	£138.75m	84.5	80.19	-4.31	73	585	835	225	£109,253,937
8 – Steady State	£13.05m	+£9.05m	£195.75m	84.5	84.5	0	215	1024	463	16	£39,484,444

ITS Summary

The PMF indicators are the percentage of assets in the poor band.

Poor	Fair	Good	Exceeding
>10%	5-9%	2-4%	1%

Scenarios	Annual Investment	Change in Investment	Total Investment	Current Condition	Condition Outcome	Condition Change	No of ITS Assets V Good	No of ITS Assets Good	No of ITS Assets Fair	No of ITS Assets Poor or V Poor	Backlog
1 – Current Spend	£150k	-	£2.25m	8	47%	41	12	304	300	539	£45,000,000
2 – £250k increase	£400k	+£250,000	£6m	8	44%	38	44	311	290	510	£43,000,000
3 – £500k increase	£650k	+£500,000	£9.75m	8	42%	36	66	318	283	488	£41,000,000
4 – £1m increase	£1.15m	+£1m	£17.25m	8	37%	31	108	346	271	430	£36,000,000
5 – Remain in Fair	£3.3m	+£3.15m	£49.5m	8	9%	3	335	424	291	105	£18,000,000
6 – Steady State	£3.7m	+£3.55m	£55.5m	8	8%	0	353	439	288	75	£15,000,000

6. The new LTP seeks to establish agreement to a vision of what transport should look like in 2050, four transport related outcomes covering climate change, environment, economy and society, and two core guiding principles for how we plan, design and deliver transport improvements in Hampshire. Collectively these highlight the problems and challenges we face and indicate the direction we propose to take to solve them.
7. The plan includes a set of core and theme policies which set the rules by which Hampshire may apply the transport strategy and the types of measures that follow from this. The proposed consultation will test all these elements of the new LTP.
8. The LTP4 is drafted to be a pragmatic and deliverable way of achieving long term travel change. It seeks to support sustainable economic development and regeneration, widen accessibility, level up life opportunities, and promote healthier active lifestyles.

Contextual information

9. The County Council has set targets to achieve carbon neutrality by 2050. The evidence collected suggest that transport contributes around 37% of all carbon emissions but also that of all sectors it is perhaps the hardest to decarbonise. The Government has set out plans to ban sales of new combustion engine vehicles for private vehicles which will help to decarbonise the transport system. Carbon modelling undertaken by Hampshire County Council suggests that this is not enough on its own and that if we continue at a local level with current policies and strategies the 2050 carbon budget will be used up by 2036. It indicates that action needs to be take now and that even after electrification of the vehicle fleet there will still be a need to reduce traffic levels by around 10% based on pre covid19 levels.
10. Economic growth and prosperity have always been a key outcome of historic transport plans but the pandemic and new trends in retail have changed the challenges we face and require us to think differently about how we achieve it. Inequality of opportunity in our society is not a new issue but it is a key economic issue that is at the heart of the Government's approach to levelling up.
11. The environment is impacted by how we move about particularly from emissions and other pollutants associated with transport but also the impact on the natural environment. The evidence collected suggests that poor air quality has significant health impacts. Furthermore, it suggests that even if we move to a greater use of electric vehicles some emissions will persist, including the smaller particulates which are most harmful to public health.
12. How we move about is a key determinant of our opportunity to live healthy, happy and inclusive lives. Hampshire is one of the most car dependent local authorities in the country, which impacts levels of obesity and inactivity. In Hampshire 19% of adults take less than 30mins activity a week. Of children aged 5 to 15 only 32% of boys and 24% of girls do sufficient exercise. The quality of infrastructure to support active lifestyles where walking and cycling become the norm for more people needs to be more than safe, it needs to be comfortable and attractive to use and accessible for all. Many who experience

inequality in our society are also the most likely to have the poorest transport opportunities and choices and be most exposed to harmful pollutants.

13. The LTP explores the challenges set out in the above paragraphs and sets a vision for addressing them. It also includes two core principles which are intended to guide what we do going forward. They are:
 - significantly reduce dependency on the private car; and
 - provide a transport system that enables high quality and prosperous places and puts people first.
14. This is a direction which is different to previous LTPs. One which is about improving the choice of modes by transforming and widening the use of walking, cycling and public transport as alternatives to private car use. It recognises that cars will remain important but also that addressing the outcomes above ultimately means reducing traffic levels. It is also pragmatic and recognises that at the same time we will still need to increase road capacity where there is a strong case for doing so. Examples being road improvements that attract traffic away from areas suffering poor air pollution such as our town centres or which facilitate movement on key trade corridors such as from the Midlands to the Ports of Southampton and Portsmouth.
15. The focus on “people” and “place” recognises that in many locations infrastructure provision has been planned with vehicle capacity being the dominate consideration. Such approaches were termed “predict and provide”. On motorways and strategic roads this remains broadly appropriate but on residential streets or high street locations the functions of such areas are much more complex than simply moving vehicles around. The form of such streets needs to better reflect the balance of considerations that apply to how people want to use such places and ultimately what we want those places to be like. The LTP seeks to set out a Movement and Place framework which will guide how, where and when we balance these competing factors. Doing so will allow us to better respond to the needs of different transport users in the form of the infrastructure the County Council provides.
16. The LTP includes core and theme policies which are set to achieve the outcomes, vision and core principles. These are the rules that apply to how Hampshire County Council proposes to change the infrastructure and they apply to what Hampshire does as a highway authority and what others might want to do to change the transport network. As rules, they are things Hampshire will not want to compromise on. Consultation will be an important test to see if the ones proposed will be viewed as making a difference to the desired outcomes.
17. The biggest difference in the policies to previous LTPs are:
 - a. the creation of a road user utility framework;
 - b. a movement and place framework to help us decide how best to change our streets and spaces and balance competing needs;
 - c. a new approach to integrating land use and transport planning by clearly defining what sustainable transport looks like;
 - d. an approach to adapting our infrastructure to respond to climate change;
 - e. policies that support decarbonisation and electrification of the vehicle fleet;

- f. policies that set out how the County Council will make use of new technology to solve transport challenges; and
 - g. policies that set the ambition to deliver a transformational change in public transport, walking and cycling networks and systems.
18. What is not in the LTP at this time are detailed targets or a monitoring framework. This will follow if the strategy is agreed. The intention is that monitoring will be done on a regular basis and kept live to reflect the national funding situation and Hampshire's success in securing funding going forward. Neither does it include the detailed suite of guidance which will need to follow the adoption of policies. Guidance will be needed to detail how we apply the rules in practice. Examples include how we assess the detail of transport assessments submitted as part of planning applications or local plan development or how we assess the carbon impacts of different transport intervention to help make decision about which ones will have greatest impact on decarbonisation or help mitigate climate change.
19. The LTP will also be supported by detailed local area strategies and plans and topic related strategies. These will all be developed within the policy framework set by the adopted LTP and will effectively be daughter documents of the LTP. Examples include an electric vehicle strategy, a climate change adaption plan or area plans similar to the existing Winchester Movement Strategy.

Finance

20. The LTP has been developed within existing revenue budgets over a number of years.
21. Delivering the plans set out in the LTP will be conditional on continuing success in securing national grant funding and contributions towards schemes from the private sector of a similar or slightly greater level to those secured to date (over the last 5 years) but for the next 15 plus years. Additionally, it can be expected that in delivering elements of the strategy there may be new sources of income secured from providing transport services or enforcement activity that could be ringfenced for delivery of the LTP.

Consultation and Equalities

22. This report seeks approval to undertake consultation on a draft LTP4 document.
23. An initial engagement process was followed to help develop and shape the LTP outcomes, vision, core design principles and policies and plans. Over 800 organisation or individuals responded and offered broad support for the vision, desired outcomes and core design principles. It also tested views on a range of potential measures. An engagement report is already in the public domain at the following site. <https://documents.hants.gov.uk/transport/LTP4-Summaryofinitialfeedback.pdf>
24. The engagement process also included presentations to relevant forums including the Health and Wellbeing Board and the Hampshire Youth Parliament. All comments received have been given consideration in developing the draft LTP.

25. It is a statutory requirement of LTPs to undertake an Integrated Impact Assessment (IIA). This has been undertaken throughout the development of the LTP and a full report covering equalities and environmental appraisal will be published alongside the draft LTP.
26. The findings of the IIA are reflected throughout the proposed LTP. It also includes a plan explicitly targeted at addressing areas where issues of inequality have been identified.
27. The LTP, as it has been developing, has been subject to two all member briefings. Once during the engagement process and more recently prior to approval being sought in this report to consult. The draft of the LTP will be reviewed by the ETE Select Committee.
28. If approved for consultation the County Council will consult on the draft plan. This will involve a 12-week consultation being undertaken. Following consultation, the feedback received will be analysed and used to review the draft document. The intention is then to take a revised LTP for approval via the appropriate County Council committees, in this case, Cabinet followed by Full Council. If adopted the plan would become the new policy framework for the County Council and would then need to be implemented.
29. A draft document and the survey method and forms have been reviewed at the 14 February 2022 select committee meeting. The meeting has resulted in a number of suggested changes, many of which have enhanced the LTP4 and so have been incorporated into the consultation draft attached to this report. The draft appended to the decision report is a draft prior to the final process of publication. The publication draft will be professionally desktop published after the decision day so that it can include any changes required.

Climate Change Impact Assessments

30. The use of the standard assessment tool is not appropriate to the decision to consult on the draft document. However, climate change and decarbonisation is a core outcome targeted by the proposed LTP. Furthermore, a high-level assessment and modelling of carbon has been undertaken as a part of the LTP evidence base. This has influenced, to a great degree, the policies, design principles and vision, and ultimately the actions and programmes of work we undertake as a result.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Local Transport Plan Development	<u>Date</u> 10 March 2020
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

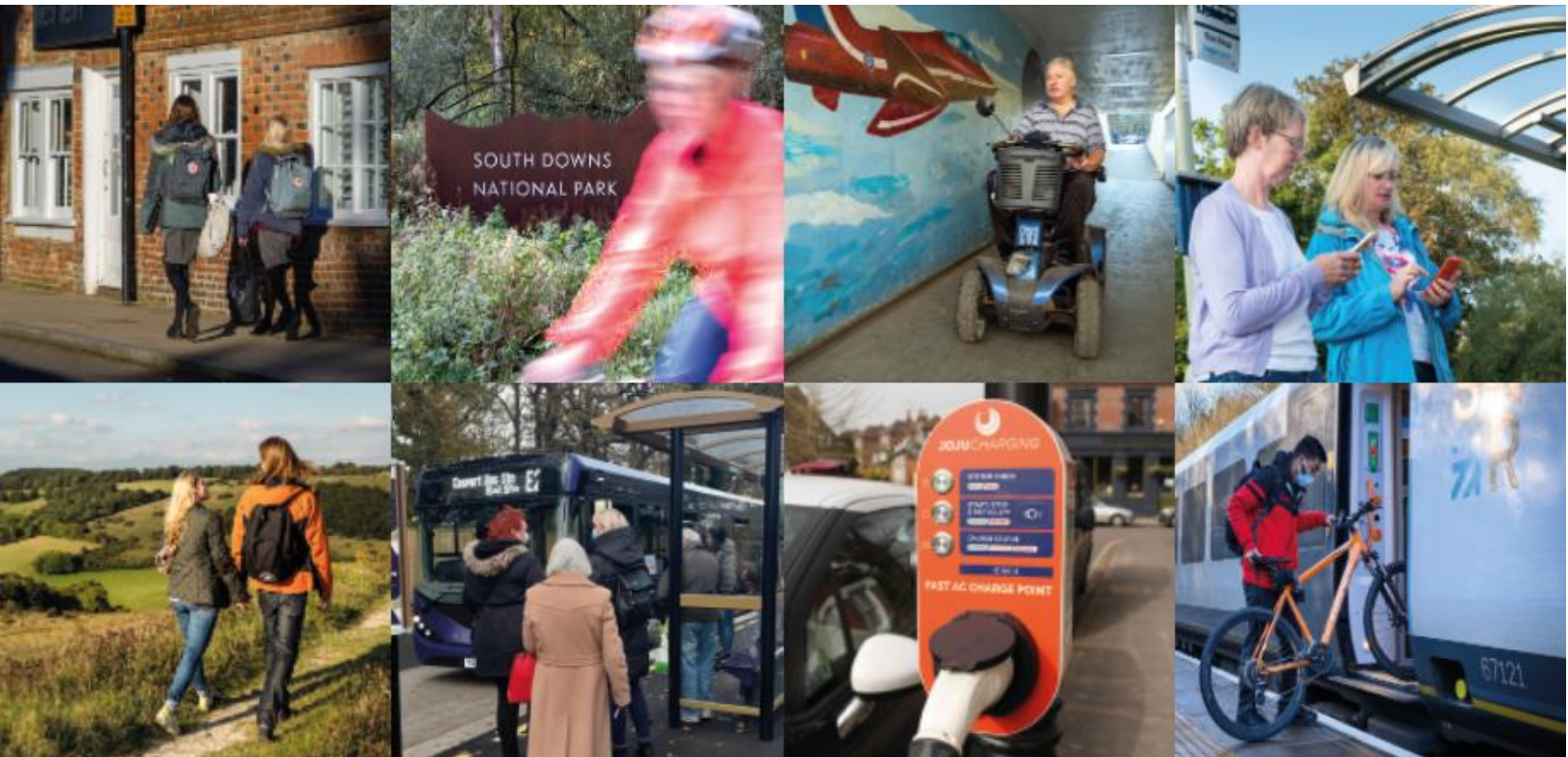
This decision relates to approving a draft LTP4 for public consultation and will not itself have any direct impacts on people with protected characteristics. However, it is a statutory requirement that LTPs should incorporate an Integrated Impact Assessment (IIA), which addresses Protected Characteristics. This has been undertaken throughout the development of the LTP and a full report covering equalities and environmental appraisal will be published alongside the draft LTP. The findings of the IIA are reflected throughout the proposed LTP. It also includes a plan explicitly targeted at addressing areas where issues of inequality have been identified.

The public consultation will enable feedback which will help inform this assessment, and when the final document is presented for approval the full impact assessment will be available for the consideration of the relevant decision makers.

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Hampshire County Council Draft Local Transport Plan 4

Full Document



February 2022

Content

Foreword

Part A: Background and context

- Chapter 1 – Introduction
- Chapter 2 – The start of our journey
- Chapter 3 – Drivers for change

Part B: Vision and outcomes

- Chapter 4 – Proposed vision and outcomes

Part C: Guiding principles

- Chapter 5 – Proposed guiding principles

Part D: Policies

- Chapter 6 – Proposed core policies
- Chapter 7 – Proposed theme policies

Part E: Implementation

- Chapter 8 – Proposed implementation approach

Glossary

This document is the **Draft Full LTP4**, primarily aimed at transport professionals and key stakeholders and partners directly involved in delivering the vision, outcomes, guiding principles and policies.

This will be accompanied by a shorter **Draft Summary LTP4** providing a higher level overview for the public and other stakeholders.

A detailed **Policy Review** and **Evidence Base** supports both documents.

Hampshire's Local Transport Plan 4 – Draft for Consultation

The document that you are about to read is a draft of the emerging fourth Local Transport Plan (LTP4) for Hampshire. It outlines the proposed vision, guiding principles, policies and route that the County Council believes are required to deliver a set of core outcomes within the next 30 years.

The draft LTP4 reflects extensive scoping and stakeholder engagement work and is now presented for formal consultation, to identify whether any further changes are required before it is considered for adoption. Hampshire County Council is committed to listening to the views of residents and stakeholders before deciding which actions to take and the consultation seeks to understand views on the proposed approach, the impacts that may arise as a result of this and any alternative options that should also be included.

How to have your say

You are invited to give your views on the draft LTP4 as part of an open public consultation. You can do this by using the online response form at: <https://www.hants.gov.uk/transport/localtransportplan>.

You can also email your response to strategic.transport@hants.gov.uk or post it to: Freepost HAMPSHIRE (NB: please write 'FM21 Strategic Transport' on the back of the envelope to ensure that it reaches the correct department).

The draft consultation documents and response form can also be requested in a range of other languages and formats (including hard copy (paper), Braille, audio or large print) from strategic.transport@hants.gov.uk or by calling 0300 555 1388*. The same contact details can be used for any queries relating to the consultation.

A short summary document, providing a high-level overview of key points within the draft LTP4 is also available online at <https://www.hants.gov.uk/transport/localtransportplan> or as a hard copy on request.

The consultation is open from midday on XXXX to XXXX. Please ensure that you respond within this period as responses received after the closing date will not be included in the consultation report.

The views submitted through this consultation will be collated and used to inform decisions to be made by the Executive Lead Member for Economy, Transport and the Environment during 2022. A consultation report will be produced and published on the <https://www.hants.gov.uk/transport/localtransportplan> webpage.

**03 calls are usually included in most landline and mobile call packages and if not, are charged at no more than calls to normal home or business landlines.*

The County Council's consultation policy can be viewed at <https://documents.hants.gov.uk/consultation/HampshireCountyCouncilConsultationPolicy.pdf>

Foreword

There is a need to plan ahead for how our transport system should develop over the next 30 years and this document seeks to do that.

In the last two years Hampshire County Council has completed its **2050 Vision Commission of Inquiry**. It established a vision to achieve better outcomes for the economy, environment, and society. Transport contributes to all these outcomes and there are some key challenges ahead. This plan focuses on those challenges and seeks to develop a transport system that:

- supports a vibrant economy;
- is safe and healthy to use;
- does not pollute our environment with poor air quality and noise;
- removes severance (where traffic flow impedes the movement of pedestrians and cyclists) and disparities within our streets and communities; and
- allows us to live healthier and more empowered lives.

The County Council has signed up to the **Climate Emergency and set carbon neutrality targets for 2050**. We have calculated that we will not achieve carbon neutrality from transport unless we take rapid and transformational local action between now and 2030. This is because the changes being considered by Central Government, including the ban on internal combustion engine sales will take time to have an impact; so action is needed now.

New technologies are emerging and we need to unlock their potential to help solve our transport challenges. They include a move towards electrification of all vehicles but even if we do that it won't solve all our transport challenges. Whilst desirable, electrification does not solve air pollution, road safety or help us manage congestion.

At the heart of meeting our transport challenges is the need to reduce our dependency on the private car. In real terms this means reducing traffic levels. The Department for Transport (DfT) forecast that if we carry on as we are traffic will grow by 22% between 2015 and 2035¹. The stark reality is that Hampshire's streets do not have the space to accommodate this; we can't afford or deliver increased capacity on that scale, and even if we could it would create poor and unhealthy places to live.

Whilst this means using cars less, it does not mean we have to give them up. This draft Local Transport Plan (LTP4) recognises the freedoms and opportunities that private vehicles give to all of us, particularly in rural isolated locations or to those with mobility impairments. But it acknowledges a need to rebalance our transport system. It is not balanced when in real terms the cost of private vehicle use in the UK has fallen by 15% over the last 20 years, whilst over the same period bus fares have increased by 40%¹.

¹ Decarbonising transport: a better, greener Britain (Department for Transport, July 2021).

Or that this trend looks set to continue with lower fuel costs for electric vehicles. It is not balanced when the poorest members of our society are being disadvantaged or impacted the most by all of the transport challenges listed above.

Our **Hampshire County Council Climate Change Strategy 2020-2025** sets out a philosophy or approach to carbon neutrality which focuses on the concept of AVOID, REDUCE, REPLACE, OFFSET, which also underpins the approach set out in this draft LTP4.

Avoiding the need to travel is something the pandemic has required us to do particularly for commuting. The rise in homeworking, for those who can, should be embraced.

Making shorter trips through better and more integrated land use and transport planning, combining trip purposes and facilitating a vehicle / cycle sharing economy will also have an important part to play. To deliver this we have developed **a set of new development and master planning policies** to guide local authorities and developer plans on what good development looks like. We are also establishing a **new movement and place framework** which will help ensure that our streets and spaces work for people, create better places and meet the needs of vehicles where this is a priority.

Providing better walking, cycling or public transport choices will enable a reduction in travel by private car. We aim to do this through a step change in walking and cycling infrastructure. We also aim to speed up public transport, including more bus lanes and bus lane enforcement, and negotiate with operators under a new enhanced partnership to make fares cheaper and services better. In the Solent sub region we are building the case for an increase in the frequency of rail services and a more integrated metro style public transport offer.

We also set out our **asks of Central Government** to help us deliver our plan, many of which are for enhancements to strategic infrastructure operated by Central Government such as the rail system or motorways. We will be asking for continued and greater funding for buses, walking and cycling infrastructure. We are seeking changes to the national concessionary fares scheme to make it contributory. Whilst in first reading this might seem counter intuitive, it means we would be able to maintain rather than lose many of our bus services in light of the growing financial pressures we face in local government. We will also promote the integration of local integrated ticketing schemes with national rail.

It is an exciting time to develop a new LTP4. The challenges are significant, the choices difficult and the stakes high.

Councillor Rob Humby

Executive Lead Member for
Economy, Transport and Environment



At a glance – our Local Transport Plan 4

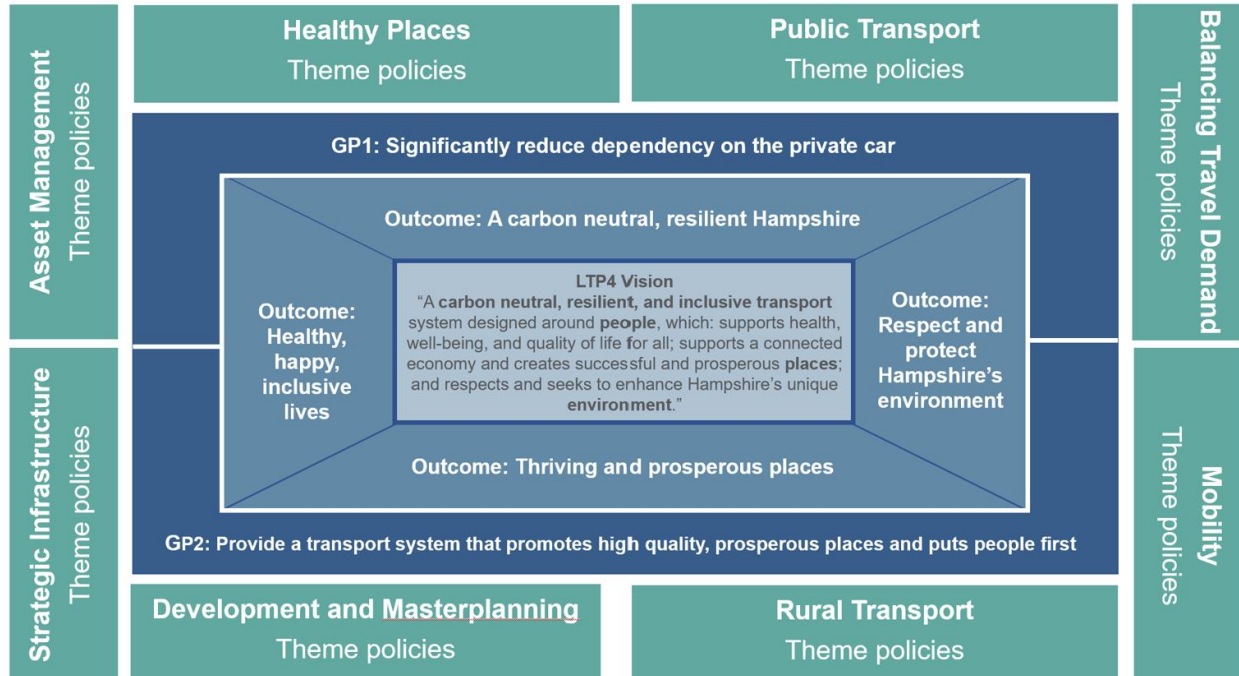
Our proposed Local Transport Plan (LTP4) covers the period to 2050 and is based around:

- a **vision** for what transport will look like in 2050;
- transport-related **outcomes** covering climate change, environment, economy, and society;
- two **guiding principles** which represent a transformational change in how we plan and deliver transport in Hampshire; and
- a set of **core and theme-related policies** that describe how we will deliver the LTP4.

It takes account of the wider challenges and opportunities facing us over the next 30 years relating to climate change, environment, economy, society, and technology (**drivers for change**); alongside the short and the potential medium to longer-term implications of the COVID-19 pandemic.



“Our changing climate is the biggest long-term issue facing Hampshire” (Hampshire 2050)



This new Local Transport Plan (LTP4) will replace the existing LTP3 and provide a framework to guide all our future transport planning and investment.

Part A: Background and context



1. Introduction

Hampshire County Council has a statutory requirement to have in place a Local Transport Plan (LTP). The previous LTP (LTP3) was produced in 2011 but is no longer relevant to today's challenges and opportunities.

This new LTP (LTP4) supersedes the third LTP and the final version (following public consultation) will form the primary transport policy for the County Council to 2050. This draft LTP4:

- describes our **transport vision** for 2050, the key **transport outcomes** we are seeking to achieve, and the **guiding principles** that will guide future investment and decision making within the County Council in relation to transport and travel;
- sets out **transport policies** covering all aspects of transport planning, delivery, and operation (i.e. the 'rules' about how we do things and how we want others to do things); and
- presents our **implementation approach**, setting out a roadmap to 2050 and how we will prioritise, fund and deliver interventions, and monitor our progress.

In addition, it supports the County Council's wider strategies, plans and priorities.

1.1 Why is there a need for a new LTP for Hampshire?

To ensure that our transport network delivers the Hampshire we desire by 2050, as set out in **Hampshire 2050: Vision for the Future**.

To take account of new / changing policies and priorities which affect transport, at a local, sub-regional and national level around **climate change, environment, economy, health and equality**; including the **Climate Emergency** which the County Council declared in 2019.

To take account of the Government's **Decarbonising Transport Plan - A Better, Greener Britain** (DfT, 2021), which seeks to drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding. In future, the funding we receive for local transport will be dependent on being able to demonstrate the success of this LTP4 in reducing carbon emissions.

To respond to the opportunities and risks presented by **COVID-19**, which has significantly changed how, why and when we travel.

To **provide guidance on transport issues to our stakeholders** who have a crucial role to play in delivering our transport vision and outcomes. This includes Hampshire's 11 districts and boroughs, the cities of Portsmouth and Southampton, the Isle of Wight Council, and many other statutory and non-statutory bodies.

Hampshire 2050: Vision for the Future

Hampshire is one of England’s great counties. It has the largest sub-regional economy in south east England, is home to 1.4 million people and enjoys a unique natural environment. But to protect and enhance our county for generations to come we need to adapt and plan ahead.

In recent years our residents, businesses, politicians and others have come together to take control of our future and **set us on a path towards the Hampshire we desire by the year 2050**. The [Hampshire 2050 Commission of Inquiry](#) ran from May 2018 to October 2019. It provided recommendations and a framework to be applied when developing future strategies and plans (including this draft LTP4).

Figure 1: Hampshire’s vision for 2050



Transport is an absolutely fundamental aspect of our journey towards this vision – it affects how we live, work and interact; how we experience places; how our businesses operate; and our health and well-being. We must get it right.

Climate Emergency

The 2050 Commission of Inquiry identified the **changing climate as the most important driver for change in Hampshire**. It was recognised that a well-adapted and resilient Hampshire will be essential to ensure that Hampshire’s economy, environment, and society continue to thrive and prosper.

Urgent global action is needed to avoid dangerous climate change caused by greenhouse gas emissions, including transport-related



carbon emissions (CO₂). The County Council recognised this and declared a Climate Emergency in June 2019, setting two targets for the County:



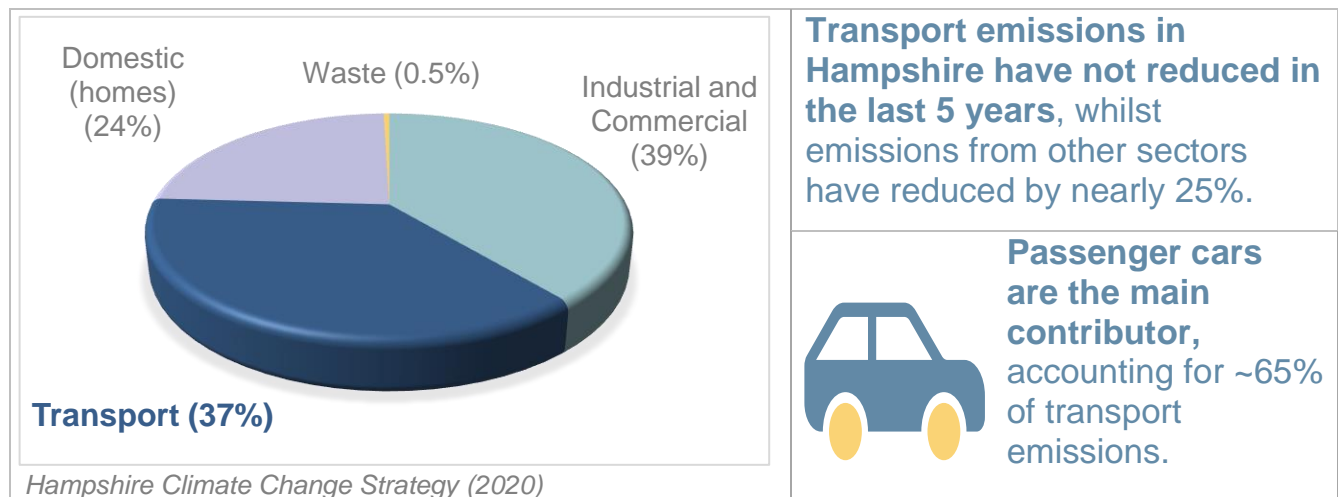
- to become carbon neutral by 2050; and
- to build climate resilience to the impacts of a 2°C temperature rise.

Carbon neutrality (also referred to as ‘net zero’) requires deep reductions in CO₂ emissions, with any remaining sources offset by removals of CO₂ from the atmosphere (e.g. by afforestation or carbon capture).

Our [Climate Change Strategy \(2020-25\)](#) sets a pathway for the reduction in CO₂ emissions needed to be carbon neutral by 2050. It highlights the need for the County Council and its partners to demonstrate leadership and embed climate change mitigation and resilience into all key policy areas to effectively enable our communities to tackle this issue. This approach requires step changes in lifestyles, policies, strategies and investment decisions across all levels of our society and a commitment to adhere to this.

Some 37% of CO₂ emissions in Hampshire are transport-related (excluding rail and domestic aviation), and unlike other sources, transport emissions are not reducing significantly. There is an **urgent need for local, rapid and transformational action to reduce transport emissions if we are to meet our climate change commitments.**

Figure 2: Hampshire’s 2019 baseline emissions by sectorⁱⁱ



Note - The Carbon Trust estimated that 37% of Hampshire’s emissions came from transport in 2019, while the latest BEIS data claims this is 51%. The primary reason is due to the inclusion of domestic aviation and rail. While most of the rail network in Hampshire is electrified, until the grid is de-carbonised this will remain a substantial emitter. Domestic aviation in Hampshire adds considerably to the share of emissions attributable to all modes of transport.

Impact of COVID-19

The COVID-19 pandemic has had a far-reaching impact on our lifestyles, travel behaviour and choices, and even where some people choose to live. It has created both challenges and opportunities for this LTP4.

Opportunities
<ul style="list-style-type: none">• Has encouraged us to live locally and walk and cycle more; and made us value our local centres and environments more.• Has demonstrated the scope for home / remote working, and online services, retail, and even social activities. We may travel less to undertake these activities after the pandemic, and that travel is expected to become less concentrated in the peaks. <p>Research from the Chartered Institute of Personnel and Development (CIPD)ⁱⁱⁱ shows that, nationally, employers expect that the proportion of people working from home on a regular basis once the crisis is over will increase to 37% compared to 18% before the pandemic impact.</p>
Challenges
<ul style="list-style-type: none">• The public has lost confidence in our public transport services, and there is a risk that the private car will be seen as the safer option.• Recovery from COVID-19 will put pressure on our finances, requiring us to be innovative in how we fund future transport delivery.

We need to seize the ‘once-in-a-lifetime’ opportunity to deliver a pandemic recovery that speeds up the fight against climate change and ensures a green and healthy recovery for our economies and communities.

Public opinion surveys predict a boom in walking as a result of the pandemic, and show support for quiet, low traffic environments². There is an opportunity to embed new social norms around travel that benefit well-being, improve productivity and reduce emissions. We need to **work with our communities to create environments that make it easier to walk and cycle and support local living. We must build back and improve our public transport offering and work with others to ensure higher investment in resilient digital technology (e.g. 5G and fibre broadband).**

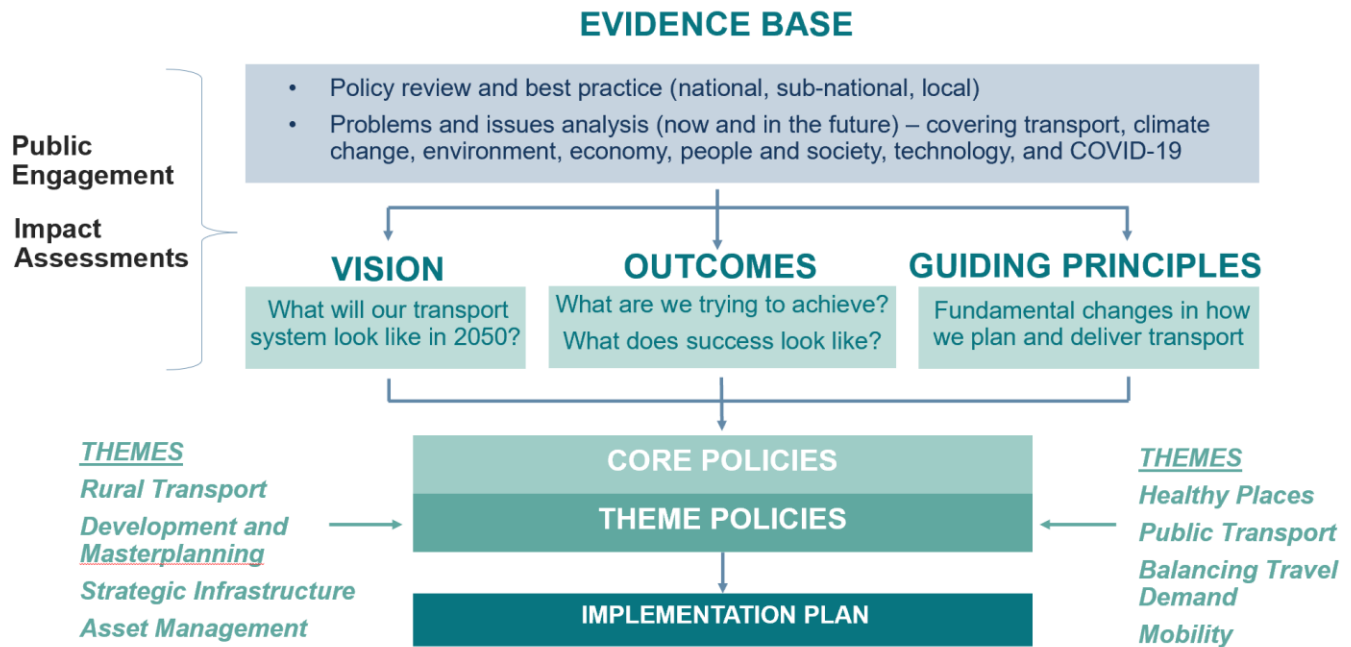
But we need to act now, before the opportunity is lost.

² E.g. A year of life under lockdown: how it went and what’s next (King’s College London and Ipsos Mori, March 2021); Public Opinion Survey on Traffic and Road Use (Kantar, 2020)

1.2 Developing the Local Transport Plan

An evidence-based and collaborative approach has guided the development of this draft LTP4, and shaped our proposed vision, outcomes, and guiding principles (Figure 3).

Figure 3: Developing the Local Transport Plan 4



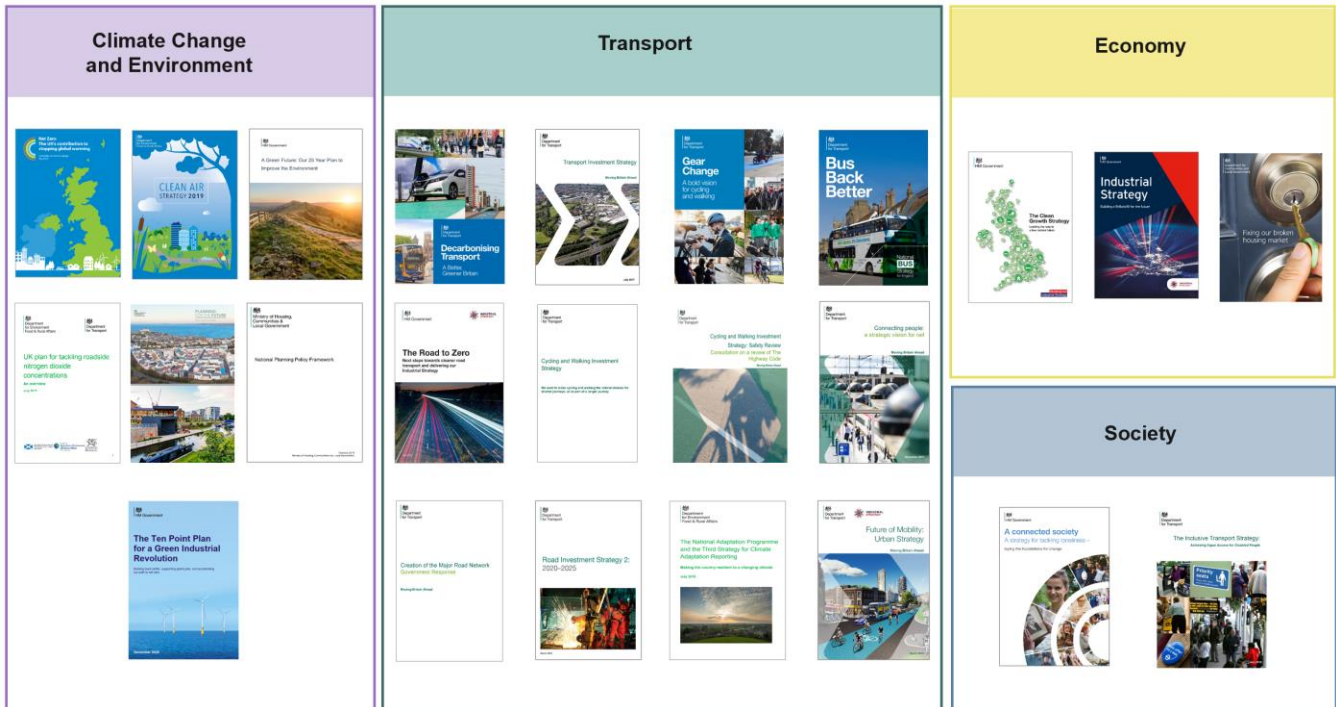
Our evidence base comprises:

- **Policy review and best practice** – We have reviewed relevant policy and guidance at a national, sub-national and local level, and drawn upon research and case studies into different transport approaches and measures for the future.

Figure 4 summarises the key themes emerging from policies at a national level including:

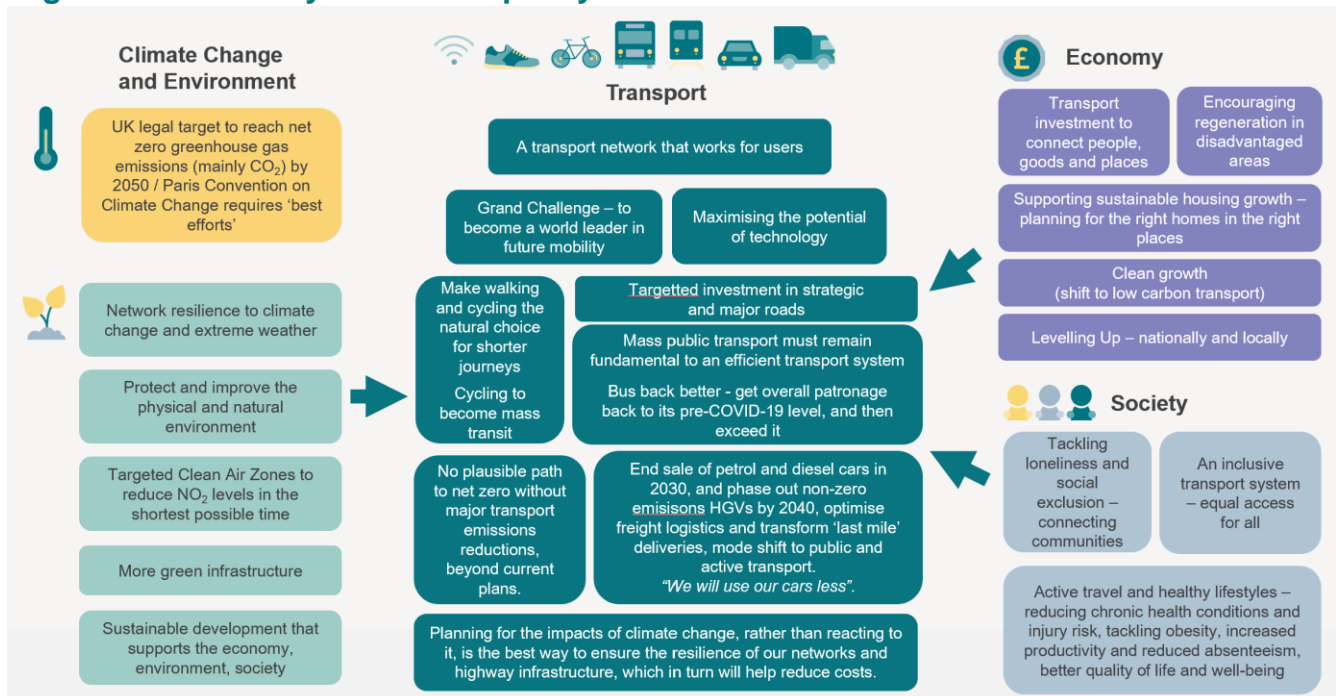
- tackling climate change and low carbon growth;
- network resilience;
- net environmental gain;
- sustainable development and place making;
- placing users at the heart of decision-making;
- modal shift and reducing car use;
- physical and mental health, tackling loneliness and social exclusion, and an inclusive transport system.

Figure 4a: Sample of relevant policy documents



See Policy Review document for full list of documents reviewed.

Figure 5b: Summary of national policy context



See Policy Review document for full list of documents reviewed.

- **Problems and issues analysis** – We have prepared an extensive evidence base on current and future trends in Hampshire, covering transport, climate change, environment, economy, people and society, technology, and the impacts of COVID-19.
- **Public engagement** – Stakeholders, residents, communities, and businesses have provided critical input into the development of this draft LTP4. Some 805 responses were reviewed from the engagement survey which ran from 7 January to 28 February 2021, and used to refine the proposed vision, outcomes, guiding principles and policies.



Stakeholders showed strong support for the proposed transport vision, outcomes, and guiding principles:

- 90% identified ‘Changing Climate’ as an important driver for change.
- 73% agreed with the vision statement.
- At least 86% agreed with the importance of each of the proposed outcomes.
- At least 80% agreed with the proposed guiding principles.

- **Impact assessments** – An Integrated Sustainability Appraisal (ISA) has been undertaken to ensure that environmental, health and social impacts have been fully considered in the development of this draft LTP4. The process has sought to avoid and mitigate potential negative effects and to amplify opportunities for positive effects, to maximise the contribution of the LTP4 to sustainable development.

1.3 A shift in approach and emphasis

The Hampshire 2050 vision, the Climate Emergency, and the COVID-19 pandemic (along with other drivers for change set out in Section B) have created an unprecedented need for transformational change, which we must deliver.

Now is the time to reflect and put ourselves on the right path to our 2050 vision - now is the time to think differently.

This draft LTP4 therefore proposes a major shift in approach and emphasis, with an increased focus on policies which **support modal shift** and **manage demand for road space**, rather than just supplying the extra capacity to meet this demand.




It is based on an approach to transport provision that delivers the interventions needed to achieve the agreed transport outcomes (**‘decide and provide’**). This differs from the ‘predict and provide’ approach of the past, which involved creating additional highway capacity to cater for predicted traffic growth; inevitably generating additional demand and eroding the expected reduction in congestion, whilst also fostering a high dependency on car use.

It represents a shift away from planning for vehicles, towards **planning for people and places** (see *Chapter 5. Guiding principles*). It seeks to provide a transport system which supports high






quality and prosperous places and puts the needs of people first, based around a **Road User Utility Framework**, and a **Movement and Place Framework** which will identify the priorities for different parts of our network (see *Chapter 6, Policy C4 and C5*).

2. Our journey so far

We are not starting from scratch. We are seeking to build upon progress to date and ensure that our approach to planning and delivering transport is compatible and consistent with Hampshire's vision for the future.

<p>In the last decade the County Council has prioritised essential maintenance of its substantial transport infrastructure assets...</p>	
	<p>... and also secured funding to address key constraints on the transport network.</p>
<p>During this period, the County Council has delivered schemes to the value of approximately £300 million, with further schemes to the value of £170 million planned or under construction.</p>	<p>£300m</p>
	<p>Funding bids for major transport schemes have largely been geared towards supporting transport schemes which enable economic growth and/or housing delivery, in line with Central Government policy.</p>

However, we recognise that there are still parts of our transport system that could work better, or differently.

<p>Hampshire has high levels of car use. Congestion causes lost time, and poor air quality affects some communities contributing to poor health.</p>	
	<p>Despite a notable increase in recent years, over the longer term the level of investment in high quality alternatives to car travel has lagged behind investment in infrastructure aimed at car users ... and for many people they do not provide an attractive alternative to car use.</p>
<p>Past monitoring of schemes that create extra road capacity for general use shows that this soon fills up with extra car journeys. Rather than building extra capacity, many councils now accept that ways of using road network space more efficiently should be considered.</p>	
 <p>Transport for New Homes Checklist</p>	<p>Transport and land-use planning is not integrated as well as it could be, partly because transport decisions are largely the responsibility of the County Council, while planning decisions are made by the districts and the boroughs (the local planning authorities). Over recent decades the location of new housing, employment, and shops has led to increased travel distances for many residents, and has often meant that driving is their only realistic option to get around.</p> <p>A more joined up approach is required to ensure that new development reduces the need to travel and reduces dependency on the private car.</p>
<p>Over recent decades, a backlog of structural maintenance and renewal of roads has built up in Hampshire (and in most other local authorities), due to a sustained lack of funding from Central Government. This has left some paths, roads and structures prone to damage, which can cause disruption and safety concerns to people and businesses that rely on these networks.</p>	

3. Drivers for change

“The only certainty about 2050 is that the world, and our part in it, will be very different from how it is today.” (Hampshire 2050, Vision for the Future)

				
Changing climate	Changing environment	Changing economy	Changing society	Changing technology

From a local to global level there are some major changes ahead on our path to 2050. These present both challenges and opportunities which we need to respond and adapt to in terms of how we plan and deliver transport within Hampshire.

These changes need to be considered alongside the short and the potential medium to longer-term implications of the COVID-19 pandemic.

3.1 Changing climate

Global average temperatures are rising, primarily due to man-made emissions of greenhouse gases; particularly carbon dioxide (CO₂). In Hampshire, we know that emissions from transport accounted for 37% of carbon emissions in 2019 (Figure 2).

Although the world has started to move towards a low-carbon future, globally, we are **currently on track for around 3°C of warming by 2100** (compared to pre-industrial temperatures). This level of warming would have severe impacts on our environment and our lives^{iv}.

“The speed at which our environment is transforming due to climate change is startling. We are already experiencing warmer and wetter winters, hotter and drier summers, increased flood risk and sea level rise along with severe storms. All of these factors are having a huge impact on our landscape leading to land use pressures and impacting not only on our species and habitats, but also on our health and wellbeing.” (Hampshire 2050, Commissioners’ Summary Report)

Hampshire’s climate change targets reflect the 2015 Paris Agreement goal to limit global warming to **well below 2°C** to limit the most damaging effects of climate change, and to pursue efforts towards limiting global warming to **1.5°C**. Limiting temperature growth to 1.5°C will further reduce many important risks, helping to protect key ecosystems and reducing impacts on poorer people around the world)^v. The Climate Change Committee (CCC), which advises the UK Government on emissions targets, recommends a rapid reduction in UK emissions over the next 15 years to contribute towards this stretch target (set out in its Sixth Carbon Budget^{vi}).

What does this mean for the LTP4?

Transport, like most sectors, will need to reduce CO₂ emissions to almost zero (without offsetting) by 2050. This will require very significant shifts in travel behaviour (see Box 1).

More extreme weather (flooding, high winds, high temperatures) could result in more travel disruption and damage to our roads, requiring changes to how we maintain and provide a resilient network.

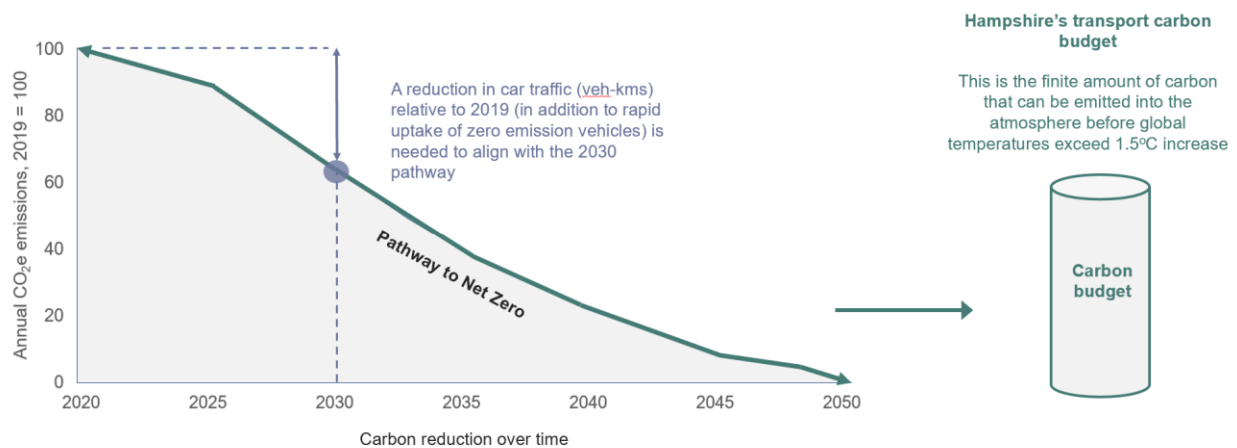
Box 1: The need for rapid local action to tackle climate change

a) Hampshire's carbon reduction pathway and carbon budget for transport

The annual reduction in transport CO₂ emissions required to achieve 'net zero' (neutrality) by 2050 is shown below. This is consistent with the latest recommendations of the Climate Change Committee (CCC) (Sixth Carbon Budget – All sector pathway).

Achieving this pathway, and the associated carbon budget (i.e. the area under the pathway), is aligned with limiting average global temperature increases to close to 1.5°C. A slower rate of reduction will result in the carbon budget being used before 2050, and before 'net zero' has been achieved.

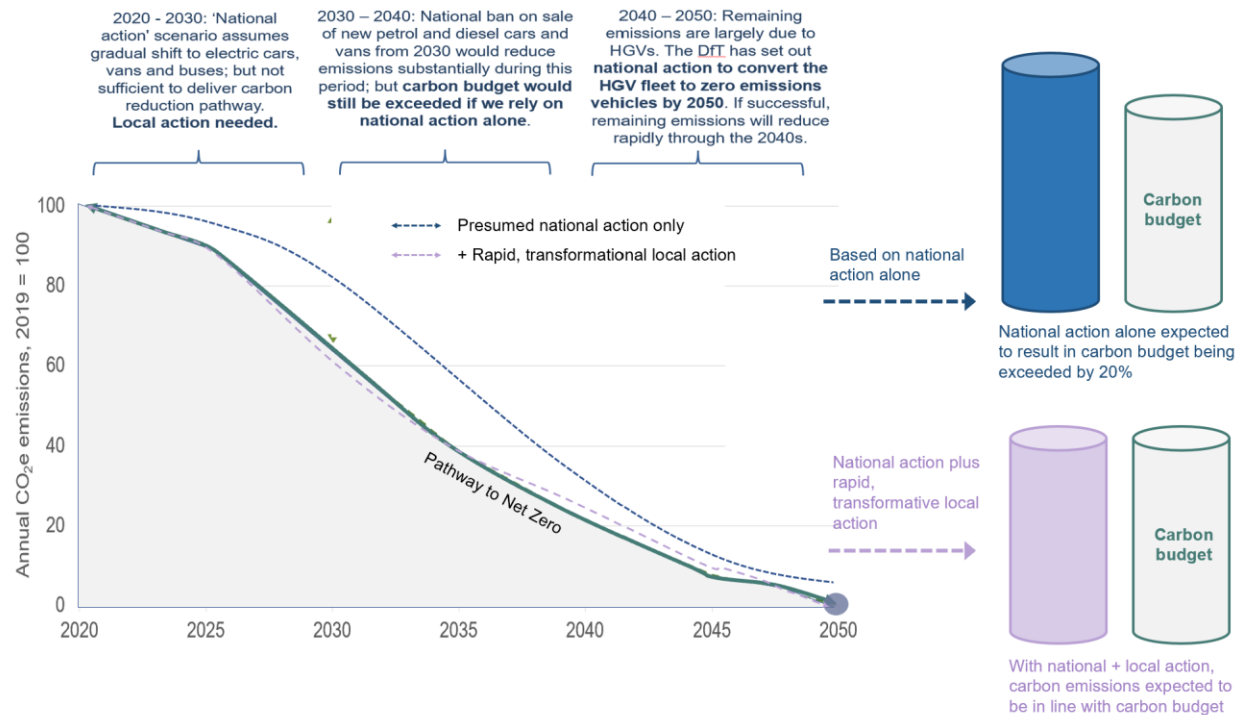
Figure 5: Hampshire's carbon reduction pathway to transport 'net zero' in 2050



Supporting notes: The scale of reduction in veh-kms is strongly affected by: (i) forecast traffic growth, which is currently particularly uncertain in the wake of the coronavirus pandemic; (ii) the rate at which electric vehicles (EVs) feed into the fleet before 2030. However, it is not feasible for EVs to roll out fast enough to avoid the need for any vehicle km reduction. If freight emissions are also taken into account, a greater reduction in car veh-kms would be needed to meet the pathway.

b) National policies alone will not deliver our climate change commitments for transport

Figure 6: Role of national and local policies in achieving Hampshire's carbon reduction pathway



Supporting notes: The above analysis is based on the overall carbon reduction Balanced Pathway identified by the CCC for emissions from all sectors combined.

c) Rapid and transformative local action is needed, based on a mix of policy measures

The above graph shows that rapid and transformative local action is needed to:

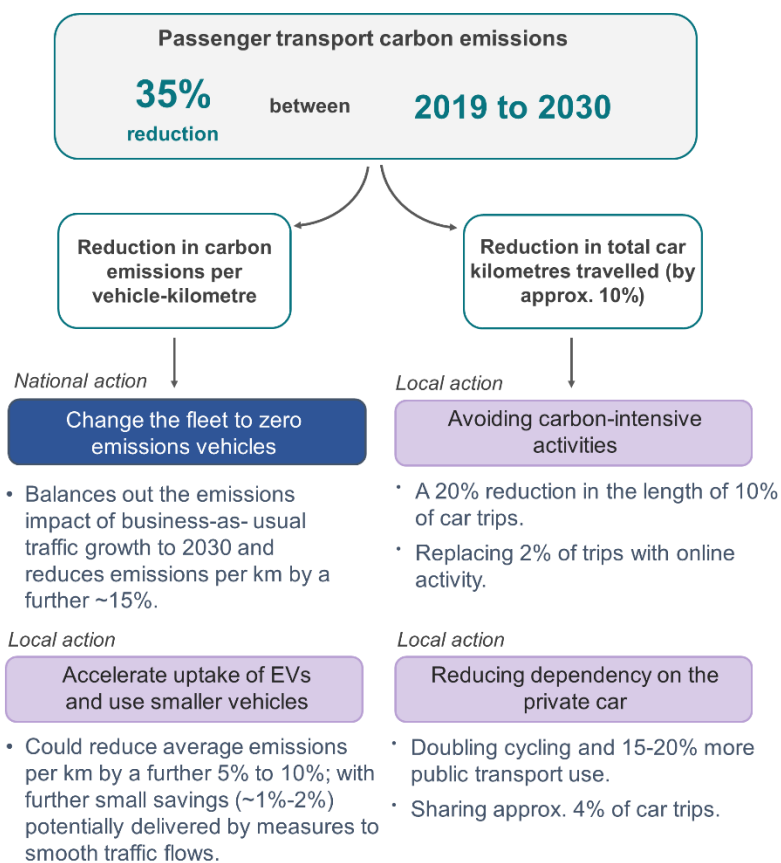
- achieve the carbon pathway over the next 10 years;
- keep total remaining carbon emissions broadly within the carbon budget by 2050.

Meeting the carbon budget will also rely on ambitious national action to support uptake of zero emissions vehicles in the HGV fleet, building on the actions set out in the DfT's Transport Decarbonisation Plan (2021).

Some 'carbon off-setting' is likely to be required, although the CCC indicate that the surface transport sector should aim to reach as close to 'absolute zero' as possible. 'Off-setting' involves planting vegetation to absorb carbon from the air, or using technology to capture and store carbon. However, this technology is currently at an early stage, and focused on small scale trials.

Analysis shows that a **10% reduction (approx.) in total car vehicle kilometres between 2019 and 2030**, combined with national and local action to encourage uptake of zero emission vehicles, would **achieve the reduction in passenger transport (i.e. non-freight) carbon emissions³ required by 2030⁴**. This requires a mix of policy measures, applied rapidly at an ambitious level, and supported by a substantial increase in funding.

Figure 7: Indicative scenario for achieving required reduction in passenger transport carbon emissions between 2019 and 2030 (i.e. excluding freight emissions)



Supporting notes: These are indicative figures, based on national evidence about the impact of different types of solutions. They represent one particular scenario for achieving the required reduction in transport carbon emissions between 2019 and 2030. Other scenarios could achieve a similar reduction. The analysis assumes a business-as-usual increase in traffic between 2019 and 2030 of nearly 20%, based on pre-Covid-19 assumptions from the Hampshire transport models.

See Evidence Base, for further information about the above analysis.

³ Passenger transport includes car, bus, train, and other forms of public transport which emit carbon dioxide.

⁴ The analysis takes account of planned population growth and development by 2030.

3.2 Changing environment

The Hampshire 2050 Commission of Inquiry identified Hampshire's natural environment as **its most valued asset** and an essential component of Hampshire's attractiveness and prosperity.

However, evidence also shows incremental and noticeable declines across all our habitats and species due to pressures from increased housing needs, infrastructure, employment space, intensive agriculture and the changing climate^{vii}.

What does this mean for the LTP4?

Transport delivery needs to mitigate adverse environmental impacts and strive to achieve an environmental net gain. This means reducing loss of vegetation or loss of views due to new infrastructure and eliminating the harm that vehicle emissions cause to human health, habitats and species. It further means that infrastructure development should leave the natural environment in a measurably better state than beforehand.

3.3 Changing economy

Hampshire has the largest **sub-regional economy** in the South East of England and one of the **best performing** labour markets in the country. However, the Hampshire 2050 Commission of Inquiry identified challenges in relation to **pockets of deprivation**, the future of **rural areas**, and maximising the full potential of the **Portsmouth and Southampton city regions**. While economic productivity is high in North Hampshire, peripheral areas (e.g. Test Valley, East Hampshire, and Gosport) and neighbouring Portsmouth and Southampton, are below the UK average. Since the 2008 recession, economic growth has been below the national average.^{viii,ix}

Significant **employment and housing development** is proposed, but many sites are located away from public transport. Much of the recent development has reinforced car dependency.

Most town centres in Hampshire have evolved around car use, but **quality of place** and attractive walking and cycling environments are increasingly important factors for businesses, workers, visitors and residents. Changing shopping habitats mean that some of our retail centres are in decline (exacerbated by the pandemic), and how we use our urban centres is changing.

What does this mean for the LTP4?

Good connectivity, based on attractive reliable journey times for all, is crucial to the on-going success of Hampshire's economy. We need a high quality and efficient transport system that allows products to be delivered to market, links people to jobs, and supports supply chains and logistics; ultimately increasing economic competitiveness and productivity. We need to support the peripheral and less affluent areas of our County by improving access to jobs and training for those without a car, and we need to improve our strategic connectivity with neighbouring sub-regional economies (including London).

3.4 Changing society

Overall, Hampshire's population is getting older (the 65+ age group is expanding the most), becoming more diverse, and health inequalities are increasing.

High levels of car use are contributing to obesity and poor health. Poor quality public transport provision is contributing to loneliness, social exclusion, and deprivation, especially in rural areas.^x

Nationally, travel demand is rising overall due to population growth, but falling at an individual level due to more home-working, part-time working and self-employment, and online shopping. Travel choices show clear generational differences - younger people are less likely to own a car, but older people are driving more than they used to.

What does this mean for the LTP4?

Transport needs to play a major role in connecting communities to jobs and services, shaping places, and improving our physical and mental health and well-being.

3.5 Changing technology

Technological innovation presents huge opportunities for transport in terms of **electrification** (or zero emission vehicles in general); the increasing availability of **data and internet connectivity** (providing high quality information to network operators and users in real time and 'on the go'); and **automation** (leading to self-driving vehicles). In addition, **new modes** are emerging including electric bikes, cargo bikes, and scooters.

A move to connected, automated and zero emission transport will affect all aspects of how and why we travel, impacting on the movement of both people and goods, and influencing the choices we make. These technologies have the potential to deliver step change advances for society, the environment and the economy, such as:

- better access to employment, services and leisure;
- better information and access to a range of modes through single platform applications, including new shared mobility opportunities (e.g. car-sharing, bike-sharing and ride-sharing);
- safe and independent mobility for a wide range of individuals;
- cleaner vehicles and lower emissions.

However, if technological changes are not effectively managed they could have undesired effects, such as increasing congestion or reducing sustainable travel.

What does this mean for the LTP4?

Technology should be seen as an enabler to be used in ways to best meet the transport outcomes we seek; but public and active modes should remain a fundamental part of our transport system. Technology should not 'lead' our approach.

Part B:

Vision and outcomes



4. Proposed vision and outcomes

4.1 Proposed LTP4 vision

To support the journey towards the wider Hampshire 2050, Vision for the Future, the following proposed vision has been developed, summarising what we want our transport system to look like by 2050:

*“A **carbon neutral, resilient and inclusive** transport system designed around **people**, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous **places**; and respects and seeks to enhance Hampshire’s unique environment”*

4.2 Proposed LTP4 outcomes

To guide us towards this vision, the following **eight outcomes** have been identified, grouped under **four key themes**. The outcomes define what we are seeking to achieve and provide the focus for how we progress to considering the right solutions for Hampshire. They reflect the national, sub-national and local policy context; the current challenges for the status of our network; and the drivers for change described above.

The draft LTP4 outcomes are set out below, along with consideration of ‘what success looks like’ and the associated challenges / opportunities.

Indicators and targets will be set at a later date to help us monitor our progress (see Section 8.5 for further detail).




A carbon neutral, resilient Hampshire

A Reduce transport-related carbon emissions to net zero (neutrality) by 2050

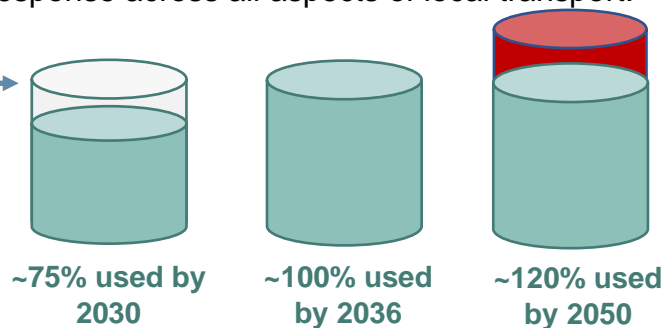
Success would mean ...

- Carbon emissions associated with the use of all transport modes (including the generation of energy to power them) virtually reduced to zero. Any remaining carbon emissions are offset by fully sustainable planting or carbon capture.
- Fewer vehicles, with higher levels of usage (to make most efficient use of road space and energy required to produce and run each vehicle).
- Public transport, walking and cycling to become the preferred option for travel, resulting in reduced dependency on the private car.

Understanding the challenge ...

- Transition to electric or hydrogen-fueled vehicles will not reduce emissions far enough or fast enough, especially over the next 10 years. There are limited supplies of carbon neutral electricity and viable technology solutions for zero emission HGVs are still being developed. 
- National policies on moving to zero emissions vehicles won't get us far enough, quickly enough. Local, rapid and transformational action is needed now. This requires a co-ordinated response across all aspects of local transport.

Hampshire's all transport carbon budget*



...if we rely on national policies for zero emission vehicles alone

* This carbon budget is based on the CCC's 6th Carbon Budget Balanced Pathway, identifying the finite amount of carbon they estimate the UK can emit into the atmosphere to make a fair contribution to limiting global temperatures increases to ~1.5°C, the point at which very significant climate change impacts are forecast to be triggered.

- Very significant changes in travel behaviour are required. A 10% reduction (approx.) in car use (vehicle-kilometres) in Hampshire is required between 2019 and 2030 if we are to remain on-track to deliver our climate change targets.



- Approximately a fifth of Hampshire residents live in rural and semi-rural areas, where there are fewer opportunities for shorter journeys and large-scale shift to public transport.

B A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events

Success would mean ...

- Infrastructure is located, planned, designed and maintained to be resilient to climate change, extreme weather, and incidents; ensures travelling in extreme temperatures is as comfortable as possible; and is cost effective to maintain.
- Services and routes return to normal as quickly as possible after incidents on the network and the impact of any disruption on people and businesses is managed. People are still able to access the vital services (e.g. health) during extreme weather, incidents and major disruptive events.
- We are better prepared for any future pandemics or other major disruptive events.

Understanding the challenge ...

- Hampshire is a diverse county with large urban areas and relatively remote, smaller communities. We have the fifth longest road network of any local authority. Maintaining our transport network requires substantial investment and needs to reflect the differing priorities of those using our network.
- For many years Central Government has been under-funding the maintenance of local road infrastructure. As a result we have a road and structures maintenance backlog that is growing year on year, and our network is in a declining condition. Many of our roads and structures are now more prone to damage from weather-related climate change impacts, and our ageing networks are less resilient to the increasing demands placed on them.
- New housing developments and transport schemes continually increase the size of the network and the number of highway assets that need to be managed and maintained putting further pressure on resources.





Respect and protect Hampshire's environment

C Improved air quality and less noise disturbance from transport

Success would mean ...

- National air quality limits for nitrogen dioxide (NO₂) and particulate matter (PM) concentrations^{xi} are fully met; and there are no Air Quality Management Areas (where emissions exceed national limit values) resulting from transport emissions.
- Everyone can live, work and play in clean air - adverse impact of road transport emissions on health virtually eliminated.
- Substantial reduction in the number of Hampshire residents that are exposed to unacceptable road, rail or air transport noise (55 decibels or more at night, 65 decibels or more during daytime).

Understanding the challenge ...

- There are currently 22 Air Quality Management Areas throughout Hampshire where vehicle emissions result in pollutant concentrations which exceed acceptable levels. The worst locations for NO₂, PM₁₀, and PM_{2.5} are around the strategic road network (SRN), the major road network (MRN) and in town centres.
- Electric and hydrogen-powered vehicles have no air pollutant tailpipe emissions, and therefore present an opportunity to address air quality. However, particulates from tyres and brakes still result in harmful particulate matter, the higher purchase price for these vehicles will also be prohibitive for those on lower incomes – at least in the short-term, and the practicalities of how residents without off-street parking will charge an electric vehicles have not yet been addressed.
- The overall societal costs (health impacts) of road transport emissions in Hampshire are estimated at approximately £225 million per annum^{xii}. Central Government (DEFRA) statistics estimate that **4.6% of adult deaths in Hampshire in 2019 were linked to particulate air pollution**^{xiii}.
- Over 89,000 Hampshire residents (6.6%) are estimated to be exposed to road, rail or air transport noise of 55 decibels or more at night (although this is relatively low compared to other authorities in the south east)^{xiv}. Traffic noise can result in sleep disturbance, physical and mental health problems.

Long-term exposure to NO₂ and particulate matter (PM₁₀ and PM_{2.5}) adversely affects a wide range of health conditions (including heart and lung conditions); and there is no clear evidence of safe concentrations. Air pollution is also bad for plants and animals and can reduce biodiversity. Traffic noise can result in sleep disturbance, physical and mental health problems.

D A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain

Success would mean ...

- A net gain in biodiversity generally (i.e. a greater variety of plants and animals), and more green infrastructure for walking and cycling.
- No net degradation of other aspects of the natural and historic environment, moving towards an overall net environmental gain by 2050.
- A transport network that promotes access to the countryside for residents and visitors from all walks of life, whilst also preserving and protecting our natural and historic environment.

Understanding the challenge ...

- Hampshire's environment contributes to a high quality of life and it is important that people are able to enjoy it. However, facilitating access can degrade environments if not managed properly.
- Hampshire has a large number of areas of high environmental value. Continued reliance on major transport infrastructure provision is more likely to adversely impact the environment (e.g. through habitat loss).
- We cannot place a monetary value on all aspects of the environment and it is the intangible benefits of the natural environment that we must preserve for wider societal issues such as health and wellbeing.



Thriving and prosperous places

- E** A transport system that supports a connected economy (for people and goods), creates successful places (for living, working and visiting), and ensures Hampshire continues to prosper whilst reducing its emissions.

Success would mean ...

- Successful and vibrant places with economic growth and activity focused in locations that are accessible by walking, cycling and public transport.
- High quality town and village centres with attractive walking and cycling environments where people want to spend time, to boost local economies.
- Economic hubs and international gateways that are well connected to the regional and national transport network via reliable routes.
- Improved access to opportunities and services especially for areas of deprivation and 'left behind places'.
- High levels of digital connectivity, enabling people to access work, education, training, and services in a flexible manner.

Understanding the challenge ...

- Hampshire is polycentric with lots of housing and employment hubs and dispersed rural communities, leading to complex and diverse travel patterns.

Congestion and poor public transport is adversely affecting productivity, and restricting access to labour, jobs, suppliers and customers. Reducing the overall volume of car travel will benefit our economy by reducing car-based journey times for economy critical trips, and making public transport faster and more competitive, increasing overall productivity.

Time lost as a result of congestion costs the UK economy approximately £8 billion per year^{xv}.

- Those without access to a car do not have the same education, training and employment opportunities as others.

On average, almost 10 times as many jobs in Hampshire are accessible by car as they are by public transport. South Hampshire⁵ has some of the poorest accessibility to employment of any major urban area in the UK, with only 18% accessible by public transport (National Infrastructure Committee Transport Connectivity Data, 2019)



- Our solutions need to reduce overall emissions of CO₂ and benefit our natural and historic environment; take account of increased opportunities for remote working and growth in online deliveries (which will have both positive and negative impacts on

⁵ Eastleigh, Fareham, Gosport, Havant, Southampton, Portsmouth

traffic levels and emissions); and provide sustainable access to jobs for everyone (not just those with access to a car).

- Some employment locations will always be more accessible by car, in particular edge of town / out of town locations. However, there is a growing evidence base that investment in demand management, public and active transport modes can support a thriving economy; and that even in more peripheral locations sustainable travel options are important alternatives to single occupancy private car use.

Research shows that increasing space to allow people to wander brings increased footfall and can attract new businesses to the area, reducing shop vacancy rates and transforming the area from a functional setting to a destination with more to offer.

F Support sustainable housing and employment growth and regeneration that positively supports our LTP4 vision

Success would mean ...

- New development that is mixed use (with higher levels of people living and working locally), and in locations that are integrated with the transport system and avoid car dependency.
- New housing development where people choose to walk and cycle, have good access to public transport, and there is minimal need for parking spaces.
- New employment development in accessible locations that are well connected by a variety of different transport modes.

Understanding the challenge ...

- Locally and nationally there are significant pressures around housing delivery – we need to balance these pressures with delivering homes in the right way (and in the right location) to deliver transport and wider outcomes.
- Piecemeal (ad-hoc) development and ‘short-termism’ leads to lower viability of transport services and major transport infrastructure.
- Local planning policies are set out in Local Plans, which are the responsibility of local planning authorities (usually the district or borough councils, or the national park authority for the area). A co-ordinated, strategic approach to transport and land use integration therefore depends upon effective and pro-active partnership working with the local planning authorities across Hampshire. Whilst district and borough councils are set housing targets by Central Government, the availability of sustainable sites in Hampshire, and the South East in general, has become increasingly challenging.
- Change in relation to land use planning takes time. Many Local Plans won’t be updated for a number of years, and many existing sites are located away from public transport.



Healthy, happy, inclusive lives

G A network that promotes active travel and active lifestyles to improve our health and wellbeing

Success would mean ...

- More journeys undertaken by active modes (walking, cycling, scooters)⁶.
- Streets that are busy with people rather than cars.
- Increased levels of individual physical activity (more people travelling actively, more frequently), resulting in improved levels of physical and mental health.

Understanding the challenge ...

- There is generally a downward trend in activity levels, which needs to be reversed - people in the UK are around 20% less active now than in the 1960s.
- High levels of car use are contributing to low levels of physical activity. In Hampshire, 1 in 6 commuting trips are less than 1.25 miles, but 51% of these are made by car.
- The level of physical activity amongst children (aged 5-16 years) in Hampshire is below the average for England. Parents' perceptions about the risk of road traffic injury is a major contributor to physical inactivity in children.
- Space for additional provision for pedestrians and cyclists can often be limited, particularly in Hampshire's historic towns. Significant re-allocation of road space away from cars is likely to be required.
- In Hampshire's rural areas, the opportunities for active travel for some journey types are more limited.

The benefits of walking and cycling are well documented. The UK Chief Medical Officer (2019) stated that the evidence to support health benefits of regular physical activity for all groups is compelling. These include:

- reducing the risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes;
- keeping the musculoskeletal system (muscles and bones) healthy; and
- promoting mental wellbeing.

UK Chief Medical Officers' guidance for adults includes 150 minutes of moderate intensity activity a week, and that the easiest way to achieve this is through daily activity such as walking and cycling.^{xvi}

There is also widespread evidence that access to and visibility of high quality green spaces is important for our health and well-being. Health impacts of green space may be particularly important for vulnerable communities that include larger proportions of low income or elderly residents^{xvii}.



⁶ The Government's aim is that by 2030, half of all journeys in towns and cities will be undertaken by walking or cycling (Decarbonising transport: a better, greener Britain (DfT, July 2021)).

Increasing physical activity, through less car use and more walking, cycling and public transport use will deliver wide-ranging physical and mental health benefits, particularly for those in deprived areas and at risk of inequalities.

More walking, cycling and public transport use will also be good for the climate, our local environment, and the health of our communities (e.g. by encouraging social interaction).

H A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire

Success would mean ...

- A transport system that is accessible, comfortable, and affordable for all in Hampshire, regardless of background*, physical mobility, income, rural or urban living, or access to the internet or technology.
- Significantly more people being able to undertake journeys from end to end, by a variety of modes, in a seamless manner. A higher proportion of the population able to access jobs, services and opportunities by non-car modes.
- A transport system that supports strong communities, where people can make connections, access leisure and recreation activities, and live happy lives.

**This includes protected groups, under the Equality Act 2010, defined by age, disability, gender reassignment, marriage or civil partnership, race, religion or belief, gender, sexual orientation, pregnancy and maternity.*

Understanding the challenge ...

- The poor viability of traditional public transport services in rural areas means that there are often limited travel choices available.
- The rural population is generally more affluent, but there are pockets of rural deprivation; and more people living in rural communities are over retirement age compared to those living in urban areas. These groups will be adversely impacted by measures to increase the cost of car use, given the limited availability of alternatives.
- Effective partnership working with bus and rail operators is an essential pre-requisite of enhancing service provision.
- The cost of public transport is rising faster than inflation. Current ticketing / pricing models often do not support affordable / practical journeys by multiple modes or providers, nor cater for the travel needs of part-time workers.
- We need to cater for an ageing population. Ensuring safe access to amenities is vital for keeping older people physically and socially active.

Poor quality public transport provision is contributing to loneliness, social exclusion, and deprivation, especially in rural areas. Inaccessible transport (in terms of physical access or ability to access information, tickets, etc.) can be one of the biggest barriers facing people with physical and mental disabilities.



Part C:

Guiding principles



5. Proposed guiding principles

5.1 Changing the way we plan and deliver transport

Much of what the council already does to maintain, enhance and support the operation of the transport system in the county will remain relevant. We are seeking to build upon this position.

However, in order to meet our proposed transport outcomes, including carbon neutrality by 2050, there are certain approaches and activities that will need to play a stronger role.

We need to **decarbonise the transport system** and promote and transform **cleaner, greener and sustainable forms of transport**. This means doing things differently. It will represent a shift in approach and will require an increased emphasis on policies which support modal shift and manage the demand for road space, rather than just supplying the extra capacity to meet this demand.

We will need to maximise every opportunity and **work in partnership** with bus and rail operators, sustainable transport organisations, the NHS, public sector and other organisations, to encourage and help people switch from cars to cycling, walking and public transport.

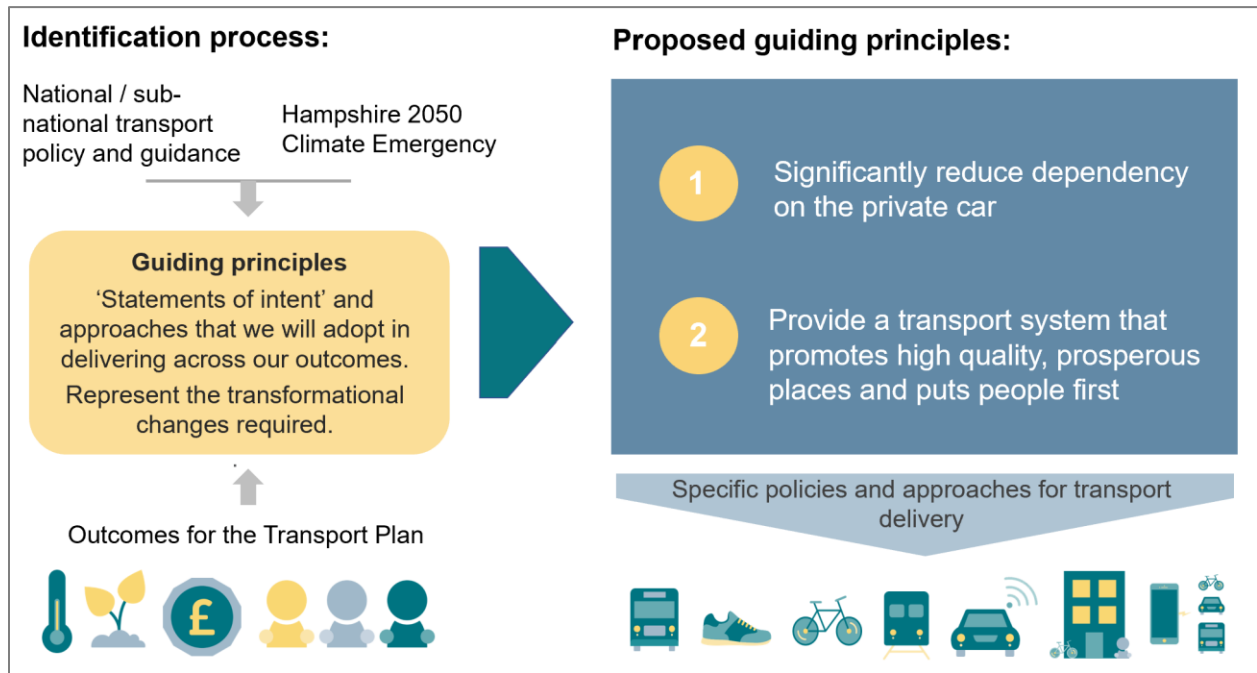
We will need to be flexible, agile and brave in our approach to the climate emergency as technologies evolve and lifestyles and future strategic and local development planning change.

5.2 Proposed guiding principles

We have proposed two guiding principles which are considered to be essential for the development of the LTP4 and its delivery.

These are over-arching 'statements of intent' or 'courses of action' which will guide decision-making across all themes, to ensure we deliver our LTP4 outcomes. They represent the **transformational changes** we need to make in how we plan and deliver transport. They span the four outcome themes covering climate change, environment, economy and society, influencing our strategic approach for delivery in each of these core areas.

Figure 8: Development of guiding principles



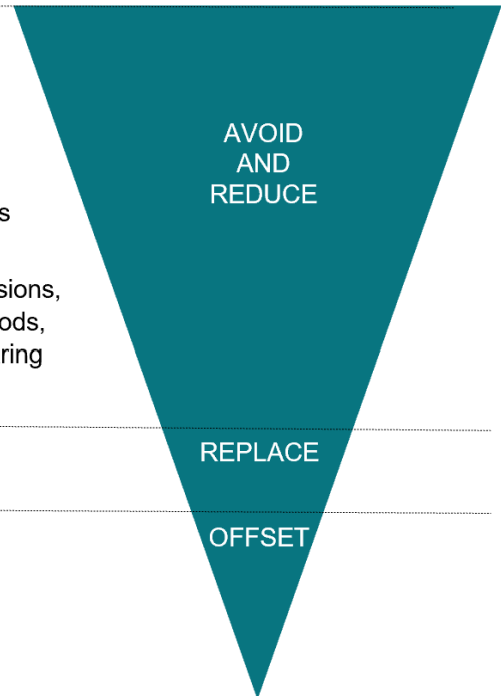
5.3 Proposed Guiding Principle 1: Significantly reduce dependency on the private car

This principle is required because:

There is no plausible path to carbon neutrality without very major transport emissions reductions. Reflecting the AVOID-REDUCE-REPLACE-OFFSET carbon management hierarchy set out in our [Climate Change Strategy \(2020-25\)](#), we will need to, in order of priority:

Figure 9a: AVOID-REDUCE-REPLACE-OFFSET Carbon Management Hierarchy

- Reduce **dependency on the private car** by:
 - avoiding carbon-intensive travel
 - reducing the need to travel, e.g. enabling people to 'live locally, travel less' and homeworking
 - providing better walking, cycling and public transport choices
 - owning fewer cars and using them less
- Use our vehicles more **efficiently** to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well-used public transport and more car sharing
- Replace our petrol and diesel vehicles (which emit CO₂) with **zero emission vehicles**
- Offset any remaining emissions that cannot be eliminated by the above



Zero emission vehicles⁷ will play an important role, but they will not solve issues around **congestion, severance** (where traffic flow impedes the movement of pedestrians and cyclists), **road safety and air pollution** (associated with brake and tyre dust). And, they will not deliver the benefits for the environment, the economy, health and society that we are seeking.

In addition, the higher purchase price for electric vehicles will be prohibitive for those on lower incomes – at least in the short-term. Furthermore, **the pathway to low carbon freight vehicles is complicated and unclear**, and in the short to medium-term, wholly electric will not be a viable mass-market solution for HGVs.

⁷ Zero emission vehicles include battery electric vehicles, and vehicles powered by other fuels derived from electricity (e.g. hydrogen), and potentially bio-fuels.

Even if there is an early transition to a zero emission vehicle fleet, we will still need to significantly reduce the number of miles driven to reduce the strain on zero carbon energy provision.

We recognise that the car will continue to be an important mode in rural areas and for certain trips, but we will need manage car travel more efficiently.

Figure 9b: Guiding Principle 1

Significantly reduce dependency on the private car (AVOID AND REDUCE)



Role of Guiding Principle 1 in delivering the LTP4 outcomes...

This principle has an essential role to play in delivering Hampshire’s climate change commitments, but will also deliver co-benefits across all of the proposed outcomes:

A carbon, neutral and resilient Hampshire	Respect and protect our environment	Thriving and prosperous places	Healthy, happy, and inclusive lives
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

This principle requires an increased emphasis on approaches that:

- seek integrated land-use and transport planning to reduce the need to travel by car and enable more sustainable travel choices;
- enable people to access many of their daily needs within a 20 minute walk of their home (known as ‘20 minute neighbourhoods’);
- make best use of technology that reduces the need to travel and helps us to manage our travel needs in smarter ways (e.g. use of online services and remote working, shared transport, digital apps for planning and paying for bundles of sustainable journeys known as Mobility as a Service, and low emission vehicles);
- promote walking and cycling as the first choice for shorter journeys;
- make public transport more attractive, more affordable and accessible to more people, as the first choice for longer journeys;
- support ‘shared mobility’ solutions (e.g. electric vehicle car sharing clubs, bike / e-bike share schemes, lift share schemes, taxi sharing models, demand responsive transport), and mobility hubs which act as a focal point for public and shared transport, alongside other services (e.g. health clinics, local work hubs, parcel lockers);
- create micro and macro distribution centres (also known as logistic hubs) from which ‘last-mile’ deliveries can be made using zero-emission vehicles;
- seek to better manage travel demands, particularly on the busiest parts of the network at peak times;
- provide realistic alternatives to private car use to connect our rural communities (including flexible and demand responsive transport services and community-based shared mobility schemes).

Chapters 6 (Core Policies) and 7 (Theme Policies) set out how we will deliver these types of interventions.

5.4 Proposed Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first

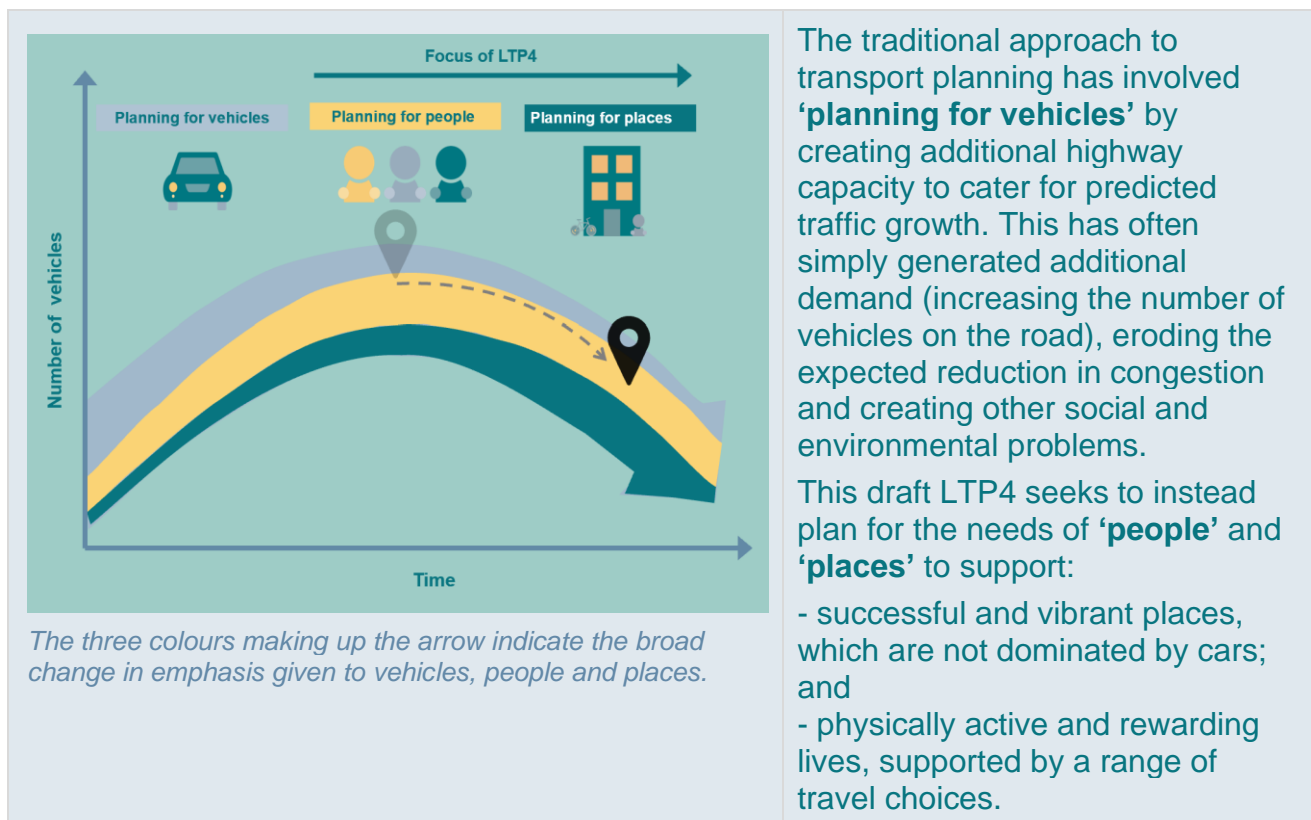
This principle is required because:

We need to shift away from 'planning for vehicles' to 'planning for people' and 'planning for places', to provide a transport system which supports high quality and prosperous places and puts the needs of people first.

Transport networks that simply aim to provide the most efficient means of moving private vehicles along a corridor have the potential to have a wide range of damaging consequences, particularly socially and environmentally.

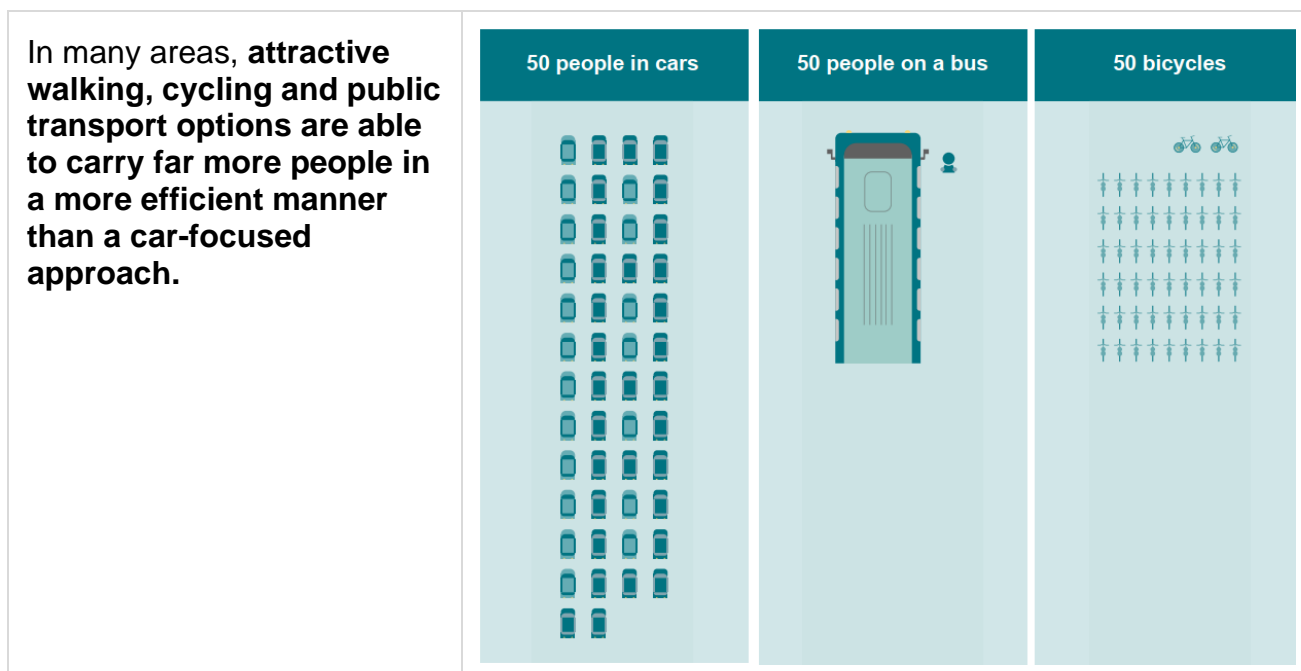
Our key strategic routes will need to be designed for the efficient movement of freight and people, to support national and sub-national economies. However, our urban centres, residential areas, and other community places should be designed to prioritise and encourage active and public transport, in a way that creates better places to live, work, and visit.

Figure 10a: Shifting towards planning for people and places



Adapted from Jones, P (2017). How transport can contribute to achieving green and healthy cities, Centre for Transport Studies.

Figure 10b: Relative road space used by alternative means of travel (illustrative)







Planning for people and places means:

- creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities;
- creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment;
- supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

Role of Guiding Principle 2 in delivering the LTP4 outcomes...

This principle will deliver co-benefits across all of the proposed outcomes, particularly 'Thriving and prosperous places' and 'Healthy, happy, and inclusive lives'.

			
A carbon, neutral and resilient Hampshire	Respect and protect our environment	Thriving and prosperous places	Healthy, happy, and inclusive lives
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

This principle requires an increased emphasis on approaches that:

- recognise that routes and spaces have many different functions (from vibrant high streets to fast flowing dual carriageways) and establishing a framework which considers both the form and function to set principles for the design and provision for different user needs;
- reshape and repurpose urban centres to better serve changing lifestyles;
- tackle the adverse impacts of transport on the environment within which we live, and particularly on our most vulnerable communities;
- address the perceived (as well as actual) safety of walking and cycling, recognising this as one of the most significant barriers to their use;
- encourage and support planning authorities to promote new developments that create better connected, accessible and liveable neighbourhoods (including 20 minute neighbourhoods);
- create a seamless travel experience – focusing on the start and end of the journey, as well as the main leg of the journey.

Chapters 6 (Proposed Core Policies) and 7 (Proposed Theme Policies) set out how we will deliver these types of interventions.





Part D: Policies



6. Proposed core policies

In order to deliver the proposed LTP4 outcomes we have identified a number of **core policies**, which are intended to **determine how we plan and deliver all aspects of transport**. These policies are closely aligned with the proposed **guiding principles** and provide the fundamental 'rules' for how we do things and how we want others to do things.

A summary of the proposed policies and their contribution to the proposed LTP4 outcomes and guiding principles is provided below (✓✓ = strong contribution / alignment; ✓ = important supporting contribution / alignment):

Proposed core policies	Contribution to LTP4 outcomes:				Alignment with:	
					GP1*	GP2*
Policy C1 – Putting people and places at the heart of our decisions	✓	✓	✓✓	✓✓	✓	✓✓
Policy C2 – Efficient and sustainable movement of goods	✓	✓	✓✓	✓	✓✓	✓✓
Policy C3 – Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework)	✓✓	✓✓	✓	✓✓	✓	✓✓
Policy C4 – Climate change at the heart of decision-making	✓✓	✓	✓	✓	✓✓	✓
Policy C5 – Support local living and reduce demands on transport	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Policy C6 – Encourage sustainable travel behaviour	✓✓	✓✓	✓✓	✓✓	✓✓	✓
Policy C7 – A Safe Systems approach for Hampshire	✓	✓	✓	✓✓	✓	✓✓
Policy C8 – Managing the harmful health effects of poor air quality and noise disturbance	✓✓	✓✓	✓	✓✓	✓✓	✓✓
Policy C9 – Protecting the environment	✓	✓✓	✓	✓	✓	✓✓

* Proposed Guiding Principle 1 (GP1): Significantly reduce dependency on the private car

* Proposed Guiding Principle 2 (GP2): Provide a transport system that promotes high quality, prosperous places and puts people first

Policy C1: Putting people and places at the heart of our decisions

We will:

- a) develop and apply a **Movement and Place Framework** to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where (see also Chapter 7, *Healthy Places*, Policy HP1 and 2; *Balancing Travel Demand*, Policy BT1; *Asset Management*, Policy AM2; *Development and Masterplanning*, Policy DM3);
- b) prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location (see *Core Policy C3: Road User Utility Framework*);
- c) use a localised '**Healthy Streets**' approach and our 'Hampshire Walking and Cycling Principles' to plan and design attractive, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability (see *Healthy Places*, Policy HP1.3);
- d) seek opportunities to **create or re-allocate road space** to create better walking and cycling routes and faster routes for buses (see also *Healthy Places*, Policy HP1; *Balancing Travel Demand*, Policy BT1);
- e) **support targeted highway capacity improvements** where there is a strong economic, safety, health, social or environmental case; and where the Movement and Place Framework is achieved.

This policy is required because:

A key role of transport is to facilitate the efficient movement of people, providing access to opportunities, services and activities such as working, shopping, and socialising.

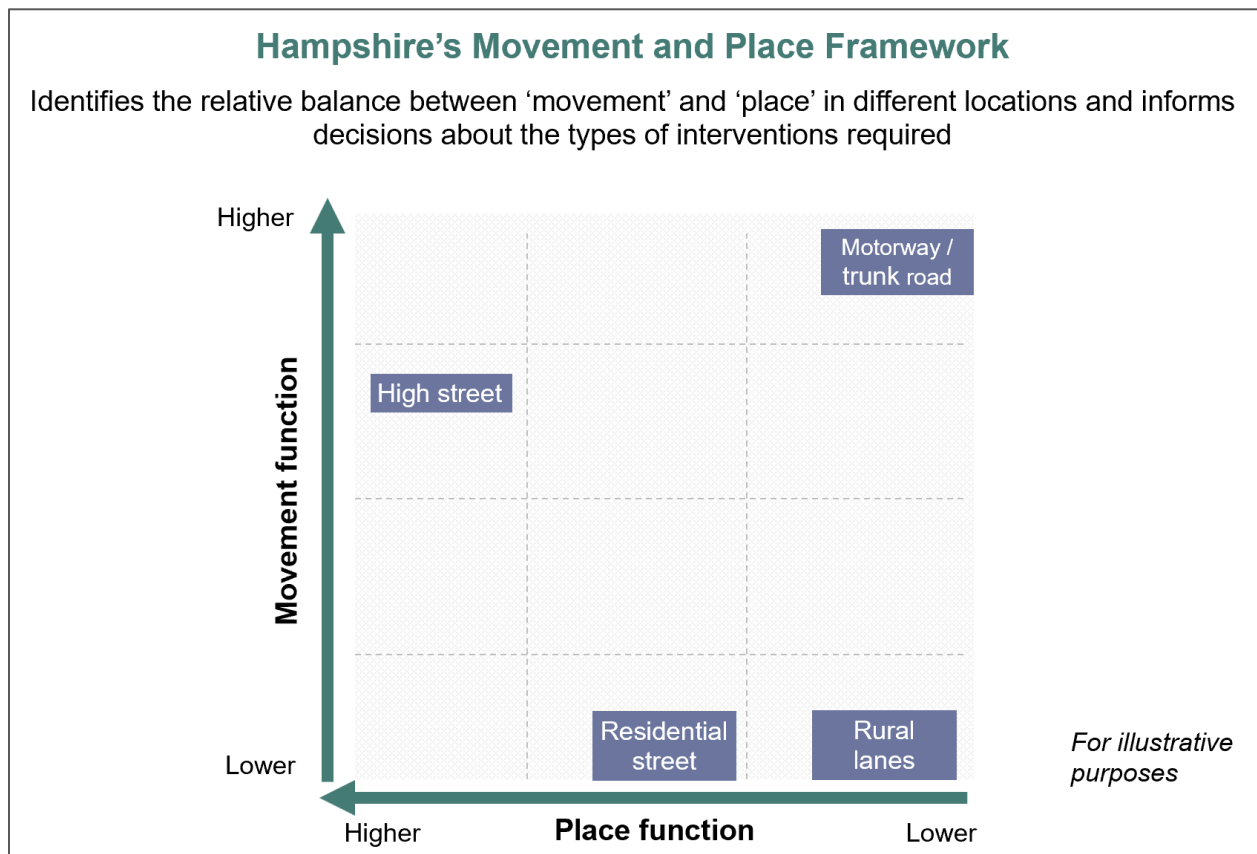
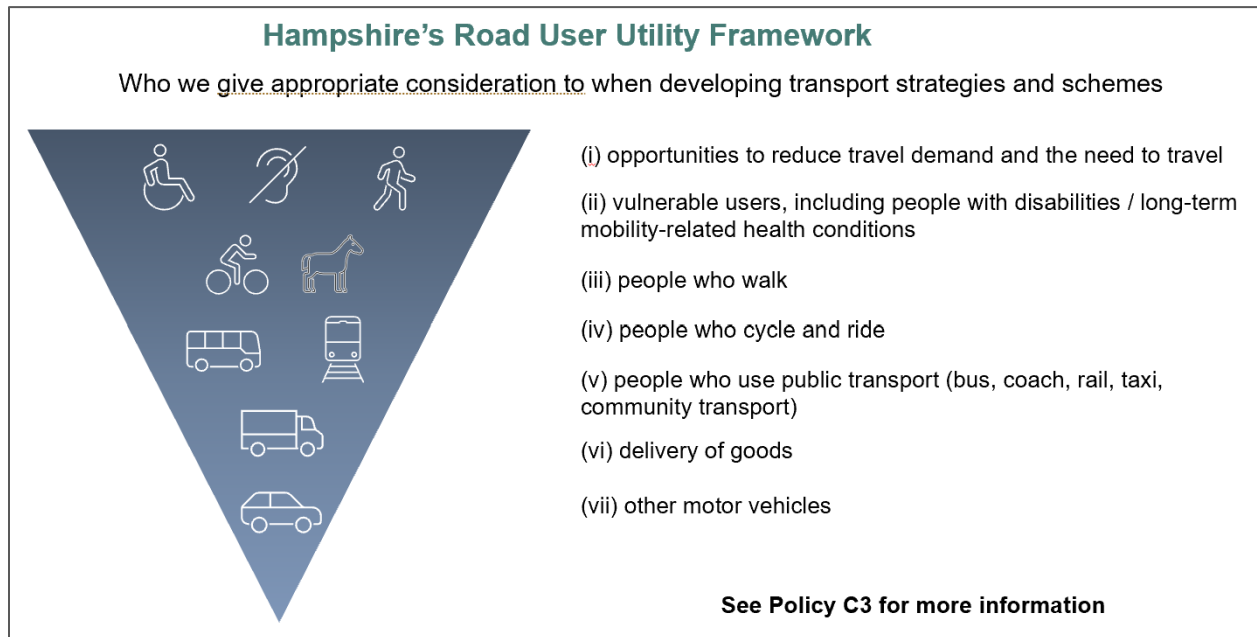
However, we want to shift away from 'planning for vehicles' to 'planning for people' and 'planning for places'. Transport networks that simply aim to provide the most efficient means of moving private vehicles along a corridor have the potential to have a wide range of damaging consequences, particularly socially and environmentally. A shift in approach is needed to create better places to live, work, and visit; whilst also improving connectivity between places and supporting efficient and reliable journey times.

Residents, visitors and businesses increasingly identify the car as undesirable in places where people spend recreational time. A recent public opinion survey (2020)^{xviii} shows support for reallocating road space and quiet, low traffic environments:

- 65% of people across England support reallocating road space to cycling and walking in their local area;
- nearly 8 out of 10 people (78%) support measures to reduce road traffic in their neighbourhood.



Figure 11: Our approach to planning for people and places



Healthy Streets approach

A holistic framework, based around ten Healthy Streets Indicators, for creating environments that feel attractive, comfortable, and safe for walking and cycling, regardless of confidence, age and ability



Source (adapted): Lucy Saunders

Implementation of this policy will be supported by:

- using a **Movement and Place Framework** to balance the location-specific needs of cars, buses, goods vehicles, and other motorised traffic, with the needs of cyclists, pedestrians, residents, shoppers, and local businesses, in both urban and rural locations.

We are proposing to adopt a Movement and Place framework to help us categorise the highway network according to:

- its **movement function** – it's ability to transport people and goods in vehicles, and
- its **place function** – the various social, cultural and economic activities that take place on or adjacent to the highway, including the role of a street as a destination in its own right.

The movement function remains largely the same along a route, however the place function will vary according to land-use, level of activity on the street and local environment.

Traditionally, transport planning and engineering has been focused on the “movement” aspects of the highway network often resulting in a poor quality environment for people walking or choosing to spend time near the road. The Movement and Place Framework will help embed the guiding principle of ‘providing a transport system that promotes high quality places and puts people first’.

We will also investigate the potential application of the Movement and Place framework to other aspects of our role as a Highway Authority such as highway maintenance.

The **Movement and Place Framework** will provide a practical tool which will help us carry out our transport roles and functions more effectively. It will:

- guide how we design and operate our roads, streets and spaces, taking account of their specific functional needs;
- tell us when maximizing vehicle capacity is a key priority, and when providing for the needs of walking and cycling should be our primary consideration;
- ensure that we apply the right design standards for specific locations and avoid defaulting to standards which seek to maximise vehicle capacity (which can lead to over-designed infrastructure, that is more costly to build and maintain, and does not meet the functional needs of the location);
- allow us to vary our standards of service (e.g. our maintenance approach) in accordance with the needs of those using our roads, streets and spaces;
- will create a common language and framework for conversations with developers, planning authorities and others about how we plan and deliver transport;
- assist in reviewing and updating our technical guidance notes.

It will also provide a guide to local planning authorities on how to design their street forms and hierarchies.

- using the **Healthy Streets** criteria⁸ to adopt a whole street approach and create environments that feel attractive, comfortable, and safe for walking and cycling, regardless of ability, confidence, age and disability;
- delivering schemes which:
 - create **high quality places**, which encourage active and public transport use;
 - provide **high quality accessible open spaces**, recreational areas, and pocket parks adjacent to active travel routes;
 - create safe, healthy, accessible, and attractive **transport options for all**; and
 - **improve connectivity** (primarily by public or active transport) to economic hubs and international gateways;
- improving reliability and journey times through targeted relief of **congestion hotspots**;
- working with relevant stakeholders to deliver our **Equitable Transport Ten Point Plan** (see below).

⁸ The Healthy Streets approach started life in London boroughs but is applicable to any street where people walk and cycle (<https://healthystreets.com>). It is an evidence-based approach for creating fairer, sustainable, attractive urban spaces, and engaging communities in shaping the places where we live, work and play..

Delivering an equitable transport system – A Ten Point Plan

1. Work with transport operators and customers to understand and **address barriers to public transport use** to achieve a more equitable service provision (see *Policy PT1*).

2. Adopt a **‘Safe/Secure by Design’** approach⁹ to ensure personal safety and security is considered in the design process (see *Core Policy C7*), especially for walking and cycling schemes (see *Policy HP1*) and public transport schemes (see *Policy PT1*).

Examples of measures include improved sustainable lighting; increased informal surveillance of streets, pedestrian and cycle facilities, public spaces and public transport stops, stations and services; increased human activity adjacent to and within walking, cycling and public transport networks; prompt repair of damaged public transport facilities and services and highway assets; prompt removal of graffiti and prompt/proactive handling of anti-social behaviour activities.

3) **Active travel (walking and cycling) road safety initiatives for all:**

- ensure active travel (walking and cycling) initiatives reach vulnerable and disadvantaged groups (including children, those in deprived areas, ethnic minority households and communities) to ensure that these groups benefit from the advantages and opportunities that walking and cycling can provide (see *Policy HP3*);
- ensure road safety education interventions benefit vulnerable groups who are more likely to be involved in collisions and could be deterred from walking and cycling more (see *Core Policy C7*).

4) Seek to ensure **equality of access to public transport** (see *Policy PT1*), including:

- fares and ticketing approaches for people who prefer not to use contactless payments or who don't have debit/credit cards (e.g. children, older people, or those without bank accounts);
- ensuring that passengers are able to board and alight buses, trains and ferries at their desired location, including disabled people, blind or cognitive impaired passengers (in line with the Equality Act 2010) and those carrying heavy luggage and pushchairs;
- considering passenger safety, security and accessibility in the design of roadside infrastructure (e.g. bus stops and shelters);
- ensuring public transport services are easy to understand and use, with information available via a number of sources and in a variety of accessible formats.

5) Trial more flexible and innovative forms of public transport, such as demand responsive transport, which offer a **more personal, on-demand service**. As these

⁹ Including Crime Prevention Through Environmental Design, Security by Design, Community Safety Partnership initiatives.

services are more door-to-door, they can overcome the concerns of some users, particularly women, about taking public transport at night. (see *Policy PT3, FM1 and RT1*)

6) **Engage communities** (including groups which are traditionally seldom heard) before planning changes to their villages, neighbourhoods and high streets and involve them in the process. Engage a wide range of users, and potential users, in the design process. (see *Implementation chapter*)

7) Ensure **awareness campaigns and engagement activities** are undertaken using a range of languages and styles to reach ethnic minority households and communities, individuals learning to understand English, households living in poverty or at risk of poverty, and deprived communities. We will use a range of media types and formats to enable all individuals irrespective of any type of disability to receive and understand the awareness campaign. (see *Core Policy C6*)

8) Investigate how **shared mobility schemes** (electric vehicle car sharing clubs, and e-bike share schemes) can cater for the needs of individuals living with disabilities (e.g. in terms of vehicle / bike design and specification).

9) Work with operators to ensure **seating provision on buses and trains** enables older people, individuals living with disabilities or a limiting long-term health condition, pregnant women, and families with young children are able to find a seat for the duration of their journey. Any reallocation of internal space within buses should also be mindful of the needs of wheelchair users and families with pushchairs.

10) Seek to ensure that the **design of schemes** considers For (10)the requirements of all users, e.g. public realm schemes to take into account the needs of visually impaired, and the design of cycle infrastructure and cycle parking to cater for non-standard or adapted bicycles used by disabled cyclists, cyclists with children and older cyclists.

Policy C2: Efficient and sustainable movement of goods

We will:

- a) maximise the contribution of the freight and logistics sector to maintaining and enhancing the **economic competitiveness** of Hampshire and beyond, based on the safe, efficient and sustainable movement of goods;
- b) support measures that **improve journey time reliability** on strategic lorry and rail freight routes, including those which improve access to international ports and airports (*see Section 7.8, Strategic Infrastructure, Policy S11*);
- c) support measures that encourage a **shift from road freight to less environmentally damaging modes** including rail, water and pipelines (*see Strategic Infrastructure, Policy S11*);
- d) work with partners to ensure **more efficient use of vehicles** for movement of goods (smaller vehicles, fuller loads, more efficient delivery schedules) and to **reduce the impact of freight and delivery vehicles** in villages, urban centres, and neighbourhoods (such as freight consolidation centres and use of zero emission vehicles for last mile deliveries, and technology-based solutions);
- e) encourage freight to use the **strategic road network (SRN)** and **major road network (MRN)**, where this is the most appropriate route;
- f) improve understanding and communication between local authorities and freight and logistics operators, and **raise the profile of freight** within local transport planning;
- g) take a leadership role in supporting research and trials to develop **solutions for low carbon HGVs**;
- h) consider the needs of freight, deliveries and servicing within the development of **transport strategies**.

See Development and Masterplanning policies (Section 7.7) regarding the development of freight / logistics distribution centres.

This policy is required because:

Our transport network is vital for the movement of goods as well as people. Good and reliable road and rail transport links are critical for the Hampshire economy, in terms of enabling business supply chains to operate efficiently and getting goods to customers quickly and on time.

Our strategic transport routes also have an important role to play in supporting the national economy, and providing links to and from international gateways, including:

- the Ports of Southampton (the UK's biggest export port) and Portsmouth (mainly container freight); and
- Southampton Airport, and Heathrow Airport (the UK's largest port by value).

Hampshire itself is the largest exporting region in the South East, and is heavily dependent on good access to these international gateways.

However, there is a need to ensure that goods are moved in the most sustainable way, which does not adversely impact our environment and communities. While the proposed national ban on the sale of new petrol and diesel cars and vans from 2030 will put us on the path to decarbonising many of the vehicles on our roads, it is currently much harder to reduce emissions from Heavy Goods Vehicles (lorries and trucks). Due to the load carried and distance which Heavy Goods Vehicles (HGVs) typically travel, there is currently no alternative to diesel or carbon-based fuel engines for HGVs, despite advances in battery and hydrogen technology.

In urban areas, vehicles stopping to load / unload or undertake servicing activities, at inappropriate locations or times, can disrupt traffic flow. This can adversely impact journey times and reliability, and potentially result in increasing emissions and worsening local air quality. It can also affect the safety of other street users such as buses, cyclists and pedestrians.

Finally, the growth in internet shopping and next day deliveries is likely to result in continued growth in the number of Light Goods Vehicles (vans) using our roads^{xix}. The impact of this on residents and other road users is significant and requires interventions to manage and reduce these impacts.

Implementation of this policy will be supported by:

- engaging with Transport for the South East (TfSE) on the development and implementation of a **Freight Strategy for the South East**;
- developing and implementing an up-to-date **Hampshire Freight Strategy**, to complement the TfSE strategy;
- supporting investment in strategically important freight corridors, including the **M3/South Western Main Line Corridor** and the **A34 Corridor (including South Western Main Line/Basingstoke – Reading Line)**, both nationally significant routes identified as a focus for investment in the Transport Strategy for the South East (TfSE, 2020);
- supporting the freight sector in the development and use of **freight-based mobility models**, for example:
 - digital-based freight models, which offer customers easier access to real-time and price transparent freight services, which helps improve supply chain visibility and asset utilisation; and
 - service-based freight models, which use data and automated technologies to provide customers with a wider selection of flexible last-mile delivery and collection options;

- investigating the potential for **mini and macro consolidation centres (also known as 'logistic hubs')**. Macro consolidation centres located on key routes can reduce the total number of vehicles entering urban areas, by increasing vehicle loadings and co-ordinating deliveries and suppliers across clusters of businesses. Micro consolidation centres comprising lockers or other types of collection points are located in specific locations with high demand for deliveries, such as business parks, residential areas (for collection of online deliveries), or rail stations and other types of mobility hubs (see *Future Mobility, Policy FM1 and Figure 15*);
- working with local planning authorities to identify land for **consolidation centres / logistics hubs**¹⁰ and require **new commercial developments** to adopt a Delivery and Servicing Plan (DSP), as a condition for planning permission. A DSP sets out how building occupiers will enable safe, efficient and sustainable deliveries to their site;
- supporting initiatives based on new **low carbon forms of freight transport**. Trials of electric cargo bikes have shown that they have the potential to increase road speeds in congested areas as well as reducing emissions, costs and delivery time when compared to van-based last mile delivery services. Drones could also take the place of vans for some types of deliveries, subject to consideration of potential health, social, security, privacy, and environmental considerations¹¹;
- working with Solent Transport (comprising Southampton City Council, Portsmouth City Council, Isle of Wight Council, and Hampshire County Council) to trial **innovative approaches to sustainable urban logistics** as part of the Solent Future Transport Zone Project;

Box 2: Solent Future Transport Zone: Sustainable Urban Logistics

Solent Transport has successfully secured £28.759m via the Department for Transport's Future Transport Zone (FTZ) programme to deliver innovation in urban transport in the Solent area. A FTZ is a zone that provides a real world testing ground for innovative ways to transport people and goods.

The funding is targeted at two areas: Passenger Mobility and Sustainable Urban Logistics. The logistics theme involves:

- piloting delivery consolidation (consolidation of deliveries from multiple businesses onto fewer and more environmentally friendly vehicles) in order to reduce the numbers of goods vehicles making deliveries to major employment, retail, health and education sites within the urban areas in the Solent;

¹⁰ For more information, see 'Towards 2050 - a framework to guide the future of Hampshire's built infrastructure and natural environment', Strategic Opportunity SO3: Neighbourhood logistic hubs.

¹¹ For example, drones have been shown to have significant adverse impacts by disturbing seabird colonies in Wales. Potential disturbance of the various environmental designated sites in the Solent area, as well as other sites designated for birds (e.g. New Forest, Wealden Heaths, etc.) needs to be considered.

- trialling the use of sustainable, zero emission transport modes, such as electric cargo cycles and walking porters operating from local “micro-consolidation” points, to deliver goods over these short last stretches of a delivery journey;
- trialling the use of ‘unmanned aerial vehicles’ (drones) for medical supplies within the Solent area.

- looking for opportunities to roll out **innovative approaches** more widely, based on lessons learnt from the Solent Future Transport Zone project;
- supporting the freight sector and technology organisations to develop **options for low carbon HGVs**, to complement research and trials being led by central government. We will explore opportunities to work with local research bodies, business and organisations to tackle this issue. Hampshire has one of the largest oil refineries in the UK (located at Fawley), which generates large amounts of hydrogen and freight movements;
- exploring the introduction of a **Fleet Operator Recognition Scheme (FORS)** – a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection;
- See also *Section 7.4, Balancing Travel Demand, Policy BTD1 – Regulating traffic, parking, and kerbside deliveries.*

Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework)

We will:

- a) ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following **Road User Utility Framework**:
 - (i) opportunities to reduce travel demand and the need to travel;
 - (ii) vulnerable users, including people with disabilities / long-term mobility-related health conditions;
 - (iii) people who walk;
 - (iv) people who cycle and ride horses;
 - (v) people who use public transport (bus, coach, rail, taxi, community transport);
 - (vi) delivery of goods;
 - (vii) other motor vehicles.

This policy is required because:

We need to ensure that it is not only **safe** but also **comfortable** for people to use a choice of transport options. This policy is seeking to ensure that our infrastructure and how we manage it does not exclude those who cannot drive or choose not to. By “utility” we effectively mean that the needs of all users within the framework must be considered in providing, adapting, and managing the transport system and associated infrastructure. This will ensure that schemes and plans are not looked at through a one mode lens e.g. where the traffic capacity needs of vehicles dominate the consideration of what form a new junctions should take without understanding the full impact on the mobility impaired, vulnerable road users or others. It sits alongside the Movement and Place framework, which will guide what value we need to place on different modes on different types of infrastructure, i.e. the needs of pedestrians on motorways is very different to that on a high street.

The framework is consistent with the recent update to the Highway Code^{xx}, which introduces a ‘hierarchy of road users’; a well-established concept, which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users. However, our Road User Utility Framework goes a step further and focuses not just on safety, but also on utility or use of modes.

It is important to note that the framework is not a priority list. It is not saying cycling is better than car driving or buses are better than HGVs. Such a philosophy is inherently adversarial and can make the debate about modal choice a conflict. Our desire in setting out the framework is to build mutual respect between all road users.

Implementation of this policy will be supported by:

- applying it to the development of transport **strategies**, the design of transport **schemes**, and the planning and design of new **developments**;
- using the Road User Utility Framework to develop the **Movement and Place framework** to ensure that streets serve all users in a balanced way;
- requesting that local planning authorities consider the Road User Utility Framework at the **earliest stages of development planning** (see *Development and Masterplanning, Policy DM2*).

Policy C4: Place climate change at the heart of decision-making

We will:

- a) take **local action** to achieve the reductions in carbon emissions required to be carbon neutral and resilient to the impacts of climate change by 2050, by changing travel behaviour and accelerating the shift to zero emission vehicles;

- b) adopt a **‘designing for climate change’** approach for new transport schemes and existing infrastructure, which will involve:
- **assessing schemes** to understand their carbon impact and resilience to the effects of climate change;
 - seeking to identify **mitigation measures** to offset any net increase in carbon;
 - using materials and assets with a **lower carbon footprint** and **resilient** to the effects of climate change (see *Section 7.6, Asset Management, Policy AM1b*);
 - retrofitting existing infrastructure to make it more resilient where there is a good case for doing so;
- c) favour transport investment that also **deliver benefits for our other LTP4 outcomes** covering environment, economy, and people.

This policy is required because:

The 2050 Commission of Inquiry identified the changing climate as the most important driver for change in Hampshire. Transport is a major source of CO₂ emissions, and Hampshire County Council has committed to being carbon neutral and resilient to the impacts of climate change by 2050.

As highlighted above (Section 3.1, Box 1), national policies, such as the proposed ban on the sale of new petrol and diesel cars and vans by 2030, will not reduce emissions far enough or fast enough. There is an urgent need for local, rapid and transformational action across all aspects of transport to reduce carbon emissions.

Designing our transport system to be resilient to the weather-related impacts of climate change will be important in terms of providing reliable transport access to key life enhancing facilities and services such as education, healthcare, employment areas, retail areas, leisure locations and community facilities.

Implementation of this policy will be supported by:

- following the principles of our **Carbon Management Hierarchy (AVOID-REDUCE-REPLACE-OFFSET)** and delivering local interventions which:
 - avoid carbon-intensive activities by reducing the need to travel, and looking for opportunities to ‘live locally’ and undertake shorter trips;
 - reduce dependency on the private car by providing better walking, cycling and public transport choices, and use our vehicles more efficiently; and
 - replace our petrol and diesel vehicles (which emit CO₂) with zero emission vehicles;
- seeking to **estimate the impacts of transport schemes on carbon emissions** (including CO₂ generated during the construction of new infrastructure) and **assess their vulnerability to climate change impacts**;

- assessing climate change and resilience impact as part of our overall **transport investment prioritisation approach**, alongside benefits for environment, economy, and people and society (see Implementation policies, Scheme Prioritisation);
- working with partners to build **resilience to flooding**, including measures such as introducing green and blue infrastructure and Natural Flood Management or Sustainable Drainage Systems (SuDS) which will improve water quality;

seeking to **offset** where it is assessed that a transport scheme will produce a **net carbon increase**, for example as a result of construction or because it results in additional vehicle mileage and therefore more emissions. Offsetting could include road space reallocation elsewhere and / or investment to support low carbon travel (e.g. walking, cycling, public transport), planting trees, or other means of carbon offsetting to mitigate the carbon impacts;
- working with local planning authorities to require **transport-related carbon emissions associated with developments** to be estimated and assessed at the site selection and planning approval determination stages (*see Development and Masterplanning, Policy DM2*).

Policy C5: Support local living and reduce demands on transport

We will:

- a) support measures that enable residents to make **greater use of local services and facilities** and will create **stronger communities**;
- b) enable local communities to deliver **community-led place and transport improvements** where there is funding to do so (*see also Section 7.5, Rural Transport, Policy RT1*);
- c) support the **roll out of superfast / gigabit broadband** to enable home working and online access to services, so that people can travel less for these services – *especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower (see also Rural Transport, Policy RT1)*;
- d) support plans that **re-vitalise** town centres, neighbourhood centres and local villages, to encourage residents to live locally;
- e) support **investment in walking, cycling, integrated public transport and new forms of shared mobility** such as electric bikes and electric car clubs, to make local trips easier and reduce the need for private car ownership.

See Section 7.7, Development and Masterplanning, Policy DM1 for policies regarding integrated land-use and transport planning, to reduce the need to travel.

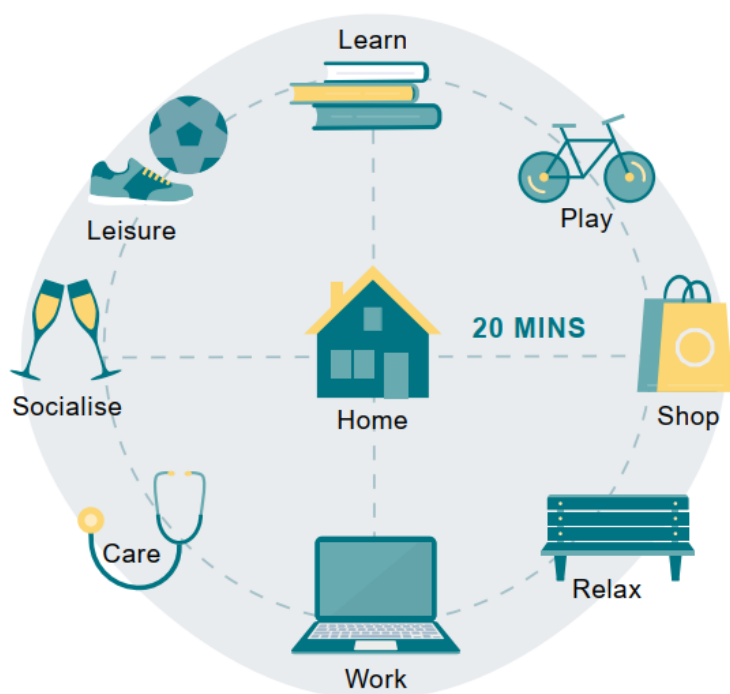
This policy is required because:

Avoiding carbon-intensive activities by providing opportunities to ‘live locally and travel less’ is the first step in our AVOID-REDUCE-REPLACE-OFFSET Carbon Management

Hierarchy and is the most effective way of reducing transport-related carbon emissions. It is also a core requirement of Guiding Principle 1 – Significantly reduce dependency on the private car.

Enabling people to ‘live locally’ and access many of their daily needs within a 20 minute walk of their home is one of the key foundations for a net zero transport network. The ability to ‘live locally’ in this way reduces both the number and length of journeys made on a daily basis, resulting in significant carbon savings. It also creates the conditions for healthier, happier communities.^{xxi}

Figure 12: 20 minute neighbourhood concept



Mobility restrictions imposed to control the COVID-19 pandemic have highlighted both the importance of proximity to local services, amenities and outdoor spaces, and rates of home working which far exceeded previous assumptions^{xxii}. It is important that we build on the trend for local living seen during the pandemic. This will also help to boost local high street economies, which have been in decline in recent years.

Implementing the 20 minute neighbourhood concept is about redesigning existing neighbourhoods and designing new ones so that everyday destinations are within walking distance. They provide attractive local public spaces, with more local shops and facilities, easy access by sustainable modes for destinations further afield, and create a stronger sense of local community. In the short-term this can be achieved by using existing buildings and spaces for new activities such as creating work hubs for remote working, or creating mobility hubs which act as a focal point for public and shared transport (e.g. car clubs or bike hire schemes) alongside other public services (e.g. health clinics). This needs to be accompanied by improvements to the public realm (e.g. introducing pedestrian priority and better lighting to make areas safer and more attractive), improving local walking and cycling routes, and balancing the location-specific needs of different transport users (see *Core Policy C1*).

Implementation of this policy will be supported by:

- actions within our wider Healthy Places, Public Transport, Future Mobility, Balancing Travel Demand, Rural Transport, Asset Management, and Development and Masterplanning policies (see *Chapter 7*);
- ensuring local planning authorities adopt 20 minute neighbourhoods, low traffic neighbourhoods, and Healthy Streets concepts into the masterplanning principles for all significant sites (see *Development and Masterplanning, Policy DM2*).

Policy C6: Encourage sustainable travel behaviour

We will:

- a) **raise awareness** of the impacts of individual travel choices and encourage **personal and community behaviour change**;
- b) work with local communities, educational establishments, businesses, local media and other organisations to deliver **travel planning and safety advice, and other evidence-based interventions** to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable and active travel;
- c) deliver **transport infrastructure** which will provide affordable, safe, attractive and easy to use alternatives to the private car (with supporting behaviour change interventions where feasible);
- d) ensure that **sustainable travel options cater for all groups**, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged;
- e) **monitor** the effectiveness of our approach and adapt it to changing transport needs.

This policy is required because:

Our analysis shows that a 10% reduction (approx.) in car use (vehicle-kilometres) in Hampshire is required between 2019 and 2030 if we are to remain on-track to deliver our climate change targets. This will require many of us to change the way we travel. We will need to provide the support, information, training and assistance to encourage behaviour change.

Implementation of this policy will be supported by:

- seeking to better **understand** the factors which influence individual's travel choices, and using this to tailor our approaches;
- ensuring **evidence-based behaviour change interventions** highlight the opportunities and benefits available to all groups and demonstrate how any perceived or actual barriers to sustainable travel have been or will be addressed;

- focusing travel advice initiatives, campaigns and events in **locations** where we have delivered new public transport, walking and cycling infrastructure or services, to encourage use of these new options;
- incentivising and rewarding public transport use, walking and cycling through initiatives such as **Modeshift STARS**, the national awards scheme that has been established to recognise schools, businesses and communities that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel;
- refreshing our **travel planning guidance**;
- encouraging businesses to allow more flexible working hours that allow people to avoid the 'rush hour';
- delivering **infrastructure and services** that support our wider Healthy Places, Public Transport, Future Mobility, and Rural Transport policies;
- **encouraging Central Government** to reconsider national policy constraints that negatively impact the shift from private car use to more sustainable travel. For example, we are seeking changes to the national concessionary fares scheme to make it contributory. This would enable us to maintain rather than lose many of our bus services in light of the growing financial pressures we face in local government (*see Chapter 7, Public Transport, Policy PT3*). We would also like to see the integration of local integrated ticketing schemes with national rail, to make public transport easier to use (*see Chapter 7, Public Transport, Policy PT1*).

Policy C7: A Safe System approach for Hampshire

We will:

- a) build on existing practices to work towards a Safe System approach to road safety delivery in Hampshire, by:
 - ensuring road safety is a fundamental consideration in the design of new infrastructure, with the needs of vulnerable road users appropriately prioritised;
 - monitoring casualty data for new infrastructure to identify emerging safety issues and implement remedial casualty reduction measures;
- b) work with partners to **reduce the number of deaths, serious and slight injuries** on Hampshire's road network, and reduce the injury rate for **vulnerable users** (including children, and those walking and cycling);
- c) seek to improve the **perception of safety and security** where this could deter people from travelling, particularly by walking, cycling, and public transport.

This policy is required because:

The number of slight injuries has declined over the last decade, but the number of people killed and seriously injured on Hampshire's roads has remained relatively stable (averaging approximately 700 per year). The number of children killed and seriously injured has declined over the last decade, but is still more than 30 a year. The majority of road casualties are car users (60% in 2018), but almost a quarter (23% in 2018) are pedestrians and cyclists.

Implementation of this policy will be supported by:

- continued development of a **Safe System approach** which provides a framework to assess, guide and improve travel safety;

A **Safe System** approach seeks to work towards a safe transport system free from death and serious injury. The approach has evolved over many years and derives most notably from the Swedish Vision Zero and Dutch Sustainable Safety strategies and the concepts and good practice in other fields. It involves:

- investing in effective, targeted action in the transport system to protect against death and serious injury which is largely preventable;
- implementing the best-practice Safe System approach which takes account of human error and tolerance to injury; and
- aligning with public health, occupational health and safety, environmental and social justice objectives to maximise the benefits of cost-effective investment.

The approach involves five pillars of action: safe road use; safe vehicles; safe speeds; safe roads and roadsides; post-crash response.

Source: Parliamentary Advisory Council for Transport Safety

[\(https://www.pacts.org.uk/safe-system/\)](https://www.pacts.org.uk/safe-system/)

- continuing to deliver **road safety infrastructure improvements** at high collision sites/routes, prioritising the needs of vulnerable road users;
- continuing to **work with our partners on education and promotional programmes** to improve the education and skills of drivers. We will have a particular focus on highlighting the dangers of the 'Fatal Four' (inappropriate speed, using a mobile phone, not wearing a seatbelt and drink/drug driving) which are the main causes of people being killed or seriously injured on our roads;
- ensure **road safety education interventions** also reach other groups more likely to be involved in collisions;
- adopting a **'Safe/Secure by Design' approach** to ensure personal safety and security is considered in the design of schemes and policies to address transport related crime and anti-social behaviour (see also *Core Policy C1 – Ten Point Action Plan, Policy HP1 and Policy PT1*);

- ensuring **inspection and maintenance arrangements** are established to preserve safety critical design factors e.g. visibility splays and warning/regulation signs;
- balancing the need for improved **lighting** for safety, with the issue of energy conservation;
- developing strategies to adapt to **emerging Connected and Autonomous vehicles** to ensure their safety benefits are realised.

Policy C8: Managing the harmful health effects of poor air quality and noise disturbance due to transport

We will:

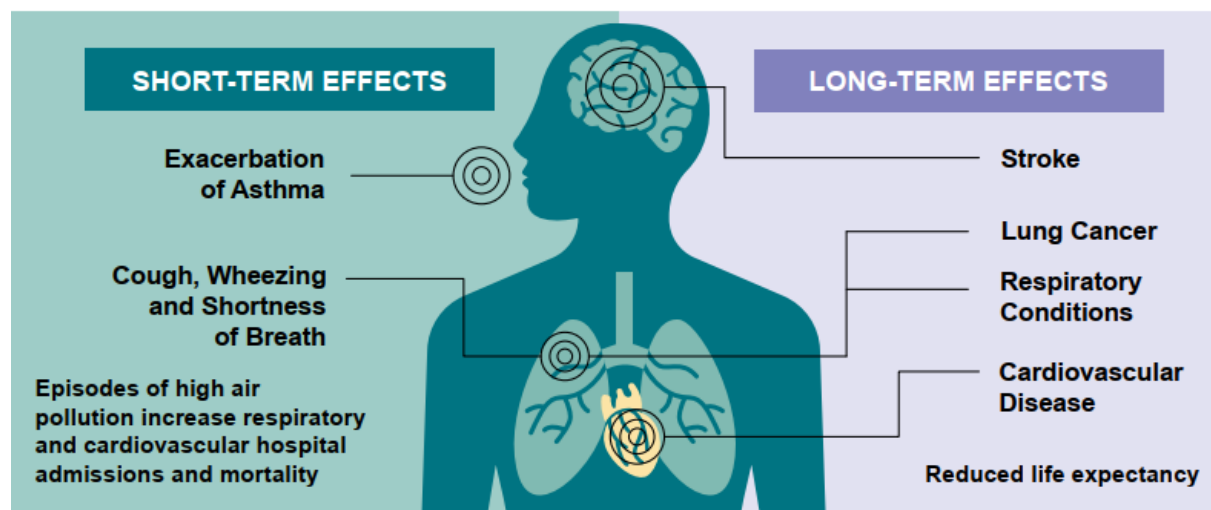
- a) undertake a strategic **co-ordination role** on actions to reduce all transport-related pollutants, including the impact of nitrogen dioxide (NO₂) and particulates (PM) on air quality and traffic-related noise levels, in line with our statutory requirements – working closely with the district and borough councils, the neighbouring unitary authorities of Portsmouth and Southampton, and other relevant stakeholders;
- b) seek to **prevent new air quality problems**, as well as seeking **solutions for existing locations with poor air quality** – working towards no Air Quality Management Areas (AQMAs) resulting from transport emissions;
- c) take actions to reduce emissions* in locations where pollutants are in excess of **statutory air quality levels**, prioritising locations with the highest proportion of vulnerable people;
- d) require **developers** to mitigate the impacts of developments on air quality, or provide financial contributions for the County Council to deliver local measures to mitigate the impacts (*see also Section 7.7, Development and Masterplanning, Policy DM2*).

* Emissions include exhaust / tailpipe emissions (NO₂ and PM), and also tyre, clutch, brake and road wear (PM).

This policy is required because:

The World Health Organisation (WHO, 2011) identifies noise and air quality as the two biggest environmental problems affecting health – road transport is a major source of this pollution^{xxiii}. Public Health England (2018)^{xxiv} states that poor air quality is the largest environmental risk to public health in the UK, as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy (see Figure 13).

Figure 13: Short-term and long-term health effects of air pollution



Adapted from Public Health England (2018)^{xxv}

Air pollution affects everyone but those most vulnerable are children, pregnant women, older people, and those with cardiovascular and/or respiratory disease (see Figure 14). Communities and destinations (e.g. schools) close to main roads often have the poorest air quality. Local evidence suggests that residents in areas of higher deprivation are disproportionately affected by poor air quality and the associated health effects^{xxvi}.

Figure 14: Groups most vulnerable to poor air quality



Atkins (2021)^{xxvii}

In line with Public Health England's air pollution hierarchy, our approach is based on **preventing** pollution, **reducing** concentrations, and **avoiding** exposure to pollution^{xxviii}.

Implementation of this policy will be supported by:

- developing a **strategic overview** of air quality issues across the county, and helping to co-ordinate actions to tackle transport emissions;
- supporting district councils to carry out air quality reviews, identify and monitor **Air Quality Management Areas (AQMAs)**, and prepare and implement **Air Quality Action Plans** in locations where AQMAs have been declared, in line with our statutory duties;
- ensuring all residents (especially those most vulnerable to the impact of poor air) are **aware** of the dangers of air pollution and the avoidance steps they can take;
- seeking to minimise the **County Council's own transport emissions** by ensuring our vehicle fleets, procurement activities and contracts specify low emission standards;
- seeking to **protect the most vulnerable** by considering more stringent air quality assessment criteria for priority locations (e.g. schools, nurseries, hospitals);
- planning **walking and cycling routes** to minimise exposure to harmful emissions, and consider air quality during the design and implementation process;
- working with local planning authorities to **influence the location and design of development** to reduce the need to travel and reduce dependency on the private car *see Core Policy C5, and Development and Masterplanning policies*);
- encouraging **walking, cycling, public transport, and use of smaller and more efficient vehicles** *(see Core Policy C2 regarding smaller delivery vehicles, Core Policy C6, and theme policies)* – to reduce the adverse environmental impacts resulting from emissions, noise, and traffic intrusion;
- managing the **flow** (volume and speed) **and type of traffic** in areas with poor air quality, especially in town and village centres *(see Balancing Travel Demand, Policy BTD1-BTD3)*;
- accelerating the **shift to low emission vehicles**, for example, through the provision of electric vehicle charging infrastructure *(see Future Mobility, Policy FM2)* and seeking funding and other opportunities to work towards the replacement of the existing diesel fleet of buses with zero emission buses *(see Public Transport, Policy PT1)*;
- exploring the use of **new demand management and enforcement measures** in locations where poor air quality adversely impacts on the health of residents and visitors, including emissions based charging or Clean Air Zones – based on the polluter pays principle *(see Balancing Travel Demand, Policy BTD4)*;

A **Clean Air Zone** (or **Low Emission Zone**) defines an area where targeted action is taken to improve air quality and resources are prioritised and coordinated in order to shape the urban environment in a way that delivers improved health benefits and supports economic growth. Within a Clean Air Zone there is also a particular focus on measures to accelerate the transition to a low emission economy.

Measures can include requiring vehicle owners to pay a charge to enter or drive within a zone if they are driving a vehicle that does not meet the particular emissions standard for their vehicle type in that zone.

- developing **Noise Action Plans** in relation to environmental noise and working closely with the district councils to meet our statutory obligations.

Policy C9: Protecting the built and natural environment

We will:

- a) require an overall **net gain** in biodiversity as a result of new transport infrastructure schemes;
- b) aim for an **overall net environmental gain** by 2050 (whereby the benefits of transport schemes balance out the negatives);
- c) seek to **minimise and mitigate** the adverse impacts of traffic and travel on our natural and built environment – look for opportunities to deliver environmental enhancements through new or upgraded infrastructure schemes, maintenance and operational procedures.

This policy is required because:

The Hampshire 2050 Commission of Inquiry identified that Hampshire's natural environment is a significant and valued asset, helping Hampshire to be an attractive and prosperous place to live, work and visit. A healthy and vibrant natural environment is vital in contributing to the long-term sustainability of the county and helping to maintain a strong sense of place.

In the past, transport schemes have often adversely impacted the environment. In particular, land take associated with new infrastructure schemes has resulted in loss of natural habitat and biodiversity (the range of plants and species which exist).

Biodiversity is important for its own sake, but is also critically important to our wellbeing and economic prosperity.

Implementation of this policy will be supported by:

- reducing the need to travel and reducing dependency on the private car (*see various Core and Theme Policies*), in order to improve air quality and reduce noise disturbance from transport;





- assessing schemes to understand their carbon impact and resilience to the effects of **climate change** (see *Core Policy C4*);
- using materials and processes with a **lower carbon footprint** and **resilient to the effects of climate change** (see *Asset Management, Policy AM1*);
- increased use of sustainable products and processes, and recycled materials (**to reduce waste**) (see *Asset Management Policy, AM1*);
- ensuring **all LTP4 schemes are assessed from the early stages of development** to understand any potential environmental impacts, and where possible, avoid or mitigate any negative impacts identified and enhance any positive impacts;
- ensuring **Environmental Impact Assessments** and **Habitat Regulations Assessments** are undertaken for all new transport infrastructure schemes requiring planning permission, and act on their findings;
- require all new infrastructure schemes involving works outside of the existing carriageway to **deliver a net gain in biodiversity (with a target of 10% or greater across the whole programme)**¹². This could include incorporating new planting within the scheme, or use sustainable drainage systems such as reed beds (which will also improve water quality). New planting will also help to remove residual carbon emissions from the atmosphere. Where net gain cannot be achieved within a particular scheme, the aim will be to create new habitat elsewhere, funded within the overall cost of the scheme;
- creating more **green infrastructure for walking and cycling**, including carefully planned planting to provide shade and shelter, and reduce noise and air pollution;
- carefully considering the **need for new infrastructure** in or close to valuable natural and historic environments (including those valued for their contribution to our biodiversity, landscape, townscape and historic environment);
- considering the role that **maintenance regimes** (e.g. grass and vegetation cutting) can play in supporting biodiversity.





¹² The new Environment Bill (enacted Nov 2021) introduces a mandatory requirement for new developments to provide a 10% biodiversity net gain, as a condition of planning permission in England. Policy C9 would extend this to schemes which are delivered through permitted development rights (i.e. without the need for planning permission).





7. Proposed theme policies

To support the proposed core policies, we have also identified **theme-specific policies**, covering key areas of transport delivery. As with the core policies, these theme policies represent a transformation in how we plan and deliver transport in Hampshire.

A summary of the proposed policies and their contribution to the proposed LTP4 outcomes and guiding principles is provided below (✓✓ = strong contribution / alignment; ✓ = supporting contribution / alignment):

Proposed theme policies		Contribution to LTP4 outcomes:				Alignment with:	
						GP1*	GP2*
7.1 Healthy Places (HP)							
HP1	Deliver the infrastructure required to support a large-scale shift towards walking and cycling	✓✓	✓✓	✓	✓	✓✓	✓✓
HP2	Support communities to take ownership for developing healthy neighbourhoods and local centres	✓	✓	✓	✓✓	✓	✓✓
HP3	Widen participation and broaden the appeal of walking and cycling	✓✓	✓	✓	✓✓	✓✓	✓
7.2 Public Transport (PT)							
PT1	Place customers at the heart of an affordable, easy to use, and efficient low carbon public transport system	✓✓	✓	✓	✓✓	✓✓	✓✓
PT2	Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips	✓✓	✓	✓✓	✓	✓✓	✓
PT3	Increase the reach of public transport services	✓	✓	✓	✓✓	✓✓	✓✓

		Contribution to LTP4 outcomes:				Alignment with:	
Proposed theme policies						GP1*	GP2*
7.3 Future Mobility (FM)							
FM1	Using technology and innovation as an enabler for delivering our LTP4 outcomes	✓	✓	✓✓	✓✓	✓✓	✓
FM2	Accelerate the transition to low and zero emission vehicle use	✓✓	✓✓	✓	✓	✓	✓
7.4 Balancing Travel Demand (BTD)							
BTD1	Regulating traffic, parking and kerbside deliveries	✓	✓	✓✓	✓✓	✓	✓✓
BTD2	Managing streetworks and other highway activities to minimise disruption to transport users	✓	✓	✓✓	✓✓	✓	✓✓
BTD3	New approaches for shifting the balance between private car use and other modes	✓✓	✓✓	✓	✓	✓✓	✓
7.5 Rural Transport (RT)							
RT1	Maintaining accessibility in rural areas, and providing realistic alternatives to reduce dependency on the private car	✓✓	✓	✓✓	✓✓	✓✓	✓✓
RT2	Sustainable access to the countryside	✓	✓	✓✓	✓✓	✓	✓✓

		Contribution to LTP4 outcomes:				Alignment with:	
Proposed theme policies						GP1*	GP2*
7.6 Asset Management (AM)							
AM1	Sustainable maintenance approach for new infrastructure	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
AM2	Managing and maintaining the existing highway asset	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
7.7 Development and Masterplanning (DM)							
DM1	Integrate transport and strategic land-use planning to reduce the need to travel	✓✓	✓	✓	✓	✓✓	✓
DM2	Support proactive masterplanning of new development sites for high quality neighbourhoods	✓	✓	✓	✓✓	✓	✓✓
7.8 Strategic Infrastructure (SI)							
SI1	Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure	✓	✓	✓✓	✓	✓	✓

* Proposed Guiding Principle 1 (GP1): Significantly reduce dependency on the private car

* Proposed Guiding Principle 2 (GP2): Provide a transport system that promotes high quality, prosperous places and puts people first




7.1 Healthy Places

Transport has a major role in creating places that make it easier for people to live lifestyles that are good for their physical and mental health – places that support healthy, happy, inclusive lives for Hampshire’s residents; as well as places which are good for our climate, environment, and economy.

‘We want to create a large-scale shift towards walking and cycling for a cleaner, healthier and more active Hampshire. We want to create the right environment where people feel able to choose walking and cycling as their natural travel choice for everyday trips (including as part of longer public transport journeys).’

Policy HP1	Policy HP2	Policy HP3
Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips	Support communities to take ownership for developing healthy neighbourhoods	Widen participation and broaden the appeal of walking and cycling as a natural travel choice

Contribution to achieving our LTP4 outcomes

	A carbon, neutral and resilient Hampshire	<ul style="list-style-type: none"> Well-designed walking and cycling environments which are resilient to climate change impacts (e.g. hotter summers) have an important role to play in increasing the proportion of travel by the most efficient and least polluting mode.
	Respect and protect our environment	<ul style="list-style-type: none"> More opportunities for walking and cycling will reduce reliance on the private car, reduce the impact of traffic on air quality and noise, and improve access to green space for all. Transport networks which incorporate planting could contribute to a net gain in biodiversity.
	Thriving and prosperous places	<ul style="list-style-type: none"> More walking and cycling options will provide better access to employment, training and education for all, especially for those without access to a car (including those on low incomes); and healthier employees who are more productive and less likely to be absent due to sickness or mental health issues. Making high streets more accessible by walking and cycling can boost footfall and improve their vitality.
	Healthy, happy, and inclusive lives	<ul style="list-style-type: none"> Creating opportunities for walking and cycling has huge benefits for our health (and will help to address health inequalities); can create stronger, happier communities; and will improve access to services, opportunities and life chances for all.

Policy HP1 – Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips

We will:

- a) Ensure that any changes to the highway infrastructure prioritises walking and cycling, in line with our **Road User Utility Framework** and **Movement and Place Framework**, and national policies;
- b) use **Local Cycling and Walking Infrastructure Plans** to identify, prioritise and deliver infrastructure which connects people with where they want to go;
- c) use a ‘**Healthy Streets**’ approach and our ‘**Hampshire Walking and Cycling Principles**’ to plan, design and implement coherent, direct, safe, comfortable, attractive and inclusive networks for everyone regardless of ability, confidence, age and disability;
- d) look for opportunities to **create or re-allocate road space** to create better walking and cycling routes;
- e) evaluate, when undertaking larger maintenance schemes, **opportunities to bring existing infrastructure for walking and cycling up to current standards**, rather than simply replacing like for like (*see also Section 7.6, Asset Management, Policy AM2*).

This policy is required because:

To encourage a large-scale shift towards walking and cycling we need to put in place the right infrastructure and create walking and cycling-friendly environments. Our efforts in terms of influencing hearts and minds will be less effective if not enabled by high quality infrastructure. This represents a shift in Hampshire’s previous approach to encouraging walking and cycling.

Implementation of this policy will be supported by:

- using the **Movement and Place framework** to develop the right infrastructure for walking and cycling for each setting, including creating and re-allocating road space to support walking and cycling;
- developing **Local Cycling and Walking Infrastructure Plans (LCWIPs)**, and future versions of these plans. LCWIPs are evidence-based plans that identify preferred walking and cycling routes that connect places that people need to get to. They identify a long-term (e.g.10 year) prioritised programme of infrastructure improvements for future funding. The first round of LCWIPs focus on walking and cycling routes / zones with the greatest opportunity to encourage more people to walk and cycle. Subsequent rounds will create a higher density cycle network which can be accessed by all residents;
- **seeking funding** to implement infrastructure improvements prioritised in the Local Cycling and Walking infrastructure Plans, as well as on-going improvements in

accessibility, e.g. dropped kerbs, and safe and secure cycle and micro mobility parking and storage facilities. The funding needed to deliver the LCWIP programmes will be substantial. We will seek to maximise the contribution from Central Government, developers and other potential sources;

- testing all relevant transport proposals against the ten **Healthy Streets indicators** (see *Core Policy C1, Figure 11*);
- undertaking **cycle assessments** of all transport proposals to ensure that opportunities to enable cycling are fully considered, and following national guidance, such as LTN1/20 Cycle Infrastructure Design (DfT, 2020);
- applying the '**Hampshire Walking and Cycling Principles**' ([link](#)) (and future iterations) across new developments and infrastructure schemes to achieve a consistent and high standard in development and design across the county. The principles were developed jointly with local stakeholders in 2020 through our first ever Active Places Summit, and are based on recognised best practice;
- adopting a 'safe by design' approach to ensure **personal safety and security is considered in the design process**. For example, walking and cycling routes should be overlooked (by buildings with active frontages, where possible), provide good visibility (limiting potential hiding places), avoid use of subways, and have well-designed lighting (which also takes account of energy conservation issues). Cycle parking, and routes to and from it, should be clearly marked, overlooked, well-maintained, well-lit and integrated into the built environment;
- establishing a new advisory group (a **Centre of Active Travel Excellence**) to improve how we deliver inclusive walking and cycling in everything we do. We will adopt an integrated approach to all aspects of planning, development, design and operation of interventions, involving all aspects of Council activity (education, countryside, parks and open spaces, health, etc.);
- improving our evidence base by collecting more and better data on walking and cycling. Embedding **engagement**, and **collection and use of data**, in our planning and design process, and supporting communities to take part in the process.

Policy HP2 – Enable healthy neighbourhoods and high streets in partnership with communities

We will:

- a) provide training and advice to **enable community groups** to create low traffic neighbourhoods and undertake neighbourhood activities (such as safety initiatives around schools, play streets, litter picking, community gardening), where funding is available and the criteria for doing so are met;
- b) provide advice to those developing **neighbourhood plans** or looking to develop their **own local schemes**, on a cost recovery basis;
- c) encourage districts and boroughs to improve the sense of place in their high streets and centres and encourage local living, in line with our **Road User Utility Framework** and **Movement and Place Framework**, the **‘Healthy Streets’** approach and our **‘Hampshire Walking and Cycling Principles’**.

This policy is required because:

Most streets in Hampshire are residential roads. They are the places where we live, and how they look and feel has an important impact on our quality of life – how willing we are to walk and cycle to our local shops and amenities or to access public transport; how we socialise and interact with our neighbours; and how much time we spend outside. However, high volumes of through traffic and typical driving speeds often have a detrimental effect and discourage walking and cycling – neighbours are less likely to know each other (which can contribute to isolation); parents often feel unsafe allowing their children to walk to school or play outside; car becomes the mode of choice for most, while those unable to travel by car may be unwilling to make unnecessary trips.

Implementation of this policy will be supported by:

- applying the **Movement and Place framework** to focus neighbourhood streets on the residents who live there, reducing rat-running and making streets nicer places to live and to spend time;
- applying the **Healthy Streets approach** to create environments that feel attractive, comfortable, and safe for walking and cycling;
- **engaging whole communities** before planning changes to their neighbourhoods and high streets and involve them in the process;
- **working with communities** to trial initiatives such as low traffic neighbourhoods and measures to discourage through traffic, on streets with a high ‘place’ function. We will continue to offer local communities the facility to purchase a limited number of transport schemes, on a full cost recovery basis, to enable communities to obtain measures to enhance their environment that would otherwise be less of a priority for the County Council;

- ensuring **online resources and guidance** (e.g. data, maps, survey tools, advice on developing neighbourhood plans) and processes (e.g. grass verge adoption, street closures for events) are easily accessible to local residents and community groups;
- **seeking funding** (e.g. through developer contributions) to support local initiatives.

Policy HP3 – Widen participation and broaden the appeal of walking and cycling as a natural travel choice

We will:

- a) enable more children to **walk and cycle to school** through improving the routes to schools and the area outside the school gates, cycle and road safety training, and behaviour change campaigns – so walking and cycling to school becomes the ‘norm’;
- b) offer **training and support** to enable more people to engage in walking and cycling for all purposes;
- c) work in partnership with public transport operators to improve **access to buses, trains and ferries**, for people walking and cycling (e.g. improvements to walking and cycling routes, better information, lifts to platforms, secure storage facilities) (*see also Section 7.2, Public Transport, Policy RT3*);
- d) support **cycle hire / loan / try-a-bike schemes** which are affordable and financially sustainable;
- e) ensure appropriate **cycle parking** is provided at key origins and destinations (e.g. high streets, education establishments, and new developments);
- f) work with others to ensure that residents and visitors can **access and enjoy green space**, the wider countryside and nature close to where they live, where suitable funding can be identified and where schemes do not adversely impact sensitive environments (*see also Section 7.5, Rural Transport, Policy RT2*).

This policy is required because:

To achieve the national target of having half of all journeys in towns and cities walked or cycled by 2030, and address Hampshire’s climate change target, we must widen participation and broaden the appeal of walking and cycling as a natural travel choice. Infrastructure and community-led initiatives alone will not address all the barriers people face. Many people will need to change the way they travel and we will need to provide the support, information, training and assistance to bring everyone along with us on this journey.

Implementation of this policy will be supported by:

- ensuring **active travel (walking and cycling) initiatives** reach vulnerable and disadvantaged groups (including children, those in deprived areas, ethnic minority households and communities) to ensure that these groups benefit from the advantages and opportunities that walking and cycling can provide;

- ensuring **road safety education interventions** benefit vulnerable groups who are more likely to be involved in collisions and could be deterred from walking and cycling more (*see also Core Policy C7*);
- continuing to deliver **bikeability training** in schools, and seek funding to extend this to adults and families, including people who have never cycled before;
- prioritising walking and cycling **outside schools**, through infrastructure changes or other measures (e.g. trialling temporary restrictions on motorised traffic outside schools at school drop-off and pick-up times);
- developing a **travel training programme** to support new users of cycles, bus, train and, potentially in the future, micro-mobility modes such as e-scooters;
- introducing new training aimed at **drivers**, including the FORS scheme for commercial drivers (*see also Core Policy C2*);
- bolstering our **travel planning initiatives for schools, new developments and businesses**, to support behaviour change alongside new infrastructure that prioritises people (*see also Core Policy C6, and Development and Masterplanning, Policy DM2*);
- tailoring our activities to **meet the needs of different communities and individuals**, for example by offering cycle training and bike repair aimed at those less likely to cycle; providing on-street cycle hangars where people don't have space to store a bike at home; or offering opportunities for disabled people to access 'independent travel training' and adapted cycles - recognising that the built environment is what often "disables" a person, rather than any lack in their own abilities;
- continuing to offer **Wheels to Work moped / e-bike loan schemes**, to allow those without access to suitable transport to independently get to work, apprenticeships, training or job interviews (*see also Future Mobility, Policy FM1*);
- **embed public health intelligence and principles** into LTP4 activities;
- creating more **green infrastructure for walking and cycling** (including carefully planned planting to provide shade and shelter, and reduce noise and air pollution) and **enhancing the rights of way network**, to improve health and well-being.




7.2 Public Transport


Public transport has a major role to play in Hampshire. For some people (such as those without access to a car, or unable to drive) it provides an essential means of getting around for their daily lives. Public transport can also provide mass transit of individuals on our key urban and inter-urban routes, and it can do this much more efficiently than by private car (emitting less air pollution and carbon dioxide per person than private cars and using significantly less road space). In order to tackle climate change and our other LTP4 outcomes we need to recover from the drop in use of public transport during the Covid-19 pandemic and see the mode share of public transport increase substantially over the period of the LTP4. To do this, we need to make public transport more attractive and more accessible to a wider range of people, and provide the public with a real alternative choice to private car use.

‘We want to build upon the current public transport offer to make it a preferred mode of choice which is used by more residents in Hampshire – accessible and easier to use, with faster journeys, and affordable’

Policy PT1	Policy PT2	Policy PT3
Place customers at the heart of an affordable, easy to use and efficient low carbon public transport system.	Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips.	Increase the reach of public transport services.

Contribution to achieving our LTP4 outcomes

	A carbon, neutral and resilient Hampshire	<ul style="list-style-type: none"> Public transport can carry people with fewer carbon emissions than the private car, and can reduce our overall dependency on car use. The migration of bus fleets, and rail and ferry services to zero emission vehicles further supports this outcome.
	Respect and protect our environment	<ul style="list-style-type: none"> Providing attractive public transport alternatives can help reduce the number of cars in our towns and cities and reduce emissions of local pollutants which result in poor air quality. Good quality public transport options can reduce the need to provide new highways infrastructure which may adversely impact on our natural environment.
	Thriving and prosperous places	<ul style="list-style-type: none"> Successful and vibrant places are accessible by public transport. If more people access these places by public transport rather than car then space can often be better used to create higher quality environments for all. New developments which are located and designed with the need to provide good access to public transport

		<p>services will ensure good access to jobs, education, and retail and leisure opportunities for all.</p>
	<p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> • Higher levels of public transport use typically involve higher levels of walking and cycling to and from bus and rail stops, providing health and wellbeing benefits. • Accessible, frequent and reliable public transport services improve equality of access to jobs, health, education and leisure opportunities for all, especially for those without a car or unable to drive.

Policy PT1 – Place customers at the heart of an affordable, easy to use and efficient low carbon public transport system

Our future public transport strategies will be developed with customer input, and customer needs will be at the heart of decision making.

We will:

- a) work with transport operators to **make fares cheaper, easier to understand and more flexible**, with a particular focus on journeys that need to be made using more than one provider or more than one mode of travel;
- b) work with transport operators and customers to **understand and address barriers to public transport use** to achieve a more equitable service provision;
- c) work with transport operators to **improve the quality of service and fares information** and in-vehicle ‘next stop’ announcements, with smarter use of data, information and technology;
- d) seek opportunities to extend and improve the availability of **static and real-time passenger information** in partnership with transport operators, including provision of **wayfinding information** at busy stops as appropriate;
- e) work with bus operators to **tailor the configuration of buses to the journeys that passengers make** - for example, more legroom on longer journeys, fewer seats and provision for standing on short journeys, provision for bicycles in tourist areas such as the New Forest (*see also Section 7.5, Rural Transport, Policy RT2*);
- f) seek **funding and other opportunities to work towards the replacement of the existing diesel fleet of buses** with zero emission buses. We will push for the **rail sector** to convert remaining diesel services to zero-emission propulsion systems and will seek opportunities to encourage **ferry operators** to adopt less polluting or zero-emission technologies.

This policy is required because:

Effective and efficient public transport systems are designed around the needs of people. Planning and delivery of public transport in Hampshire will prioritise the overall user experience and the removal of barriers relating to information, fares, ticketing and personal safety and security for existing and prospective customers to bus, rail and ferry travel.

Implementation of this policy will be supported by:

- building upon existing partnership arrangements and collaborative working with bus operators and other stakeholders through the development of an **Enhanced Quality Partnership** and a **Bus Services Improvement Plan (BSIP)**. This will provide a significant customer focus and encompass activities such as:
 - expanding our evidence base as to why the bus network is important to people in Hampshire and the areas for improvement (through direct engagement with local people and existing surveys and research);
 - identifying clear objectives for Hampshire's bus network, taking account of the specific challenges and circumstances in different locations, to guide investment and activity priorities;
 - developing targets and a monitoring plan to track progress;
- ensuring a wide range of **stakeholders** has a say in the planning and delivery of public transport in Hampshire, for example, through new public transport forum(s);
- developing and adopting solutions for **easier-to-use, quicker and affordable ticketing systems**, particularly where these have been demonstrated to be successful elsewhere. **'Tap on tap off'** account-based ticketing (as delivered successfully in London and other cities for a number of years) is one option. This is a particular priority for the Solent area, where the number of different bus, rail and ferry operators results in a more complex ticketing arrangement for customers;
- seek to ensure **equality of access** for all, including:
 - **fares and ticketing approaches** for people who prefer not to use contactless payments or who don't have debit/credit cards (e.g. children, older people, or those without bank accounts);
 - ensuring that passengers are able to **board and alight buses, trains and ferries at their desired location**, including disabled people, blind or cognitive impaired passengers (in line with the Equality Act 2010)¹³ and those carrying heavy luggage and pushchairs;
 - considering **passenger safety, security and accessibility** in the design of roadside infrastructure (e.g. bus stops and shelters);

¹³ The Equality Act (2010) places a duty on both public transport operators and highway authorities to provide reasonable adjustments so that disabled passengers are not disadvantaged.

- ensuring **public transport services are easy to understand and use**, with information available via a number of sources and in a variety of accessible formats;
- promoting the **integration of local ticketing schemes** with national rail ticketing;
- seeking to improve the **quality of data** we hold relating to bus stop / interchange facilities and passenger information, to help target investment and achieve consistency in the standard of facilities based upon usage and function (including prioritising investment in Equality Act compliance).

Policy PT2 – Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips

We will:

- provide bus priority measures (including re-allocation of roadspace) to speed up bus journeys, prioritising investment in line with priority corridors within the **Bus Service Improvement Plans (BSIPs)**;
- seek to deliver **mass rapid transit (MRT) services** on our highest use urban and inter-urban corridors;
- increase **enforcement of bus priority, kerbside parking regulations, and moving traffic offences**¹⁴ where non-compliance with traffic regulations affects bus reliability;
- improve roadside bus passenger infrastructure** including bus shelters, in order to achieve a consistently high standard across the core network;
- work with transport operators and other delivery partners to **improve key interchange points and travel hubs across Hampshire**;
- explore with bus operators the potential to use **multi-door buses** on busy urban routes where these will help to deliver quicker, more punctual journeys.

This policy is required because:

The county's bus and rail network is mostly operated commercially, with no direct control from the County Council. However, the County Council is able to influence provision and use of bus services by providing supporting infrastructure and technology that enable faster and more reliable journey times.

Implementation of this policy will be supported by:

- **focusing investment and resources** where the evidence (including stakeholder input) demonstrates the strongest case and value. For bus and other highway infrastructure measures the BSIP will be important in identifying key priorities;

¹⁴ This includes offences such as driving in bus or cycle lanes, failing to adhere to one-way systems and no-entry signs, banned left and right turns, U-turns, no-vehicle entry points and entering yellow box junctions.

- collaboratively working with bus operators in relation to implementation of **bus infrastructure improvements** (such as through an Enhanced Quality Partnership) to enhance the overall outcomes of investment. In particular, where the County Council promotes measures to improve the viability of bus services, we will seek reciprocal improvements from bus operators in service provision. We will undertake similar engagement with ferry operators. Here, the primary focus will be to ensure that the fare propositions for local ferry operations are integrated with bus fares, to provide seamless journeys;
- delivering further bus journey time improvements to **improve access to jobs**. South Hampshire has some of the poorest accessibility to employment of any major urban area in the UK, with only 18% accessible by public transport (National Infrastructure Committee Transport Connectivity Data, 2019);
- developing proposals and securing funding to deliver **mass rapid transit (MRT) services** on our highest use urban and inter-urban corridors. These will embody a whole route approach to infrastructure measures, with the potential to support 'limited stop' service propositions where appropriate. Key focuses are likely to include the Portsmouth and Southampton journey-to-work areas, Basingstoke, and the Blackwater Valley (in co-operation with Surrey County Council);
- delivering **whole route improvements on other key bus routes**;
- **targeting enforcement** of bus priority, kerbside parking regulations, and moving traffic offences on the busiest routes, including through application of new technology;
- creating convenient, comfortable and secure passenger environments and better co-ordinated timetables which support a more **seamless travel experience** between different modes and services;
- working with existing **Community Rail Partnerships** in Hampshire to facilitate delivery of projects which improve accessibility and promote local rail services (*also see Rural Transport, Policy RT1*).

Policy PT3 – Increase the reach of public transport services

We will:

- a) **expand the reach of existing mass rapid transit schemes**, where this provides a practical and viable solution to enhancing service coverage, including completion of South East Hampshire Rapid Transit and the Gosport – Fareham ‘Eclipse’ Busway;
- b) work with bus and rail operators to **increase service frequencies** and **improve early morning, evening and Sunday services**;
- c) seek opportunities to **improve access to / from bus and rail services** by walking, cycling, and other public or shared transport services (i.e. the first and last leg of a public transport journey);
- d) develop and trial applications of **demand responsive transit (DRT) and taxi-bus schemes** and continue to support affordable **community transport services** on those routes which are unable to support commercially viable services (*also see Section 7.3, Future Mobility, Policy FM1, and Section 7.5, Rural Transport, Policy RT1*);
- e) promote **park and ride** as a means to reduce traffic volumes in historic and other urban centres such as Winchester.

This policy is required because:

In order to support people to choose to travel by car less in Hampshire we need to make public transport a more viable option for more people for journeys to work, school, shopping and for leisure. This includes making public transport more available and improving its coverage and range of destinations served.

Implementation of this policy will be supported by:

- identifying bus routes which are marginally commercial in the context of the **Covid-19 recovery**, and seeking opportunities to improve service levels to promote recovery;
- maximising the use of **external funding opportunities, partnership working** and **lobbying** to expand the reach of conventional public transport services.

For rail, we will focus on the delivery of metro-style frequencies in the Solent sub-region, with a re-focusing of rail services on the needs of local commuters and provision of supporting infrastructure where necessary. There is also considerable scope to provide more bus priority measures to reduce journey times in the Solent area, completing the delivery of bus priority schemes under the successful awards of Transforming Cities Funds in Portsmouth and Southampton.

- trialling and evaluating more **flexible and innovative forms of public transport**, such as DRT, which offer a more personal, on-demand service, taking people from their doors or closer to their doors than a regular bus. Such services could play a useful role in improving transport provision in the countryside, in evenings and on

Sundays, and serving large workplaces with anti-social hours (e.g. hospitals) or in peripheral locations;

- **promoting changes to the English National Concessionary Travel Scheme**, requiring a nominal contribution from pass holders (for example 50p per journey or £10 to renew an annual pass), with charges reinvested in the network to maintain a comprehensive service for both urban and rural communities. This would enable us to maintain rather than lose many of our bus services in light of the growing financial pressures we face in local government.

7.3 Future Mobility





Technological change is happening at a rapid pace and this will impact how we move around in the future. Over the next generation we will see a major transition in cars and road vehicle technology, towards a zero emission fleet that is fully automated and connected. The potential for public good from this technological revolution is significant, but the opportunities need to be grasped and challenges overcome. Future forms of mobility must not only be environmentally conscious but accessible, connected and offer a compelling alternative to single occupancy car travel.

The County Council can play an active role through investment in, facilitating and enabling future mobility solutions. Working in partnership with business, manufacturers and regulators, this technology could be harnessed to solve some of the most complex transport issues that we face.

'We will take account of the transformational opportunities that technology innovation offers to deliver a more sustainable transport system, with public transport, walking and cycling remaining fundamental. We will use technology as an enabler for delivering our LTP4 outcomes, but it will not lead our approach.'

Policy FM1	Policy FM2
Using technology and innovation as an enabler for delivering our LTP4 outcomes	Accelerate the transition to low and zero emission vehicle use

Contribution to achieving our LTP4 outcomes

	A carbon, neutral and resilient Hampshire	<ul style="list-style-type: none"> • Electric vehicles (and alternatives) have a major role in decarbonising transport (but are not the whole solution). • Increased digital connectivity supports lifestyles with a reduced need to travel. Mobile phone applications which provide access to travel information, shared transport options and payment facilities via a single platform will make it easier to use alternatives to the private car.
	Respect and protect our environment	<ul style="list-style-type: none"> • Transition to zero emission vehicles will deliver significant air quality benefits from reduced tail-pipe emissions, although brake and tyre dust will continue to contribute to poor air quality for both humans and wildlife.
	Thriving and prosperous places	<ul style="list-style-type: none"> • A better connected and automated transport network will be more efficient and reliable, generating productivity benefits for businesses and individuals.
	Healthy, happy, and inclusive lives	<ul style="list-style-type: none"> • Self-driving vehicles and the increased use of data and mobile applications to assist the planning and execution of journeys should make it easier for disabled and older people to get around.

- However, there are safety challenges associated with automation of vehicles, which will continue to be subject to extensive research at a national (and global) level.

Policy FM1 – Using technology and innovation as an enabler for delivering our LTP4 outcomes

We will:

- a) trial and pilot **new and innovative transport and mobility solutions** in order to identify those with the greatest potential for wider application;
- b) establish clear objectives for **subscription-based mobility services (also known as Mobility as a Service or MaaS)** within Hampshire and use this framework to engage with potential third-party commercial providers;
- c) support **‘micro-mobility’ solutions** (e.g. e-bikes and other legal forms of micro mobility), which are affordable and financially sustainable and offer safe forms of travel;
- d) work with commercial providers and developers to **support and promote new shared transport options** which offer alternatives to car ownership and use (e.g. bike hire, car clubs, lift share schemes, taxi sharing models, demand responsive transport) (*also see Section 7.2, Public Transport, Policy PT3, and Section 7.5, Rural Transport, Policy RT1*);
- e) identify opportunities to create highly visible, safe and accessible spaces (**mobility hubs**) which act as a focal point for public and shared transport (e.g. car clubs or bike hire schemes) alongside other public services (like health clinics).

This policy is required because:

Advances in technology and digital connectivity will serve an important role in reducing our need to travel. But they will also be significant in helping us to adopt more sustainable, cleaner and accessible ways of getting around, with a greater choice of travel options ‘at our finger-tips’ in the form of automated, connected and shared transport.

Vehicles, including all forms of transport, are also increasingly digitally ‘connected’, transferring data with the wider world. The growing availability of data on travel patterns and the flexibility of booking apps for users will allow us to plan our travel and use transport in new and more flexible ways.

Although fully autonomous vehicles (driverless vehicles) are some way off, increasing numbers of vehicles on the road have some degree of autonomous features (for example, adaptive cruise control, which can help to smooth traffic flow and improve emissions and safety).

However, while automation can bring significant benefits, it could also create unintended consequences, reinforcing the negatives associated with high car dependency – including increasing congestion, poor health, lack of public transport alternatives, and loneliness and social exclusion for those without a car.

Implementation of this policy will be supported by:

- assessing the **role and influence of the County Council** in shaping the market in the field of technological innovation and application to deliver LTP4 outcomes;
- adopting a **flexible approach** to our application of technology (and associated services), considering what works best for different parts of the county, focusing on their specific challenges and the desired outcomes rather than the technology itself;
- continuing to build **collaborative relationships with local research and delivery partners** such as the University of Southampton and University of Portsmouth, to jointly develop and test new innovations.

This will include working with Solent Transport to trial innovative approaches to personal mobility and sustainable urban logistics as part of the Solent Future Transport Zone Project. This includes smartphone apps for planning and paying for sustainable journeys (MaaS), e-bike share scheme, e-scooter trials, demand responsive transport trial, a mobility credits scheme, and new approaches to freight distribution (*see Core Policy C2, Box 2*).

- **assessing trials and research** undertaken by others and using the evidence to inform local trials and pilots;
- supporting and promoting **MaaS platforms or applications** which make end to end journeys easier to plan and pay for, by:
 - providing easy access to information about all types of transport and the choices available, including shared transport schemes (e.g. car clubs, bike-hire, etc); and
 - enabling users to book and pay for whole journeys, regardless of the number of types of transport involved, based on clear information on costs and options and a simple fares system;
- identifying opportunities to **use existing buildings and spaces (e.g. car parks, parking bays) to create mobility hubs**, where this is shown to be cost effective, will improve the public realm, will support the 20 minute neighbourhood concept and/or improve access to/from conventional bus and rail services. Mobility hubs will make sustainable alternatives to car more attractive and will help to reduce the number and length of trips by providing more opportunities locally. Potential locations include neighbourhood centres, employment destinations, rail stations, and bus stations and stops;

Figure 15: Example of a mobility hub (Mobility Hubs Guidance, Como UK)



- exploring the feasibility of developing a **supported ‘mobility hub’ package** that urban and rural parishes and local communities could purchase from the Council. This could comprise zero emission car share vehicles and back-office operation, electric vehicle charging points, e-bikes for shared use, parcel lockers for personal deliveries or as part of a local micro-consolidation centre, etc.

Policy FM2 – Accelerate the transition to low and zero emission vehicle use

We will:

- a) **lead by example and adopt electric vehicle (EV) or other zero emission vehicle (ZEV) technology** to reduce the environmental impact of our day-to-day Council operations;
- b) act as lead coordinator for a strategic Hampshire-wide approach to **EV charging provision**, working closely with the district and borough councils;
- c) work with local authority partners, private enterprise and workplaces to encourage **third party provision of EV charge points**, including supporting access to Central Government grants;
- d) encourage residents, businesses and public transport operators to **transition to zero emission vehicles**, by providing information on the benefits and practicalities of EV/ZEV use, and by seeking funding and opportunities for public transport operators (see Section 7.2, *Public Transport, Policy PT1*) and the freight sector (see Chapter 6, *Core Policy C2*);
- e) **support residents without off-street parking** to charge EVs near to their home, in a safe manner which does not impede those walking or cycling in the vicinity.

This policy is required because:

Electric and other potentially zero emission vehicles (ZEV) are essential part of the solution to removing carbon emissions from transport. Central Government is leading on the uptake of ZEVs at a national level through policies including a ban on new petrol and diesel car and van sales by 2030 and hybrid cars by 2035. It also intends to consult on phasing out sales of non-zero HGVs by 2040.

However, electric vehicles (EVs) still represent a very low proportion of the total vehicle fleet. In Hampshire EV registrations account for less than 1% of the vehicle population. The (lack of) availability of charging infrastructure and the relatively high purchase costs are the most regularly cited barriers to EV uptake.

The private sector (e.g. car manufacturers and chargepoint operators) will have a major influence on the transition to electric (and alternative) vehicles. However, the County Council will take a proactive role to further facilitate this transition within Hampshire.

Implementation of this policy will be supported by:

- continuing to **expand Hampshire County Council's fleet of electric vehicles**;
- continuing to expand the **provision of charging points** (including dedicated parking spaces) at Council-owned locations, using the Central Southern Regional Framework for Electric Vehicle Charging Infrastructure to roll out a uniform network of chargers across Hampshire and the southern region. In particular, we will review strategically located Council-owned **land adjacent to roads of importance** for potential installation of rapid EV charge points for public use;





- publishing and maintaining an **Electric Vehicle Chargepoint Strategy** to provide consistent and up to date guidance on our approach;
- gathering information directly from residents on the **preferred location for chargepoints**, to ensure that investment is targeted around local need;
- undertaking and monitoring / evaluating **pilot schemes** for on-street electric vehicle charging **for residents without off-street parking**. This will better inform the County Council's strategy for future schemes across the county, subject to funding;
- working in partnership with the district and borough councils to identify key locations where chargepoints can be installed to **facilitate the usage of EVs by taxi operators**;
- responding flexibly to **fast-paced developments** within the EV sector to ensure that charging infrastructure in Hampshire is of a high standard;
- encouraging the district and borough councils to provide **electric bike charging facilities** within their public car parks alongside their EV infrastructure. The County Council will explore installing electric bike charging facilities at appropriate locations on Council-owned land.

See also Public Transport, Policy PT1 (funding and opportunities for public transport operators to transition to zero emission vehicles) and Core Policy C2 (taking a leadership role in supporting research and trials to develop solutions for low carbon HGVs).

7.4 Balancing Travel Demand

<p>The impacts of car travel such as air pollution, noise, severance (where traffic flow impedes the movement of pedestrians and cyclists), and road safety are disproportionately borne by non-motorists and by residents. This theme is about how we manage the highway network on a day-to-day basis to balance the different needs of transport users and achieve our LTP4 outcomes.</p>		
<p>'We will seek to achieve a better balance between access by car and the needs of others, to support walking, cycling and public transport; create high quality places and support economic needs; and minimise the adverse impacts of transport on the environments within which we live.'</p>		
Policy BTD1	Policy BTD2	Policy BTD3
Regulating traffic, parking, and kerbside deliveries	Managing streetworks and other highway activities to minimise disruption to transport users	New approaches for shifting the balance between private car use and other modes

Contribution to achieving our LTP4 outcomes

	A carbon, neutral and resilient Hampshire	<ul style="list-style-type: none"> Managing the highway network to support walking, cycling and public transport will reduce dependency on the private car and reduce overall carbon emissions. Transport disruption related to climate change impacts (e.g. flooding of roads) will be managed through information provision.
	Respect and protect our environment	<ul style="list-style-type: none"> Managing the volume, type and speed of vehicles in our town centres, neighbourhoods and villages will have a positive impact on local air quality and noise levels.
	Thriving and prosperous places	<ul style="list-style-type: none"> Catering for the travel needs of everyone will drive more equitable and sustainable economic growth. These policies will create cities, towns and villages which are attractive, convenient and safe places to live, work and visit.
	Healthy, happy, and inclusive lives	<ul style="list-style-type: none"> Reducing traffic intrusion and intimidation in our villages, town centres and neighbourhoods (and therefore encouraging walking and cycling), will have widespread safety, health, well-being, and social inclusion benefits.

Policy BTD1 – Regulating traffic, parking, and kerbside deliveries

We will:

- a) look for opportunities to **improve the ‘place’ function in villages, town centres and neighbourhoods**, including re-allocating roadspace and managing vehicle access in specific locations;
- b) apply the Road User Utility Framework and Movement and Place Framework in the planning and operation of **junctions and crossings**;
- c) **manage speeds** in local areas to support walking and cycling;
- d) **manage on-street parking** to support the vitality and viability of our town centres, whilst also supporting objectives relating to quality of place, and use of non-car modes;
- e) manage levels of **residential on-street parking** (e.g. through residents parking permit schemes) to provide fair access to all, whilst encouraging residents to use fewer and cleaner cars (e.g. through differential permit fees);
- f) identify how to support **residents without off street parking** make the switch to electric vehicles to ensure neighbourhoods benefit from cleaner air (*see Section 7.3, Future Mobility, Policy FM2*);
- g) use our **new and existing powers relating to parking and enforcement of moving traffic offences**¹⁵ to create safe environments, facilitate efficient movement of traffic, and restrict vehicles in sensitive areas (in line with the Movement and Place framework);
- h) considering the **delivery and service needs of businesses and residents**, particularly where roadspace is being re-allocated for walking, cycling, and buses (e.g. provision of loading / unloading bays, dynamic management of kerbsides, re-timing deliveries, and use of new approaches and technologies) (*see also Chapter 6, Core Policy C2*).

This policy is required because:

Making best use of our highway network is important for economic vitality and society in general. Roads facilitate the transport of people and goods, provide access to homes, businesses and other destinations, and provide public space where people shop, socialise or relax.

The provision of additional road space, especially in our towns and cities, is often impractical and undesirable. The competing needs of different road users therefore need to be managed effectively to enable everyone to undertake their activities safely. In the past we have tended to prioritise the needs of car drivers, but this has meant that those that do not have a car available have not had access to the same opportunities. It

¹⁵ This includes offences such as driving in bus or cycle lanes, failing to adhere to one-way systems and no-entry signs, banned left and right turns, U-turns, no-vehicle entry points and entering yellow box junctions.

has also created car dominated environments which are not conducive to physical activity, do not encourage social interactions, and lead to poor air quality – all of which adversely impact our health and well-being.

While the highway network is important for our economy, we also need to recognise that our town centres and other centres need to respond to changes in shopping and travel habits to provide a more holistic offering, incorporating not just functional services, but also to become destination points for people to spend time. Quality of place and attractive walking and cycling environments are increasingly important factors for businesses, workers and residents.

Implementation of this policy will be supported by:

- using the **Movement and Place Framework** to balance the location-specific needs of cars, buses, goods vehicles, and other motorised traffic, with the needs of cyclists, pedestrians, residents, shoppers, and local businesses (*see also Core Policy C1, and Healthy Places, Policy HP1*);
- considering **bus-only access to urban centres, or time-restricted or charge-based access for other vehicles**, to improve bus journey times and encourage people to use the bus rather than the car;
- considering **time-restricted access for lorries** on local roads to reduce the noise nuisance of lorries travelling overnight or in the early hours of the day, in sensitive locations;
- **working with communities** to trial initiatives such as low traffic neighbourhoods and measures to discourage through traffic, on streets with a high ‘place’ function (*see Healthy Places, Policy HP2, for further detail*). In general, however, we will not support use of vertical traffic calming measures (speed humps/bumps) unless there is a clear safety benefit;
- **working with communities** to identify opportunities to reallocate roadspace to support walking, cycling, and public transport use;
- developing and implementing a **Hampshire-wide parking strategy** which covers all aspects of parking and is aligned with the proposed LTP4 outcomes, working collaboratively with the districts / boroughs;
- considering the use of **tiered emissions-based charging for parking permits** with permit fees set at levels to discourage high household car ownership levels, and support a shift to low emission vehicles;
- continuing **to operate the County Council’s Parking Service¹⁶ on a full cost recovery basis** through an appropriate mix of regulation and chargeable on-street

¹⁶ Hampshire County Council’s Parking Service currently controls on-street parking across the district areas of Fareham, Gosport, New Forest and Test Valley. In other districts / boroughs, on-street parking is the responsibility of the district / borough council.

parking, with the principle that controlling parking should not divert the limited funding for managing highways from priority maintenance and road safety functions;

- **investigating restrictions for deliveries to commercial centres**, e.g. deliveries and service vehicles timed to minimise disruption and pollution for visitors;
- investigating the role of **dynamic management of kerbside space**, particularly in urban and village centres. This could involve using physical sensors monitor real time demand for parking and loading bays, and smartphone apps allowing drivers to locate spaces quickly or advance book spaces; and ultimately changing the use of kerbspace as demand varies throughout the day;
- investigating options for a more **controlled delivery system for residential areas**, such as creating neighbourhood delivery bays requiring portering to individual addresses.

See also, Core Policy C9 - Safe, efficient and sustainable movement of goods.

Policy BT2 – Managing streetworks and other highway activities¹⁷ to minimise disruption to transport users

We will:

- a) publish (and keep up to date) a **Network Management Plan** describing the tools and strategies employed to reduce disruption arising from works on the highway and minimise the adverse impact of diverting traffic on residents, visitors and all road users (pedestrians and cyclists, as well as motorised vehicles);
- b) continue to manage and coordinate highway activities in Hampshire to **minimise traffic disruption on our network and neighbouring networks**;
- c) consider introducing a **lane rental scheme** to protect key strategic routes that link important transport hubs and business areas both within and outside of Hampshire;
- d) continue to use **traffic control and information tools** to actively manage the network to minimise disruption from works, events and incidents.

This policy is required because:

Streetworks and other highway activities (e.g. events and festivals and licenced activities) have the potential to cause disruption to traffic, pedestrians, business, local residents and any other users. Under the Traffic Management Act 2004 we have a Network Management Duty to do all that is reasonably practicable to manage the network effectively to keep traffic moving on our network and neighbouring networks. Benefits include reduced congestion on the key road network, reduced disruption to

¹⁷ For example, construction work on nearby buildings, mass participation sporting events, etc.

residents from significant works projects, improved journey time reliability, and improved general quality of life, particularly for residents

Implementation of this policy will be supported by:

- publishing (and keeping up to date) a **Network Management Plan** describing the tools and strategies we will use to keep traffic moving;
- adopting a **whole authority approach** to ensure that the activities of other service areas are consistent with this policy;
- **working with partners and stakeholders**, including the Police (who also have responsibilities for management of traffic on the road network), bus and taxi operators (whose services may be affected by temporary road closures), utility companies, district/borough and parish councils, as well as businesses, residents and road user groups;
- continuing to operate a **permit scheme** to co-ordinate work-related activity on the highway to minimise disruption to residents and road users, whilst allowing those undertaking the work the required time and space to complete their works effectively. Permits are required for utility works (undertaken by gas, electricity and water companies, etc.) and Highway Authority works;
- consider the additional benefit of a **lane rental scheme** to protect key strategic routes that link important transport hubs and business areas both within and outside of Hampshire.

A **lane rental scheme** would allow us to charge works promoters (both utility companies and local highway authorities) for the time that street and road works occupy the highway. Charges would be focused on the very busiest streets at the busiest times and would be used to incentivise work outside of peak times. The power for local highway authorities to implement and operate a lane rental scheme in England is subject to approval by the Secretary of State for Transport.

Policy BT3 – New approaches for shifting the balance between private car use and other modes (demand management)

Evidence suggests that some form of demand management is likely to be required to achieve our LTP4 outcomes.

We will:

a) explore the use of **new charge-based demand management measures** to encourage mode shift, improve quality of place and quality of life for our residents, and to **help pay for delivery of the LTP**.

Measures could include:

- workplace parking levy;
- emissions-based charging / Clean Air Zones; and
- road-user charging or congestion charging zones.

This policy is required because:

We do not at this time know if demand management will be needed or what form it may need to take. This policy is needed to give authority to develop a business case and explore the wider issues associated with various forms of demand management.

Whilst road vehicles are an essential part of our transport system and have unlocked huge freedoms and opportunities for many, it is also clear that they impose costs on other road users and wider society in the form of congestion, accidents, carbon emissions, loss of biodiversity, severance, noise and air pollution.

We also know that the financial cost of vehicle travel (particularly private vehicle use) has been falling in price relative to public transport for some time. This widening gap in affordability makes it very difficult for public transport to compete with the car as the mode of choice and represents a significant risk to achieving the LTP outcomes.

The Governments Transport Select Committee are considering the implications of accelerating the shift to zero emission vehicles and the potential for introducing road pricing, or pay-as-you-drive, schemes. One of the options identified is a road pricing mechanism that uses telematic technology to charge drivers according to distance driven, factoring in vehicle type and congestion^{xxix}. An arm's-length body is expected to be tasked with recommending an alternative road charging mechanism to replace fuel duty and vehicle excise duty by the end of 2022.

At the time of writing this LTP the Governments plans remain uncertain and in light of this there remains a possibility that local action to manage vehicle demand may be needed in the interests of the wider public good. Not just to achieve net zero carbon emissions and climate change obligations but also to manage pollution and growing car dependency.

Implementation of this policy will be supported by:

- investigating further the potential role of **charge-based demand management measures (pay-as-you-drive charges)** in Hampshire.

It will be important to ensure that realistic, affordable alternative travel options are available to ensure that lower income people are not unfairly impacted by such measures. Specific consideration should be given to the impact on rural areas, where conventional public transport options are typically limited. Any scheme implemented would be subject to a detailed Equality Impact Assessment.

7.5 Rural Transport




Approximately 85% of Hampshire’s land area is rural and accommodates 22%¹⁸ of the county’s population. The quality of Hampshire’s rural environment is key to its desirability as somewhere to live and visit, and is crucial to the County’s economic success^{xxx}.

Our rural areas are characterised by low population density and high levels of car dependency. Conventional public transport services are often not commercially viable. However, technological innovation has the potential to transform how people and goods move around rural areas.

‘We want to ensure that rural transport enables everyone to live happy and healthy lives in our rural communities; both by allowing rural residents to access jobs, services, and opportunities by a choice of modes, and by improving access to rural areas for all to enjoy.’

Policy RT1	Policy RT2
Maintaining accessibility in rural areas, and providing realistic alternatives to reduce dependency on the private car	Sustainable access to the countryside

Contribution to achieving our LTP outcomes

	<p>A carbon, neutral and resilient Hampshire</p>	<ul style="list-style-type: none"> Residents in rural areas are often more reliant on the private car, and travel longer distances, than their urban counterparts. Options for sustainable travel are more limited in rural areas. However, enabling walking and cycling, and providing flexible public transport services is vital for achieving carbon neutrality and inclusivity; alongside sustainable development and accessible local services which allow rural residents to live locally and travel less.
	<p>Respect and protect our environment</p>	<ul style="list-style-type: none"> Alternatives to the private car for rural trips will reduce the impact of travel on the environment and provide access to Hampshire's highly valued natural and historic environment by sustainable means.
	<p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> Enabling residents to live locally and travel less will improve the viability and vitality of our rural villages. In addition, good access to services and opportunities without the need for a private car, will help maintain a diverse rural population, including younger people, those on lower incomes, and those with limited mobility.

¹⁸ The total rural population in 2019 based on the RUC-11 classification was approaching 300,000.



Healthy, happy,
and inclusive
lives

- Alternatives to the private car will improve access to jobs, services, education and other opportunities for all; tackle social isolation and deprivation; help address obesity, and wider health and well-being issues; and be inclusive to all.

Policy RT1 – Maintaining accessibility in rural areas, and providing realistic alternatives to reduce dependency on the private car

We will:

- a) seek to **improve access** to employment, services, community facilities, and other opportunities in rural areas;
- b) support **new technologies** which enable **innovative sustainable transport solutions in rural areas** (see also Section 7.2, *Public Transport, Policy PT3*, and Section 7.3, *Future Mobility, Policy FM1*);
- c) enable local communities to deliver **community-led place and transport improvements**, where there is funding to do so;
- d) **work with transport providers** (bus, rail, taxi, community transport operators and the voluntary sector) to improve transport services in rural areas;
- e) encourage the **providers of public services** (e.g. health, education, libraries, etc.) to bring services to rural areas, or to co-locate transport and local services at 'mobility hubs', to reduce the need to travel into urban areas;
- f) support the roll out of **superfast / gigabit broadband** in rural areas to support home working and access to online services, retail and social opportunities, and reduce the need to travel.

This policy is required because:

Residents in rural areas are often more reliant on the private car. Although the car is likely to remain the dominant mode of travel, alternatives are needed to deliver the climate change, environment, economy and social outcomes we are seeking.

While many individuals in rural areas have thriving and prosperous lives, there are also pockets of deprivation.

- There are 10,240 rural households have no access to a car or van (2011 Census).
- There are 39,240 rural residents (all ages) whose day-to-day activities are limited by long-term health and disability (2011 Census).
- Approximately 1 in 4 rural areas (LSOAs) could be construed as exhibiting high deprivation¹⁹. These are dispersed across the County.

¹⁹ These statistics are based on analysis undertaken by Hampshire County Council using 11 indicators of rural deprivation. Local Super Output Areas (LSOAs) are standard areas primarily designed for the publication of Census data. LSOAs have an average population of 1500 people or 650 households.

Combined with the closure of many facilities and services in rural areas, this makes it very difficult for some rural residents to live quality lives.

For those without access to a car, rural living is particularly challenging. Lack of transport options is a key factor in exacerbating isolation and deteriorating mental health. Social isolation and loneliness can lead to a decline in health and wellbeing, and even an increase in premature deaths. These issues affect both younger and older residents.

Our rural population is less diverse than our urban areas, in terms of age, disability, ethnicity, and background. We need to ensure that our transport system enables everyone to live happy, healthy and prosperous lives in our rural communities. The dispersed nature of rural deprivation means that any transport solutions will need to be bespoke and target individuals. Conventional public transport options will only deliver limited benefits and are unlikely to be cost effective.

Implementation of this policy will be supported by:

- developing locally generated, evidence-based, and affordable **rural-specific transport solutions** which support happy and healthy rural lives;
- ensuring that the **Movement and Place Framework** reflects the specific characteristics of rural villages, recognising that the challenges for transport may be different to those in urban areas, requiring different solutions;
- **enabling community-led solutions**, for example:
 - providing **training and advice** to enable rural communities to deliver community led solutions;
 - supporting, **on a cost-recovery basis**, any parish or rural community that wishes to commission us to **deliver place or accessibility improvements** (recent examples include the implementation of schemes to deliver the Petersfield and Liss neighbourhood plans);
 - exploring the feasibility of developing a supported **‘mobility hub’ package** that parishes and local communities could purchase from the Council (*see Future Mobility, Policy FM1*). These could be co-located with community services, to reduce the need to travel;
- seeking opportunities to trial and implement new technologies and approaches. This could include, for example:
 - trialing **shared taxi** and **demand responsive transport (DRT)** services in rural areas to determine whether they can meet some of the needs of rural residents at lower costs than conventional public transport services;
 - **loan or hire schemes for mopeds and legal e-modes (e.g. e-bikes)**. These can potentially increase the use and range of active travel modes. The County Councils “Wheels to Work” scheme is a good example of the sort of measures that can be targeted towards those people in rural areas who are isolated and don’t own a car e.g. loaning mopeds to young people seeking alternative ways to access employment or education. They can be particularly effective in semi-rural

- areas for accessing facilities in urban areas, and linking to onward public transport services (first / last mile trips). They could also contribute to improved age balance in terms of the makeup of rural communities, as well as enabling more cycling by those with health issues or disabilities;
- rural-focused digital platforms such as **Mobility-as-a-Service (MaaS)** which allow users to plan, book and pay for their travel in one go, and other journey planning applications to provide rural residents with information on linking journeys over multiple modes;
 - supporting **community car-based lift-share schemes** and **commercially-based electric vehicle car clubs**, to provide rural residents with an alternative to private car ownership for journeys which cannot be easily made by non-car modes;
 - considering the potential for using ‘**unmanned aerial vehicles**’ (**drones**) for **deliveries in rural areas**, based on the findings of the Solent Future Transport Zone and subject to consideration of potential health, social, security and environmental considerations (see Policy C9 footnote);
- continuing to support and commission local bus, taxi share and community transport services²⁰ to **deliver and support a network of public transport services** across Hampshire, subject to available funding;
 - considering rural issues within **Enhanced Quality Bus Partnerships** and **Bus Services Improvement Plans** (see also *Public Transport, PT1*);
 - work with **Community Rail / Bus Partnerships** that are seeking to encourage and promote increased usage of rail / bus through engagement with local communities and train / bus operators (see also *Public Transport, PT2*);
 - using **Local Cycling and Walking Infrastructure Plans** to identify, prioritise and deliver significant infrastructure improvements in rural areas (see *Healthy Places, Policy HP1*);
 - working with **Central Government** to inform and implement national strategies to improve access for people living in, and travelling around, rural areas;
 - fully considering the impact of transport strategies and schemes on rural residents (for example, when undertaking **Equality Impact Assessments**²¹), and considering the need for mitigation measures where appropriate.

²⁰ For example, the County Council and district / borough councils currently fund a dial-a-ride services, run by volunteers, for residents whose transport needs are not met by public bus services.

²¹ The Public Sector Equality Duty (PSED) is an obligation within the Equality Act 2010 (“the Act”), requiring public authorities, like Hampshire County Council, to have due regard to equality considerations. Our own guidance already requires us to consider the impact of policies and practices on rural populations, in addition to the standard protected characteristic groups.

Policy RT2 – Access to the countryside

We will:

- a) work with others to ensure that residents and visitors can **access and enjoy the countryside** (including key visitor attractions), where suitable funding can be identified and where schemes do not adversely impact highly sensitive environments;
- b) seek to improve the accessibility and connectivity of the Rights of Way network;
- c) support and seek opportunities for leisure and commuter walking and cycling in rural areas, where external funding can be identified;
- d) base our decisions regarding investment in rural walking and cycling infrastructure on **Local Cycling and Walking Infrastructure Plans**, and the **Countryside Access Improvement Plan**²² and affiliated user groups, to focus on those routes that will provide the most benefit to residents, visitors and the local economy.

This policy is required because:

It is widely recognised that access to green spaces can significantly improve people's health and wellbeing. Benefits include^{xxxii}:

- a reduction in stress and depression; and
- increased physical activity that benefits both children and adults. This leads to a reduction in obesity, diabetes and cardiovascular disease, amongst others.

Access to the countryside is also important for Hampshire's economy. During 2012-13, in an average week 41% of adults in England visited the natural environment; in over a quarter of these visits people spent money during their visit, and in Hampshire this equated to £580 million^{xxxii}.

Implementation of this policy will be supported by:

- working with other partner organisations and with volunteers to **respond to local needs**;
- maximising the use of external funding opportunities to develop **strategically important routes** for walking, cycling and horse-riding;
- working with key stakeholders to secure funding to improve the **National Cycle Network and promoted routes in Hampshire**, and work with **bus operators** to allow a limited number of bikes on board in tourist areas such as the New Forest (*see also Public Transport, Policy PT1*);
- working with district, town and parish councils to develop **local access projects** that enhance the Rights of Way network, connect communities and destinations, and encourage communities to make the most of countryside and nature on their

²² Under the Countryside and Rights of Way Act 2000, Hampshire County Council is required to produce a plan to improve the Rights of Way network to meet the current and future needs of the population. Hampshire Countryside Access Plan 2015–2025 is the latest version of this Plan.

doorstep (e.g. multi-user access routes which pass through corridors of landscape, habitat and heritage interest);

- ensuring that **information** on finding paths and using them responsibly, and on managing public access, is widely available and easily understood;
- working with **visitor destinations** to look for potential solutions to improve access;
- considering closing some rural roads to through traffic (motor vehicles) to create '**Quiet Roads**' to complement the Rights of Way network and provide a more joined up network of traffic free routes for walking, cycling and horse-riding;
- supporting schemes which **improve access to non-sensitive environments** and take pressure away from highly sensitive designated sites.

7.6 Asset Management

This theme covers the maintenance of transport assets owned and operated by the County Council, including carriageways, footways, structures, drainage assets, traffic signals, and street lighting (which, unlike other assets, is managed via a Private Finance Initiative).



Asset management is a strategic approach that uses data and processes to enable informed decision making. It helps us to understand the assets we have, measures and monitors how they perform, and determines the funding needed to mitigate the demands placed upon them. It seeks to maximise value for money by balancing reactive, preventative, and planned maintenance activities over the whole life of the infrastructure.



Effective processes and procedures are essential for a well-managed and maintained transport network that meets the needs of our economy and society. There is a need to adapt to reflect future changes in travel modes and usage, and the LTP4 outcomes.

‘We want to ensure that our infrastructure is well managed, safe and accessible for all users; is resilient to the impacts of climate change; is designed to reduce our carbon footprint; supports our economic, social and environmental needs; and supports walking, cycling and public transport use’

Policy AM1	Policy AM2
Sustainable maintenance approach for new infrastructure	Managing and maintaining the existing highway asset

Contribution to achieving our LTP4 outcomes

	<p>A carbon, neutral and resilient Hampshire</p>	<ul style="list-style-type: none"> • Long term value for money programmes of work that aim to improve the resilience of the network to the effects of climate change. • Greater use of more sustainable products, processes and low carbon materials will reduce the carbon footprint of construction and the highway maintenance service. • Ensures new infrastructure is designed to be maintainable, sustainable, resilient, and fit for purpose.
	<p>Respect and protect our environment</p>	<ul style="list-style-type: none"> • Promoting the appropriate use of green infrastructure and Sustainable Urban Drainage Systems (SUDS) will help to improve local biodiversity. • Recycling highway waste and increasing the use of recycled materials in highway construction will reduce the volume of materials sent to landfill and assist the move towards a circular economy.

	Thriving and prosperous places	<ul style="list-style-type: none"> Well-maintained and resilient transport infrastructure will ensure that the transport network assists economic growth and provides safe access to services and facilities for all. As our economy and network evolves, we will respond to changing priorities and adapt our maintenance strategies to support regeneration, sustainable housing growth and quality of place.
	Healthy, happy, and inclusive lives	<ul style="list-style-type: none"> Ensuring that maintenance standards for walking and cycling infrastructure are inclusive and appropriate for all users will encourage active travel and be vital for improving the health and quality of life for Hampshire residents.

Policy AM1 – Sustainable maintenance approach for new infrastructure

We will:

- a) review all new infrastructure designs to ensure that future maintenance requirements are clearly understood and minimised, the **whole life cost** of the assets are considered, and a **‘designing for maintenance’** approach (i.e. designed to reduce maintenance requirements) is adopted for all new transport schemes and developments;
- b) ensure that all new infrastructure:
 - is designed in accordance with the latest **guidance, standards and specifications**;
 - uses materials and assets with a **lower carbon footprint** and that are **resilient** to the effects of climate change; and
 - meets its identified aims and objectives, and **contributes positively to our LTP4 outcomes** relating to climate change, environment, economy, people and society.
- c) ensure that **appropriate levels of funding** are received from new developments so that associated new infrastructure can be maintained to the required levels of service; and, more generally, seek to identify funding for maintaining new infrastructure.

This policy is required because:

New housing developments and transport schemes will continually increase the size of the network and the number of assets that need to be maintained. More widely, new infrastructure will increasingly be focused on walking and cycling, public transport, shared mobility, and digital infrastructure. New processes and procedures are needed to support existing strategies to ensure our approach to the maintenance and management of new infrastructure is sustainable and meets the needs of our environment, economy, and society.

Implementation of this policy will be supported by:

- using **systematic review processes** involving multiple stakeholders, to ensure that new infrastructure schemes meet their identified aims and objectives whilst minimising the impact on future maintenance;
- **early engagement** and close working with internal (e.g. development planning) and external partners (e.g. local planning authorities) to resolve issues between design aspirations and maintenance requirements and to expedite the process of highway adoption and scheme delivery;
- ensuring that **technical guidance, specifications, and standards** related to the design of new infrastructure are accessible, applied appropriately and support sustainable development and transport initiatives;
- implementing a **new Commuted Sum (CS) process and procedure**²³, that seeks to ensure a sensible balance is struck between the use of sustainable and resilient materials, and materials which enhance the quality of new public spaces.

Policy AM2 – Managing and maintaining the existing highway asset

We will:

- a) aim to secure the maximum funding available from Central Government, and actively seek **new funding opportunities** to help address a growing maintenance backlog;
- b) apply a robust **risk-based approach** in setting maintenance standards and levels of service to ensure the highway network is fit for purpose and reflects local needs and priorities;
- c) ensure our approach to managing and maintaining the highway asset (and that of our contractors):
 - is **evidence-led** and based on comprehensive lifecycle and investment planning processes which make most effective use of the funding available;
 - delivers long-term value for money programmes of work that aim to improve the **resilience of the network** and maximise the life of the asset;
 - takes account of and reduces the **carbon outputs** of highway operations;
 - seeks to **reduce waste**, through increased use of sustainable products and processes, and recycled materials;
 - **supports walking, cycling and public transport**, and meets the changing demands and expectations placed upon the highway.

²³ Commuted sums are a payment of a capital sum by developers or other 3rd parties to the highway authority as a contribution towards the future maintenance of the asset that is to be adopted by the highway authority.

This policy is required because:

With maintenance budgets under severe pressure, and a backlog in the maintenance programme, it is essential that funding is optimised through all available funding streams and to ensure that the funding received is allocated as effectively as possible to provide the best return on the investment in the network.

The effects of climate change will increase the demand and pressure across all routine, reactive and planned service activities; and new processes are needed to reduce the carbon footprint of maintenance activity.

We need to continue to adopt a data-driven, risk-based and lifecycle approach to the maintenance of our existing infrastructure, to provide value for money and meet our economic, social and environmental needs.




Implementation of this policy will be supported by:

- considering the role of the **Movement and Place Framework** in revising and setting standards for maintenance and use of materials;
- securing funds from developers for on-going maintenance through a well-managed **Commuted Sums (CS) process**;
- measuring the condition and performance of assets, and using **data and systems** to enable more informed decisions and to identify the most cost-effective maintenance strategies which benefit both maintenance and transport service delivery;
- maximising value for money and network resilience by delivering a **risk-based** balance of reactive, preventative, and planned maintenance activities.
- developing cross asset prioritisation and long term investment plans to ensure the most **efficient allocation of funding** across all major assets;
- adapting asset management strategies and levels of service to support **evolving maintenance needs and transport objectives**;
- developing a **Resilient Network Management Plan** that will identify and manage known and potential issues and risks on the high use, high importance sections of the network;
- reducing the impact of climate change and improving network resilience through the effective management of **drainage assets and flooding incidents**, and other severe weather events;
- developing methods to **calculate whole life carbon generation** when selecting materials and processes and monitor our performance in reducing the carbon footprint of the highway service;
- making use of **innovative technologies** where they assist in more effective decision making or more efficient service delivery.


7.7 Development and Masterplanning

Development and masterplanning	
<p>Where new development is located and how it is designed will shape Hampshire for generations to come. The County Council is not responsible for developing Local Plans²⁴ but as the Highway Authority it is a stakeholder in the planning process. The County Council will seek to influence and shape future development to achieve the objectives set out in this LTP4.</p>	
<p>‘We support strategic planning across the county, and will work with local planning authorities to influence the location and design of development to reduce the need to travel, reduce dependency on the private car and instead create people-focused neighbourhoods’.</p>	
Policy DM1	Policy DM2
<p>Integrate transport and strategic land-use planning to reduce the need to travel</p>	<p>Support proactive masterplanning of new development sites for high quality neighbourhoods</p>

Contribution to achieving our LTP4 outcomes

	<p>A carbon, neutral and resilient Hampshire</p>	<ul style="list-style-type: none"> • To meet carbon targets we need to tackle emissions associated with future, as well as existing, trips. • New development generates a need to travel. Planned well, the amount of travel can be reduced, and the proportion of travel by low or zero emission modes increased.
	<p>Respect and protect our environment</p>	<ul style="list-style-type: none"> • Creating developments which facilitate shorter journeys made by walking and cycling benefits local air quality. • New development supported by a range of land uses and served by high quality travel choices can reduce the need for more substantial and intrusive highway infrastructure.
	<p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> • New developments which are well integrated with existing communities and transport network are more likely to provide wider benefits to the local area and economy. • Urban centres will be more viable / successful with higher levels of footfall, supported by strong walking, cycling and public transport links and adequate provision for vehicle access where necessary.

²⁴ Local plans are prepared by the local planning authority (LPA), usually the district or borough council or the national park authority for the area.

 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> • Location, layout and design of new development is a major factor in levels of physical activity associated with new and existing communities. • Planning for new development in the right way provides an excellent opportunity to achieve high-quality, accessible places. It is far easier to achieve this through new development than 'retro-fitting'.
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Policy DM1 - Integrate transport and strategic land-use planning to reduce the need to travel

We will:

- engage with local planning authorities (LPAs) at the earliest stage** in the planning process i.e. before site allocations have been determined, or when reviewing settlement hierarchies used to inform planning decisions;
- support strategic sites** that:
 - are 'accessible' or 'highly accessible',
 - offer a mix of uses,
 - achieve appropriate density of development,
 - have good public transport access,
 - achieve the necessary critical mass of development needed to encourage self-containment and support viable public transport services and frequencies, in both new settlements and urban extensions,
 - have been assessed for their transport carbon impacts, are compliant with carbon neutrality targets, or where this is not achievable, the impact is offset, as defined in development planning guidance;
- encourage the **application of these principles to non-strategic sites**, as far is reasonable within the local context;
- seek develop contributions to **offset the traffic impact** of developments in locations which result in high levels of car dependency.

This policy is required because:

The National Planning Policy Framework (NPPF) sets out planning policies for promoting sustainable transport. Our policies relating to development and master planning and associated guidance builds on the national framework and enhances it at a local level.

It is important that transport issues are considered in the early stages of local plan formations. It not realistic or practical to achieve development that avoids car dependency if the initial site allocations in local plans are poor in transport terms. The County Council recognises that national housing targets set by Central Government are required to be delivered by local planning authorities (LPA). We understand the

challenges this presents for LPAs when having to consider a range of factors not just transport. The intention of this policy is that all decisions made by LPAs when allocating sites will be informed by a better understanding of the transport issues associated with them.

To achieve the objectives set out in this LTP4 and to decarbonise transport the location of future sites needs to result in sustainable development, which meets the criteria set out in (b).

Implementation of this policy will be supported by:

- the production and maintenance of **development planning guidance**;
- **collaborating with local planning authorities** to influence the location and design of development to reduce the need to travel and reduce dependency on the private car;
- developing **area transport strategies** that have regard to the known local plan context;
- developing **mode specific plans** for interchange enhancements, rapid transit networks, Bus Service Improvement Plans and Local Cycling and Walking Infrastructure Plans that have regard to the known local plan context;
- **working with regional entities** that engage in spatial planning - notably the Hampshire and IoW planning officers group, Partnership for South Hampshire, Solent Transport, Transport for the South East and local planning authorities;
- maintaining a **transport evidence base**, including regional transport models to allow others to test spatial plans;
- investigating options for seeking **developer contributions to offset the impact of developments in greenfield, edge of town, or suburban locations**, which by their nature are likely to result in high levels of car dependency. This applies to a number of proposed Local Plan sites due to challenges in identifying alternative, viable sites in accessible locations. New car trips associated with these developments would be accepted on the network on the understanding that an equivalent number will be removed from the wider network, through travel planning or other measures. Under the current practice of seeking Section 106 payments from developers, contributions cannot be used to fund such offsetting measures or to fund area-based transport strategies or solutions which might require multiple developer contributions. Options for securing contributions on a roof tax basis will be explored alongside other options.

Policy DM2 - Support proactive masterplanning of new development sites for high quality neighbourhoods

We will:

- a) support development that complies with the **Hampshire Movement and Place Framework** and **Healthy Streets** approach;
- b) resist developments that do not apply the principles of the **Road User Utility Framework** in planning for transport provision, and which are safe and comfortable to use by all relevant modes;
- c) require the **transport impacts (including carbon emissions and air pollution) of developments to be assessed** and, where necessary, require the developer to mitigate the impact or make S106 contributions towards other schemes that mitigate the impact;
- d) ensure that planning applications are supported by **Transport Statements / Assessments and Travel Plans** in accordance with the County Council's guidance;
- e) use a proportion of **S106 developer contributions** to pay for strategy and scheme development work pertaining or leading to the formation of the S106 proposals;
- f) support development that is well designed and planned to **reduce the need to travel**;
- g) support developments that are designed to **widen the choice of modes** that can be used (i.e. those which design in high levels of walking, cycling and public transport use);
- h) support **new schools**, which are centrally located in their catchment areas, and have access plans that design out traditional school gate congestion issues and which facilitate safe and comfortable journeys by active modes;
- i) only support requests for **NEW accesses onto A roads, the principal road network or traffic sensitive streets** where the strategic flow of traffic is prioritised and not compromised and when all other reasonable options (such as taking access from nearby side roads) has been considered;
- j) support developments that actively use **parking strategies, plans and pricing** to lock in sustainable travel behaviours (e.g. low car developments, provision of EV charging points, parking spaces for car club vehicles, and good quality cycle parking).

This policy is required because:

Strategic housing and employment sites will continue to be part of the strategy for meeting population and jobs growth in Hampshire. We must ensure that new developments provide high-quality places for residents and workers that are sustainable in transport terms and well integrated with the existing transport network and surrounding communities. High quality spaces (streets, pavements, and green spaces)

enhance our sense of community, are cleaner, support our health and well-being and bring economic value.

For all new developments, the needs of all road users should be assessed using the **Road User Utility Framework**, the **Movement and Place Framework** and **Healthy Streets** principles. By doing so a more accessible, inclusive, often lower cost and smaller scale infrastructure is needed. Opportunities to reduce the need to travel and widen the choice of modes should be identified and incorporated into master planning development sites at an early stage. Developers should assess and mitigate the environmental (including carbon emissions and air pollution), social and economic impacts of developments, alongside the more direct transport impacts that would traditionally be picked up in a standard transport assessment.

Implementation of this policy will be supported by:

- establishing a **Movement and Place Framework** (see *Core Policy C1*) to assist LPAs as they develop their Design Codes and Supplementary Planning Documents with transport and highway elements;
- producing and maintaining a portfolio of County Council **Technical Guidance** to aid in the planning process. These will set out the technical standards that we require to be met to achieve a high-quality infrastructure and street space, and will provide guidance on the use of **assessment tools** such as:
 - the DfT Cycling Level of Service (CLoS);
 - Healthy Streets audits;
 - the application of Manual for Streets and the Design Manual for Road and Bridges;
 - Transport for New Homes checklist;
 - LTN 1/20 Cycle Infrastructure Design (DfT, 2020);
 - Walking, Cycling & Horse-Riding Assessment & Review (WCHAR); and
 - other national tools developed subsequent to the publication of this plan;
- producing and maintaining development planning guidance on undertaking **transport assessments and preparing travel plans**;
- working in partnership with LPAs to ensure that officers within both tiers receive **training and support around the role of planning in population health and Healthy Streets**, and other tools and guidance used for transport matters, as well as on-site training around accessibility needs;
- encouraging developers to **reduce the need to travel and widen the choice of modes**, by actively embracing concepts like 20 minute neighbourhoods, filtered permeability, low traffic neighborhoods, use of shared mobility hubs, parking strategies and by designing developments to enable convenient access to public transport options;
- adopting an 'infrastructure first' approach when seeking **contributions towards public transport provision** (i.e. contributions towards bus priority measures before

revenue support). Revenue funding support for public transport services will only be considered when there is a clear evidence base indicating that long term viability can be sustained;

- creating guidance on the **location of new schools** to encourage the use of walking and cycling routes by pupils and parents;
- encouraging developers to provide **traffic free entrances to new schools**, with separate vehicular access to school sites for staff, visitors, accessible parking users, servicing and emergency services. Traditional approaches to accessing school sites can put many different types of road users in conflict causing school gate congestion which can be uncomfortable for some vulnerable road users. For new schools where historic infrastructure constraints are less prevalent then opportunities should be taken to provide traffic free access points. We recognise that this may not be possible when developing historic schools, but the opportunity to do so should be investigated.
- future proofing **access points for adjacent planned developments**, to support site connectivity and permeability;
- ensuring developers actively seeking the **adoption of access roads and internal streets** for new developments comply with the County Council's requirements and offer public benefit, helping to achieve the aim of better neighbourhoods;
- providing **pre-application advice to developers** on a cost recovery only basis.

7.8 Strategic Infrastructure

Strategic Infrastructure	
<p>Hampshire’s strategic transport infrastructure includes the motorways (M3 / M27) and trunk roads (A3 / A27 / A34 / A303 / A31 / A36) managed by National Highways (formerly Highways England), and the rail network managed by Network Rail. This strategic transport network serves people and freight and is vitally important to achieving sustainable development and economic growth within Hampshire. It provides sub-regional and national connectivity including a critical gateway for freight between the manufacturing hubs of the Midlands and the international deep-water port of Southampton. Furthermore, Hampshire’s digital infrastructure and connectivity has an increasingly significant role to play in providing clean and green transport and travel solutions.</p> <p>Much of this strategic infrastructure is not in the direct control of the County Council, but is considered to be critically important in achieving the outcomes set out in this LTP.</p>	
<p>‘We aim to build on effective partnerships at a regional and national level to influence investment decisions for the strategic road, rail and digital network which deliver the greatest benefits for Hampshire’s residents and economy. Strategic infrastructure improvements should complement enhanced local bus, cycling and walking networks.’</p>	
<p>Policy SI1</p>	
<p>Work with partners to deliver targeted improvements to Hampshire’s strategic rail, road and digital infrastructure</p>	

Contribution to achieving our LTP4 outcomes

	<p>A carbon, neutral and resilient Hampshire</p>	<ul style="list-style-type: none"> Better strategic rail infrastructure would increase the frequency and capacity of rail freight and passenger services that operate in and through Hampshire. This is considered essential for broadening Hampshire’s transport offer and reducing the dependency on the private car.
	<p>Respect and protect our environment</p>	<ul style="list-style-type: none"> New infrastructure schemes have the potential to reduce environmental problems such as air quality, and also improve the environment (e.g. by delivering a net gain in biodiversity).
	<p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> Integrated, smart, safe and reliable road and rail connections between Hampshire and the rest of the country and major international gateways is critical to the success of Hampshire’s economy....



Healthy, happy,
and inclusive
lives

- ...and will improve access to services, opportunities and life chances for all.

Policy SI1: Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure

We will:

- a) work with our rail industry partners to support delivery of **improved rail capacity** (passengers and freight) and better service **connectivity and frequency**;
- b) support multi-modal passenger and freight access for our **key international gateways**, including Port of Southampton, Portsmouth International Port, Southampton Airport, and Heathrow Airport;
- c) support targeted improvements to the wider **strategic road network (SRN)** and **major road network (MRN)** where there is a clear safety, economic, health or wider social case;
- d) support the future proofing of Hampshire's **digital network** and work with the public and private sector to secure gigabit connectivity across the whole of Hampshire (delivered through full-fibre connections and future 5G networks);
- e) support new national infrastructure schemes where the **environmental impacts** have been fully assessed and appropriate mitigation measures specified. We would like schemes provided by national infrastructure providers to achieve a 10% net gain in biodiversity, either as part of the immediate scheme design, or by creating new habitat elsewhere (funded within the overall cost of the scheme).

This policy is required because:

Hampshire has the fourth largest economy in the country (of the 24 UK combined authorities/city regions) and is the largest exporting region in the South East. Large and strategically important sectors of the economy are highly dependent on transport links, including access to international gateways.

Many of Hampshire's strategic roads are at or near capacity at peak times. These pressures are expected to worsen, particularly as major developments come forward, such as at Welborne (off the M27), at Fawley Waterside, and to the west of Basingstoke near the M3. Securing modal shift from road to rail is necessary to reduce highway congestion and improve air quality which, in turn would boost business productivity and improve the quality of life for local residents.

The need to future-proof Hampshire's digital network with gigabit data coverage is not only vital for the County Council's inclusive economic recovery and health and well-being agendas but also to meet the LTP4's vision of a carbon neutral transport system.

Implementation of this policy will be supported by:

- working with our regional partnerships and directly with the **National Infrastructure Commission** to draw attention to the growing strategic infrastructure deficit in the South East, which is inhibiting sustainable development and economic growth;
- proactively engaging with **Transport for the South East (TfSE)** in the development of its policies and plans for the South East region. We will actively contribute to the evidence base to support the development of TfSE's technical route and theme-based studies which underpin its future Strategic Investment Plan. We will see to ensure that Hampshire's own infrastructure needs are clearly acknowledged in the Plan.
- providing strategic leadership to Hampshire's 13 local planning authorities. For example, producing the County Council's regular **Hampshire Strategic Infrastructure Statement** to support local infrastructure delivery plans;
- working closely with **National Highways** (formerly Highways England) and **Network Rail / Great British Railways**²⁵ to inform their delivery plans with robust evidence-led transport assessments to secure improvements to the strategic road network (SRN) and the rail network that runs through the county.

Strategic transport infrastructure priorities for Hampshire currently include:

International gateways	<ul style="list-style-type: none">• Junction 9 of M3• A326 multi-modal improvements to support the Solent Freeport²⁶• A34 (upgrade to motorway standard)• Western and Southern access to Heathrow schemes
Strategic rail improvements	<ul style="list-style-type: none">• Woking flyover (a grade-separated junction at Woking to increase peak capacity on the South West Main Line services)• 4 track rail line between London and Southampton• Basingstoke rail freight bypass• Increased frequency of trains on sub-regional rail lines• Waterside Line - potential restoration of passenger services on the Fawley freight branch• Rail electrification, e.g. the Basingstoke to Reading rail line, as a priority.

²⁵ Great British Railways is a planned state-owned public body that will oversee rail transport in Great Britain from 2023. The organisation will replace Network Rail as the operator of rail infrastructure, and will also control the contracting of train operations, the setting of fares and timetables and the collection of fare revenue in most of England.

²⁶ Freeports are usually located around shipping ports, or airports. Goods that arrive into freeports from abroad are exempt from tax charges, called tariffs, that are normally paid to Central Government. These taxes are only paid if the goods leave the freeport and are moved elsewhere in the UK. Otherwise, they are sent overseas without the charges being paid.

Strategic Road Network	<ul style="list-style-type: none">• M27 junction enhancements (Jn7 to Jn10)• M3 Junctions 6 to 8 (Basingstoke)• Further Smart motorway on the M27 and M3
Major Road Network	<ul style="list-style-type: none">• A33 corridor to serve an M3 to M4 link• Redbridge Causeway• Hayling Island Bridge

Part E: Implementation



8. Proposed implementation approach

8.1 Our proposed route to 2050

Our proposed route to achieving our LTP4 vision and outcomes by 2050 is summarised below.

A more detailed route map, structured around the core and theme-based policies is presented in Figure 16 and Figure 17.

In the short-term (0-5 years), we will focus on achieving a 'green' and 'healthy' recovery from COVID-19, and kick-starting the local, rapid and transformational actions needed to reduce transport-related carbon emissions and remain on-track to deliver our climate change targets. This will include:

- Achieving the cultural shift required to deliver the adopted LTP4, both within our organisation and amongst our delivery partners and stakeholders. Shifting away from 'planning for vehicles', towards '**planning for people and places**' and an increased focus on '**decide and provide**' policies which will deliver our LTP4 vision. An emphasis on **modal shift** and **managing demand for road space**, rather than just supplying the extra capacity to meet this demand.
- Developing the **Movement and Place Framework** and defining how the Framework, the **Road User Utility Framework**, and the **Healthy Streets** approach will influence the delivery of the Core and Theme-based policies.
- Reviewing and updating our **Technical Guidance Notes** to reflect the adopted LTP4, including the need to put climate change at the heart of decision-making and detailed recommendations of the Integrated Sustainability Assessment. This will include embedding new or updated processes where appropriate.
- Completing **Local Cycling and Walking Infrastructure Plans (LCWIPs)** for the whole of Hampshire, with priority schemes delivered or in progress (subject to available funding).
- **Enhanced Quality Partnership** in place between Hampshire County Council and the bus operators, driving joint delivery of the **Bus Services Improvement Plan(s)**. Re-building trust in public transport and growing patronage.
- Clarifying the Council's role in **accelerating transition to zero emission vehicles**, in advance of Central Government targets.
- Investigating further, the potential role of **charge-based demand management measures** (pay-as-you-drive charges) in Hampshire, and identifying next steps.
- Better **integration of transport and land-use planning**. Through this LTP4 we are seeking to have a stronger influence on land use planning and in the regeneration of

our high streets and town centre by setting out clear transport and highways development control policies and guidance.

- Working with relevant stakeholders to deliver our **Equitable Transport Ten Point Plan** (see *Core Policy C1*).
- Developing **Theme Strategies** such as a Hampshire Freight Strategy, an updated Network Improvement Plan, and an updated Resilient Network Management Plan; and Area-based Strategies for key travel-to-work areas such as the Solent Area.
- Delivering the **existing pipeline schemes** that remain consistent with the adopted LTP4, and newly prioritised schemes.

In the medium-term (5-10 years), we will seek to deliver the measures required to support a large-scale shift in mode use, encourage further uptake of new concepts and technology solutions, and achieve the transition from traffic growth to traffic reduction.

In the longer-term (10+ years), we will seek to consolidate travel behaviours in the context of significantly reduced car dependency, people-centric places, and fundamental changes in land-use which enables more local living and reduces the need to travel.

Supporting Action Plan

We will maintain a live LTP Action Plan to focus our activity in the short-term and beyond. This will be maintained and updated on a regular basis to reflect new and changing priorities.

Figure 16: Our route to 2050 – Short-term priorities and longer-term expectations relating to Core policies

	Short-term (0-5 years)	Medium to long-term focus (Beyond 5 years)
C1: Climate Change	Developing and adopting a ' designing for climate change ' approach in terms of scheme design, assessment, adaption and mitigation. Embed new processes around carbon impact and climate change resilience. Re-focus scheme pipeline to deliver local actions that will reduce carbon emissions.	Acceleration of local transport measures to achieve a 10% reduction (approx.) in car traffic by 2030 (compared with 2019), to remain on-track to deliver carbon reduction pathway. Continued focus in 2030s and 2040s towards target to reduce transport-related carbon emissions to net zero (neutrality) by 2050 (assuming national lead on carbon reduction within freight sector).
C2: Living locally	Work with local planning authorities to encourage integrated land-use and transport planning , to reduce the need to travel. Support the roll out of superfast / gigabit broadband . Develop tools to support local communities / parishes / interested groups develop and implement community-led schemes . Identify schemes and opportunities to support local living.	Better integration of transport and land-use planning, regarding new development. Wider roll out of public realm schemes in town, district and village centres and transport improvements which encourage local living and support the development of 20 minute neighbourhoods . Schemes to support more use of local shops and services, more shorter trips by non-car modes, more trip chaining; and higher levels of home working and use of online retailing and services.
C3: Behaviour change	Information, training and support measures to encourage and enable everyone to change how they choose to travel. On-going throughout the period of the LTP to meet changing needs and priorities.	
C4/C5: Planning for people and places	Increased focus on policies which support modal shift and manage demand for road space , meet the needs of people and provide places where people want to live, work and visit. Development and application of Transport User Hierarchy, Movement and Place Framework, and Healthy Streets approach .	Increased focus on schemes which enable many people living in Hampshire's urban areas to adopt low car-use lifestyles , provide a range of attractive travel choices for both urban and rural residents which support physically active and rewarding lives ; and help to create economically successful and vibrant places .
C6: Safe System approach for Hampshire	Build on existing practices to work towards a Safe System approach to road safety delivery in Hampshire. Seek to ensure that actual and perceived safety does not deter people from travelling , particularly by walking, cycling, and public transport.	Safe Systems approach adopted by those who design, maintain and operate all parts of the transport system .
C7: Air quality, noise	Co-ordinated action with district / boroughs and neighbouring authorities, promotion of sustainable travel, and measures to accelerate uptake of zero emission vehicles within the Council, by public transport operators and by local residents - to reduce harmful emissions . Investigation of the potential role of charge-based demand management in Hampshire.	Measures in place manage air pollution, and reduce transport-related noise.
C8: Protecting the environment	Embed and apply new processes around biodiversity and environmental net gain . Schemes to create more green infrastructure for walking and cycling , including carefully planned planting to provide shade and shelter, and reduce noise and air pollution.	Schemes requiring new infrastructure involving works outside of the existing carriageway deliver a net gain in biodiversity and environmental gain to enhance our natural and historic environments.
C9: Safe, efficient, and sustainable movement of goods	Engage with freight sector and relevant stakeholders, to raise profile of freight within transport planning. Support trials of new concepts and technologies (e.g. urban logistics concepts being trialled within the Solent Future Transport Zone). Develop and implement Hampshire Freight Strategy , aligned with emerging Freight Strategy for the South East.	On-going engagement with freight sector, including around low carbon HGVs . On-going implementation of freight strategy. New approaches to freight deliveries become more widespread in Hampshire , including freight-based mobility models, freight consolidation centres, use of low carbon vehicles for last mile deliveries. Improvements to nationally important road and rail freight corridors (delivered by others) improve journey time reliability and enable a shift from road to rail freight.
	2020	2025
		2050

Figure 17: Our route to 2050 – Short-term priorities and longer-term expectations relating to Theme policies

	Short-term (0-5 years)	Medium to long-term focus (Beyond 5 years)
Healthy Places	Invest in cycling and walking-focused environments, and training and promotion activities to build on the uptake of walking and cycling during the pandemic.	Wider roll out of walking and cycling focused environments, to enable a mass shift in mode use and enable a high proportion of journeys in our urban areas to be undertaken by walking and cycling. Community-led initiatives to create healthy neighbourhoods and local centres become more widespread.
Public Transport	Focus on recovery of public transport patronage to pre-pandemic levels, and growing patronage further. Establish Enhanced Partnership with bus operators and begin delivering Bus Service Improvement Plan. Deliver SE Hants Rapid Transit infrastructure; enforce bus lane infringements; deliver bus stop / interchange, information and ticketing improvements. Build the case for further mass rapid transit or bus rapid transit-type services.	Further investment in bus priority (e.g. extension of Eclipse Busway, Basingstoke and Blackwater Valley, new developments). Further service, ticketing and information improvements to meet customer needs. Potential re-opening of Waterside Rail Line. On-going work with public transport operators (buses, taxis, trains, ferries) to transition to a zero emission fleet .
Future Mobility	Seek to accelerate the uptake of electric and other low emission vehicles, prior to the proposed national ban on the sale of new petrol and diesel cars and vans in 2030 - leading by example and co-ordinating with external partners (e.g. on provision of electric vehicle charging points). Trial and implement new technologies , including personal mobility and sustainable urban logistics concepts being trialled within the Solent Future Transport Zone.	Wider adoption of new technologies which offer attractive alternatives to private car use and encourage use of smaller vehicles, e.g. subscription-based mobility services, micro-mobility solutions, mobility hubs, shared ownership and use models). Developing strategies to adapt to emerging Connected and Autonomous vehicles - High levels of vehicle automation with limited input from 'drivers', expected; but timescales for full automation under all conditions unclear.
Balancing Travel Demand	Manage the network (traffic, deliveries, parking, enforcement activity and streetworks) to achieve a better balance between access by car and the needs of others. Explore the use of charge-based demand management measures to encourage mode shift, improve quality of place and quality of life, and to help pay for improved walking, cycling, and public transport infrastructure.	Implement identified approach to charge-based demand management measures.
Rural Transport	Measures led by public transport providers, local communities and providers of public services to allow rural residents to access jobs, services, and opportunities by a choice of modes . Trial and implement new technologies and approaches (e.g. demand responsive transport). Support measures to encourage sustainable access to the countryside.	Wider roll out of measures to improve accessibility in rural areas and provide realistic alternatives to reduce dependency on the private car. Wider adoption of new technologies which broaden travel choice, such as community-led mobility
Asset Management	Develop and implement sustainable strategies and processes to improve the resilience of the highway network and reduce the carbon impact of highway operations.	Resilience and carbon reduction measures are core to policy and decision making and embedded throughout the highway service.
Development and Master-planning	Work with Local Planning Authorities, developers and others to achieve more integrated transport and strategic land-use planning leading to new development that reduces the need to travel, widens travel choice, and delivers high quality neighbourhoods.	
Strategic Infrastructure	Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure. Strategic infrastructure schemes (delivered by others) support national and sub-national economy and offer efficient and competitive transport options by private and public transport, road and rail.	

2020

2025

2050

8.2 Prioritising and developing interventions

Funding for transport schemes is limited. It will never be possible to deliver all the schemes that we would like. Moreover, some schemes will be more effective than others at delivering our LTP4 outcomes. We therefore need to ensure that we focus on those schemes which deliver the greatest benefits for the largest number of people, and the most value for money.

Our approach to prioritising investment and developing schemes for delivery is shown in Figure 18. It applies a common set of prioritisation criteria across all potential interventions; and seeks to provide a proportionate, consistent and transparent approach for decision-making. It is aligned with the Department for Transport's Business Case approach²⁷, and seeks to **prioritise schemes** which:

- will make a **substantial positive contribution** to delivering the LTP4 outcomes and guiding principles and are aligned with our policies;
- represent **value for money**;
- are **affordable**, in terms of both infrastructure and on-going maintenance requirements;
- are **feasible and deliverable**, because the risks are manageable, there is a clear funding source available (including 3rd party contributions or full funding), and/or the scheme will generate income.

Our **Gateway Process** ensures appropriate scrutiny and approval at key decision points in the scheme development process.

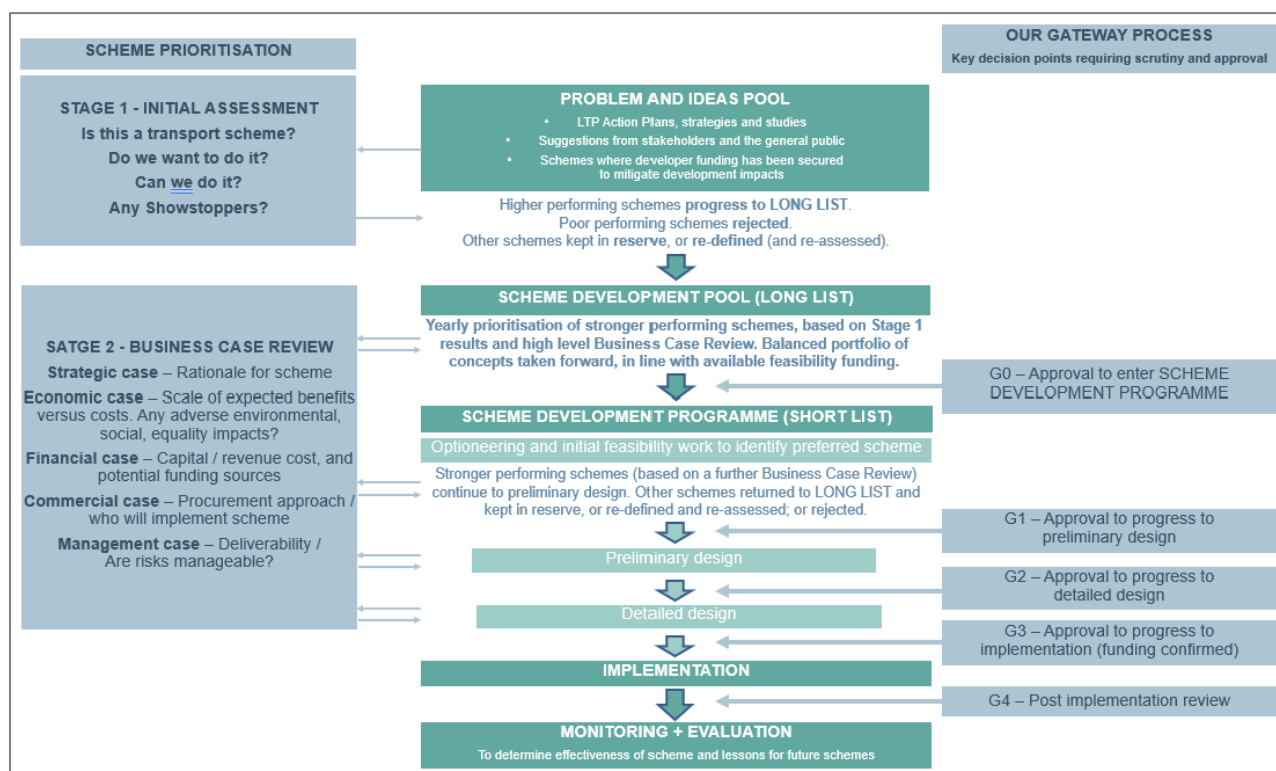
We will draw on ideas from a wide range of sources, including stakeholders and the public. A **Problems and Ideas Pool**, comprising high level concepts, will be identified and updated on a regular basis. Ideas should focus on addressing problems, rather than describing a pre-conceived concept solutions.

All schemes in the Problems and Ideas Pool will be subject to an **Initial Assessment (Compliance Review)** which will examine whether the concept is:

- a valid transport scheme which will contribute to the LTP4 outcomes (**Is it a transport scheme?**);
- compliant with our LTP4 and corporate priorities / policies (**Do we want to do it?**);
- deliverable, with no adverse climate change, environmental, social, equality, and health showstoppers which would be very costly or challenging to mitigate (**Can we deliver it?**).

²⁷ Department for Transport (2013) The Transport Business Cases

Figure 18: Our approach to prioritising and developing interventions



Higher performing schemes from the Problems and Ideas Pool will progress to the **Scheme Development Pool (Long List)**. An annual prioritisation process, based on Stage 1 (Initial assessment) results and a high level Business Case Review, will be undertaken to identify which schemes progress to the **Scheme Development Programme (Short List)** and receive funding for initial feasibility and optioneering work. A balanced portfolio of concepts will be taken forward to the Short List in line with the available funding.

Schemes on the Short List will progress through feasibility and optioneering, preliminary design, detailed design and implementation, providing they continue to meet the **Business Case assessment criteria** and receive the appropriate **Gateway approval** at each stage.

Schemes will be continually reviewed and assessed as more information becomes available at each stage of the scheme development / design process. Schemes which are found to perform less well as further development work is undertaken will be returned to the Long List and kept in reserve, or re-defined and re-assessed; or rejected.

Some schemes which deliver significant change may be high cost but deliver high value for money. Cost alone will not, therefore, be a reason for assessing a scheme as low priority. Larger schemes will often require us to bid for external funding from Central Government. Where local funding can be identified, higher priority schemes will be developed to a state of readiness to take best advantage of appropriate bidding opportunities.

The prioritisation process means we select the best transport schemes we can progress within available resources. Inevitably this will mean not doing some schemes that others would like us to do. This is often the case when a scheme is not primarily a transport scheme. This can apply to some public realm enhancements which provide few mobility benefits. We are usually very supportive of such schemes and are happy for others to fund initial feasibility or design work which the Council then undertakes on a cost recovery, consultancy basis. In practice, a growing number of schemes are now being funded by districts, parishes, town councils or other bodies.

Assessing climate change, environmental, social, equality and health impacts (integrated impact assessment)

We will ensure that all transport schemes are assessed from the early stages of development (through to construction or implementation) to understand any potential climate change, environmental, social and equality, and health impacts.

Scheme promoters will be required to undertake a high level integrated impact assessment for the Stage 1 - Initial Assessment (Compliance Review) to flag any showstoppers, and a further review at Stage 2 – Business Case Review based on the additional evidence available at that stage.

For schemes requiring planning permission, we will ensure that the following formal assessments are undertaken and act on the findings: Environmental Impact Assessment (EIA); Health Impact Assessment (HIA); Habitats Regulations Assessment (HRA); and Equalities Impact Assessment (EqIA).

For all schemes, wherever possible, we will seek to avoid or mitigate any potential negative impacts identified and enhance any potential positive impacts.

Assessing climate change impacts

Within the Council, there is now an obligation to consider the expected change in carbon emissions and assess climate change vulnerability, when making key decisions.

A '**carbon check**' will be undertaken as part of Stage 1 - Initial Assessment to flag up schemes with the potential to adversely impact on our climate change commitments. Higher level approval will be required to progress these schemes and any subsequent development work will need to fully consider the scale of the potential impact and the scope for mitigation action.

To inform the Stage 2 - Business Case Review, we will seek to **estimate the carbon impact of schemes**, making use of existing tools (available now or in the future) or by developing our own in-house approach. Potential for offsetting will be considered as part of the assessment.

8.3 Area strategies

The LTP4 sets the policy framework against which we will develop **area transport strategies and area action plans**.

Area transport strategies look in depth at a particular geography. Typically these cover areas defined by towns or urban areas and their catchments. Examples include the Basingstoke and Winchester Movement Strategies. In some cases, they focus on an area with a common transport challenge, where we need to dive deep into issues or complex movement problems in order to identify solutions. An example of this includes the Waterside Transport Strategy which is required because of potential growth of national significance e.g. large scale port expansion requiring a Development Consent Order (DCO).

Area strategies may initially be formed with an “indicative” status. This allows us to have meaningful dialogue with the community, planning authorities and developers about options and solutions formally adopting a ‘full’ area strategy. A ‘full’ strategy has a higher order status. These may be agreed by a planning authority which then supports better integration of land use and transport planning.

Once an area strategy has been developed, and sometimes in parallel, we will develop an **area action plan**. An action plan typically sets out a 3 to 5 year programme of feasibility work, detailed design and delivery of schemes.

Development of area strategies requires intense effort and is expensive, and it is important that we prioritise where and when we develop area transport strategies. The most recent strategies have been developed in areas where there is significant growth pressure and change likely, where there is a particularly difficult transport challenge or set of problems that needs solving, or where we expect there to be funding opportunities. Over the next 5 years the case for new or refreshed strategies will be considered for:

- **Eastleigh** surrounding area;
- the **Solent** region with a particular focus on Gosport, Havant and Fareham; and
- the **Blackwater Valley** or its constituent urban settlements.

We are also aware of significant regeneration potential for **Andover** and **Farnborough** town centers which may trigger the need for new area strategies to be developed in line with land use changes being led by the borough / district councils.

8.4 Funding

There are many sources of funding for transport projects. Typically these include:

- **annual transport grants** from Central Government to pay for improvement and maintenance of transport infrastructure;
- **competitive bidding** (against other local authorities) for Central Government funding (e.g. challenge funds);
- **developer contributions** for mitigating development impacts, e.g. Section 106 agreements and Community Infrastructure Levy (CIL); and
- the **County Council's own budget**.

Hampshire receives a transport allocation each year from Central Government. This is for improvements and maintenance of the transport infrastructure and is set by a national formula. In real terms the level of funding has declined over time. The Asset Management section of this LTP4 has highlighted that current funding levels are insufficient to maintain the asset and that there is a growing maintenance backlog. There are also early indications that the Government are intending to change the grant system for transport improvements. This means that future grants may be based on the strength of the LTP, its ambition and compliance with national policy agendas.

Hampshire has historically been successful in bidding to Government for various challenge funds. The vast majority of our highways capital programs in recent years have been made up of schemes we have bid for in competition against other local authorities. This is likely to continue to be the case going forward. Our approach to securing these investments is to gather intelligence on funding opportunities, craft strategies and plans with an awareness of what is likely to be forthcoming, and speculatively invest in scheme development and area strategies. We also maintain a local evidence base (strategic transport models) to support the development of strong bids.

Developer contributions are secured through the planning process. They are taken to mitigate the transport impact of a particular development. They make up a significant proportion of the capital program.

The County Council has historically, and continues to put limited local funding into scheme and strategy development and into maintenance funding.

These are likely to remain the main sources of funding going forward and the LTP Action Plan and program of studies and schemes will only be able to come forward with continued national and local funding and more bidding success.

The near horizon for national funding is indicating opportunities around schemes that:

- will support the levelling up agenda;
- are part of well crafted Bus Service Improvement Plans (BSIP's);

- deliver high quality and high impact active travel schemes; and
- support a transition to cleaner fuel vehicles, or
- are road schemes with national importance.

This LTP4 and the first 5 year Action Plan has been drafted with these future funding opportunities in mind.

Beyond this first 5 year period new sources of funding may become available or be needed over time. The LTP4 section on Balancing Travel Demand indicates some new areas of potential funding related to demand management and tackling pollution from transport through new fees and charges. These would be subject to future study and development work.

The County Council would like to see some changes to national funding for transport to make the system and process of competitive bidding more efficient and effective. Our strategic asks of Central Government are:

Strategic funding ‘asks’ from Central Government

- A **consolidated Highways and Transport Fund multi-year settlement**, over at least 5 years and aligning with national infrastructure funding periods, to help with forward planning and provide certainty to operators and other stakeholders considering transport-related investment.
- Allow **greater flexibility over revenue and capital spend**, potentially moving towards a total expenditure (totex) approach (which would benefit highway maintenance). Possibly including amending CIPFA²⁸ regulations to allow earlier capitalisation of scheme study costs and policy development.
- A **simplified approach to mixing different funding streams** from different parts of Government for the same project. Matching different funds, with differing conditions, deadlines for spend and processes makes managing funding complicated
- More **substantial and sustained funding for the delivery of public transport, cycling and walking infrastructure**. By our own estimates the levels of funding available nationally need to be increased by 2.5 times the stated levels in national policy documents and maintained for many years to come if we are to make the modal shift to these modes a reality.

²⁸ Chartered Institute of Public Finance and Accountancy (CIPFA) – sets standards for public expenditure.

8.5 Measuring our success

We will monitor our progress in achieving the proposed LTP4 outcomes on an on-going basis, to ensure that the schemes and measures that we are implementing are delivering the changes we are expecting, and change our approach if necessary.

Monitoring indicators

Meaningful and affordable indicators will be identified to monitor progress in achieving each of the proposed LTP4 outcomes and 'success factors' (see Table 1). Where possible, monitoring data that is already available and collected on a national, regional or local basis will be used to track progress.

Examples of potential indicators include:

- mode share, public transport patronage, walking and cycling activity
- vehicle-kilometres by vehicle type
- percentage of zero emissions vehicles in the fleet
- biodiversity net gain for new schemes
- number of Air Quality Management Areas in place
- Transport for New Homes checklist, to assess transport performance of new developments
- road collisions resulting in fatal, serious, and slight injuries (number and rate; adults, children, and vulnerable users)
- public satisfaction.

A full list of **monitoring indicators** will be included in the final, adopted version of the LTP4, following public consultation on this draft version.

Targets

Targets will be set for key indicators.

Table 1: LTP4 outcome ‘success factors’ (see Section 4.2 for LTP4 outcomes)

Outcome	Success would mean ...
A carbon neutral, resilient Hampshire	
Outcome A	<ul style="list-style-type: none"> • Carbon emissions associated with the use of all transport modes (including the generation of energy to power them) virtually reduced to zero. Any remaining carbon emissions are offset by fully sustainable planting or carbon capture. • Fewer vehicles, with higher levels of usage (to make most efficient use of road space and energy required to produce and run each vehicle). • Public transport, walking and cycling to become the preferred option for travel, resulting in reduced dependency on the private car.
Outcome B	<ul style="list-style-type: none"> • Infrastructure is located, planned, designed and maintained to be resilient to climate change, extreme weather, and incidents; ensures travelling in extreme temperatures is as comfortable as possible; and is cost effective to maintain. • Services and routes return to normal as quickly as possible after incidents on the network and the impact of any disruption on people and businesses is managed. People are still able to access the vital services (e.g. health) during extreme weather, incidents and major disruptive events. • We are better prepared for any future pandemics or other major disruptive events.
Respect and protect Hampshire’s environment	
Outcome C	<ul style="list-style-type: none"> • National air quality limits for nitrogen dioxide (NO₂) and particulate matter (PM) concentrations are fully met; and there are no Air Quality Management Areas (where emissions exceed national limit values) resulting from transport emissions. • Everyone can live, work and play in clean air - adverse impact of road transport emissions on health virtually eliminated. • Substantial reduction in the number of Hampshire residents that are exposed to unacceptable road, rail or air transport noise (55 decibels or more at night, 65 decibels or more during daytime).
Outcome D	<ul style="list-style-type: none"> • A net gain in biodiversity generally (i.e. a greater variety of plants and animals), and more green infrastructure for walking and cycling. • No net degradation of other aspects of the natural and historic environment, moving towards an overall net environmental gain by 2050. • A transport network that promotes access to the countryside for residents and visitors from all walks of life, whilst also preserving and protecting our natural and historic environment.

Thriving and prosperous places	
Outcome E	<ul style="list-style-type: none"> • Successful and vibrant places with economic growth and activity focused in locations that are accessible by walking, cycling and public transport. • High quality town and village centres with attractive walking and cycling environments where people want to spend time, to boost local economies. • Economic hubs and international gateways that are well connected to the regional and national transport network via reliable routes. • Improved access to opportunities and services especially for areas of deprivation and 'left behind places'. • High levels of digital connectivity, enabling people to access work, education, training, and services in a flexible manner.
Outcome F	<ul style="list-style-type: none"> • New development that is mixed use (with higher levels of people living and working locally), and in locations that are integrated with the transport system and avoid car dependency. • New housing development where people choose to walk and cycle, have good access to public transport, and there is minimal need for parking spaces. • New employment development in accessible locations that is well connected by a variety of different transport modes.
Healthy, happy, inclusive lives	
Outcome G	<ul style="list-style-type: none"> • More journeys undertaken by active modes (walking, cycling, scooters, horse-riding). • Streets that are busy with people rather than cars. • Increased levels of individual physical activity (more people travelling actively, more frequently), resulting in improved levels of physical and mental health.
Outcome H	<ul style="list-style-type: none"> • A transport system that is accessible, comfortable, and affordable for all in Hampshire, regardless of background*, income, rural or urban living, or access to the internet or technology. • Significantly more people being able to undertake journeys from end to end, by a variety of modes, in a seamless manner. A higher proportion of the population able to access jobs, services and opportunities by non-car modes. • A transport system that supports strong communities, where people can make connections, access leisure and recreation activities, and live happy lives. <p><i>*This includes protected groups, under the Equality Act 2010, defined by age, disability, gender reassignment, marriage or civil partnership, race, religion or belief, gender, sexual orientation, pregnancy and maternity.</i></p>

National targets

Our monitoring approach will have regard to current and future national targets for transport (Table 2).

Table 2: Current national targets for transport

National target / aim	National policy document
By 2050, every place in the UK will have its own net zero transport network.	Decarbonising Transport: A Better, Greener Britain (2021)
Double cycling activity by 2025 (compared with 2013) Increase walking to 300 stages per person per year. Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.	Walking and Cycling Investment Strategy (2017)
Half of all journeys in towns and cities will be cycled or walked by 2030.	Decarbonising Transport: A Better, Greener Britain (2021)
Get overall bus patronage back to its pre-COVID-19 level, and then to exceed it. From April 2022, Local Transport Authorities will need to have an Enhanced Partnership in place or be following the statutory process to decide whether to implement a franchising scheme.	Bus Back Better: A long-term strategy for buses in England, outside London (2021)
End the sale of new petrol and diesel cars and vans from 2030.	The Ten Point Plan for a Green Industrial Revolution (2020)
Phase out all new non-zero emission road vehicles, from motorbikes to HGVs, by 2040. Deliver a net zero railway network by 2050. Remove all diesel-only trains (passenger and freight) by 2040. <i>In addition, the Government is consulting on a phase out date for the sale of new non-zero emission buses.</i>	Decarbonising Transport: A Better, Greener Britain (2021)
National Air Quality Objectives – UK air quality limits	Air Quality Strategy

9. Glossary

Accessibility - In transport terms, the extent to which services and opportunities (such as health services and shops) and transport services, can be reached by all members of society at a reasonable cost and in a reasonable time scale.

Active travel - The terms 'active travel' and 'walking and cycling' are used in this document to encompass a range of methods of active mobility, including trips made by wheelchair, mobility scooters, adapted cycles and e-bikes.

Air quality - Term used to describe the levels of pollution in the air. Higher levels of pollution lead to lower air quality. Nitrogen Dioxide (NO₂) is emitted by petrol and diesel vehicles; particulate matter (PM) is emitted by petrol and diesel vehicles, and also comprises brake, clutch and tyre dust from all vehicles. Both pollutants are harmful to human health and natural habitats.

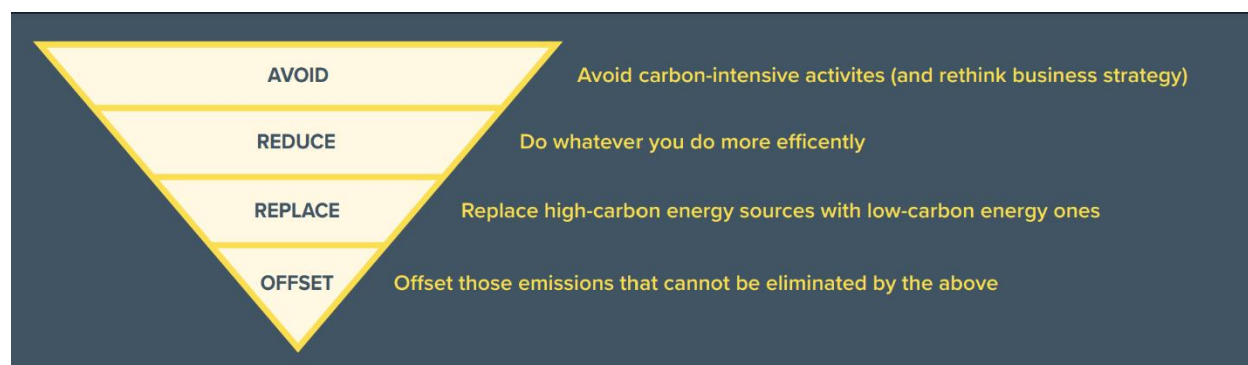
Air Quality Management Area (AQMA) - An AQMA is declared for an area where the local air quality is unlikely to meet the Government's national air quality objectives. Once an AQMA has been declared, the Council has to carry out further work to monitor the air quality in the area and identify what action can be taken to improve it.

Autonomous Vehicle - A vehicle that is able to operate itself and perform necessary functions without human intervention, by sensing their surroundings (also known as self-driving or driverless vehicles).

Behaviour change - A change in how people travel.

Carbon budget - The finite amount of carbon (or carbon dioxide, CO₂) that can be emitted into the atmosphere before global temperatures exceed a specified temperature increase.

Carbon Management Hierarchy - Hampshire County Council's framework for achieving carbon neutrality by 2050, as set out in the [Hampshire County Council Climate Change Strategy 2020-2025](#). The order of priority for actions is AVOID, REDUCE, REPLACE, OFFSET.



Carbon neutral (or net zero) - A situation in which any carbon dioxide emitted to the atmosphere is balanced by **carbon offsetting**, i.e. removals through natural processes (for instance carbon dioxide absorbed by tree growth) or technological means (such as direct air capture).

Carbon reduction pathway - The year-on-year reduction in carbon emissions over time.

Cargo bike - A cycle that is specially designed to carry loads such as deliveries or heavy equipment.

Clean Air Zone (CAZ) - An area where targeted action is taken to improve air quality by reducing pollution from road vehicles e.g. through encouraging greater uptake of Ultra Low Emission Vehicles (ULEVs) and walking and cycling.

Climate change - A long term change in global or regional climate patterns and average temperatures, due to increased levels of greenhouse gases in the atmosphere (including carbon dioxide).

Connected vehicle - Vehicles that are connected to an external network in some way, such as a mobile phone (via Bluetooth), GPS (via a dashboard sat nav system), or internet (from an internal SIM). This allows the vehicle to share data with other devices both inside and outside the vehicle.

Connectivity - In relation to transport, this means the effectiveness of the transport network at getting people from one location to another.

Consolidation centre / hub - A place where many suppliers can have goods delivered and combined into a single fuller load on one vehicle, often smaller, for the last leg of the journey e.g. into the city centre.

Decarbonisation - Removing or reducing the carbon dioxide produced by human activities such as transport.

Demand management - Strategies or measures to reduce the demand for travel e.g. parking charges or road pricing.

Demand Responsive Transport (DRT) - A flexible form of shared transport where people book journeys on identified routes and vehicles alter their routes based on where the people travelling at that time wish to go, rather than fully following a fixed route or timetable. Dial-a-ride services scheduled through next day or advanced bookings are a traditional example. More recent applications of DRT seek to work dynamically, adjusting routes in real time to accommodate new pickup requests often made minutes in advance.

Digital connectivity - The ability to access services or activities through internet or mobile phone connections e.g. working from home or online doctor's appointments.

E-bike - A cycle with an electric battery to assist with pedaling.

Electric vehicle - EVs are vehicles that are either partially or fully powered on electric power.

Enhanced Partnership - An Enhanced Partnership is a statutory arrangement under the 2017 Bus Services Act which can specify, for example, timetables and multi-operator ticketing, and allows the Local Transport Authority to take over the role of registering bus services from the Traffic Commissioners.

Environmental net gain - This is an approach to infrastructure development that leaves the natural environment in a measurably better state than beforehand.

E-scooter - A scooter with an electric battery that propels it forward.

Filtered permeability – Refers to schemes that ‘filter out’ through car traffic on selected streets to create a more attractive environment for walking and cycling.

Healthy streets approach - The Healthy Streets Approach focuses on creating streets that are attractive, comfortable, and safe, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people using streets. This is intended to lead to a healthier environment where people are able to choose to walk, cycle and use public transport more often.

Integrated Sustainability Appraisal (ISA) - This LTP4 has been subjected to a series of assessments that cover the topics of Sustainability and Strategic Environmental Assessment (SA/SEA), Habitats Regulations Assessment (HRA), Health Impact Assessment (HIA), and Equality Impact Assessment (EqIA). Taken together these various assessments are described as an ISA.

Last mile - The last leg of a journey, either for a person or goods being delivered.

Local Cycling and Walking Infrastructure Plans (LCWIPs) - Evidence-based plans that identify preferred walking and cycling routes that connect places that people need to get to. They identify a long-term prioritised programme of infrastructure improvements for future funding.

Local Plans - Local plans are prepared by the local planning authority (LPA), usually the district or borough council or the national park authority for the area. Succinct and up-to-date plans should provide a positive vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities.

Micromobility - The use of small mobility devices, designed to carry one or two people, or ‘last mile’ deliveries. E-scooters and e-bikes are examples.

Mobility - Technologies and services that enable people and goods to move around more freely.

Mobility as a Service - The integration of various modes of transport along with information and payment functions into a single mobility service. Recent services that allow customers to purchase monthly subscription packages giving them access to public transport and private taxi and bike hire schemes are an example.

Mobility credits - Credits provided in exchange for a private vehicle that is given up, which can be spent on certain forms of shared transport e.g. bus, rail, car club. The incentive is created by the credits being greater than the market value of the car.

Mobility hub - A high quality, accessible space bringing together access to different modes of transport e.g. bus, walking, cycling and e-scooter rental and to other activities and services.

Mode shift - A change in the way people travel e.g. from driving to cycling or from the bus to walking.

Movement and Place Framework - Identifies the relative balance between ‘movement’ and ‘place’ in different locations and informs decisions about the types of interventions required.

Moving traffic offence - This includes offences such as driving in bus or cycle lanes, failing to adhere to one-way systems and no-entry signs, banned left and right turns, U-turns, no-vehicle entry points and entering yellow box junctions.

Multi-modal - Involving more than one mode (type) of travelling e.g. both bus and train.

Network management - Running the highway network so that vehicles move around smoothly and efficiently. Management involves measures like responding to incidents and congestion build up.

Noise Important Areas (NIAs) - Areas in which the top 1% of the population affected by the highest noise levels from major roads live.

Parking Management - Strategies to improve the efficiency of parking in an area e.g. public car parks and on street parking within a town. This may involve changing the number of spaces available and the cost to park, to influence the number of people driving into an area and hence traffic levels.

Public transport - Transport that charges fares and runs on fixed routes and is available for use by the public e.g. bus, train and coach.

Ride-sharing (sometimes known as car-pooling) - Formal or informal sharing of rides between unlicensed drivers and passengers with a common or similar journey route. Ride-sharing platforms charge a fee for bringing together drivers and passengers. Drivers share trip costs with passengers rather than making a profit.

Rights of way - Public roads, bridleways, and footpaths.

Settlement hierarchy - A “settlement hierarchy” ranks and classifies settlements, based on the availability and accessibility of a broad range of facilities, a settlement’s economic role and the environmental constraints to development. Settlements that are in a higher tier of the hierarchy will often be more sustainable locations for new development, because residents would be able to access a greater range of services and facilities more easily, without the need to travel by private car.

Shared mobility / shared transport - Transport services and resources that are shared among users, either concurrently or one after another. Public transport, or mass transit, as well as newer models such as car-sharing, bike-sharing and ride-sharing, are all types of shared mobility.

Sustainable transport / travel - Forms of transport / travel that have a low impact on the environment e.g. walking and cycling.

Workplace parking levy - A charge on employers and education organisations for the number of parking places they provide that are regularly used by employees or students.

Zero emission vehicles (ZEVs) – This includes battery electric vehicles, and vehicles powered by other fuels derived from electricity (e.g. hydrogen), and potentially bio-fuels.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Hampshire's Bus Enhanced Partnership Plan & Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Andrew Wilson/Lisa Cook

Tel: 07718 146174 **Email:** andrew.wilson@hants.gov.uk
lisa.cook@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out details of a proposed Hampshire Enhanced Partnership Plan (EP Plan) and Hampshire Enhanced Partnership Scheme (EP Scheme), as the final step in the development of the Enhanced Partnership with bus operators, building on the Hampshire Bus Service Improvement Plan (BSIP) that was approved in October 2021.
2. The EP Plan sets a high-level vision for Hampshire's bus network whilst the EP Scheme sets out the legal obligations on Hampshire County Council and local bus operators. They have been co-developed by Hampshire County Council and local bus operators, engaging closely with neighbouring Local Transport Authorities (LTAs), and have been subject to an operator objection period and statutory consultation.

Recommendations

3. That the Executive Lead Member for Economy, Transport and Environment approves the Hampshire Enhanced Partnership Plan (EP Plan) and Hampshire Enhanced Partnership Scheme (EP Scheme), as detailed within, and appended to this report, as the local response to "Bus Back Better", the national bus strategy, building on the Hampshire Bus Service Improvement Plan (BSIP) that was approved in October 2021.
4. That authority is delegated to the Director of Economy, Transport and Environment to make the necessary arrangements to formally 'make' the EP Plan and EP Scheme in line with Government guidance, to include establishing the governance structure for the Enhanced Partnership.

Executive Summary

5. This report sets out the details of Hampshire County Council's proposed approach to the local delivery of the Government's National Bus Strategy

through a BSIP, EP Plan and EP Scheme for Hampshire. The consistent policy themes running through the National Bus Strategy are a green recovery from the pandemic, decarbonisation of transport and levelling up the economy.

6. The BSIP was prepared following extensive engagement with bus operators and neighbouring LTAs. It is also strongly aligned with the current Local Transport Plan 3, with the guiding principles of the emerging Hampshire Local Transport Plan 4, as well as with Hampshire County Council's Climate Change Strategy and the County Council's strategic aim of promoting strong and resilient economic growth.
7. The Government initially announced that £3 billion would be made available for Local Transport Authorities to bid for towards delivery of local measures. However, the spending review in November 2021 only included £1.2 billion specifically for BSIPs.
8. The Hampshire BSIP was submitted to Government in October 2021, accompanied by a prioritised list of interventions and set out the funding requirements to enable the County Council and its partners to meet the commitments, ambition and targets set out in the BSIP. At the time of writing this report, the amount of funding secured for Hampshire had not been announced by Government and will depend on how the BSIPs are evaluated nationally.
9. Following submission of the BSIP, the County Council was then required to prepare an EP Plan and EP Scheme by April 2022. Together these documents lay the foundation upon which Hampshire County Council and local bus operators can take the first step in working towards realising the shared BSIP ambitions.
10. The EP Plan sets a high-level vision for Hampshire's bus network, including journey time and reliability targets, and the plans to deliver them. It largely replicates the Hampshire BSIP that was published in October 2021.
11. The EP Scheme, which accompanies the EP Plan sets out the legal obligations on Hampshire County Council and local bus operators and is the mechanism by which the commitments made in the BSIP and EP Plan are delivered 'on the ground.' All parties are clear about their respective obligations, and they are, as far as possible, comprehensively, accurately and unambiguously recorded.
12. At the time of writing the EP Plan and EP Scheme, the level of funding available was not known. Therefore, the EP Scheme was only able to contain quite limited statutory commitments where funding could be guaranteed. However, once funding is confirmed, it is intended to use bespoke arrangements for varying the EP Scheme to add in additional facilities and measures that have funding to enable their delivery.
13. Following submission of the BSIP the government required the County Council to engage with stakeholders on both a formal and informal basis around the development of the EP Plan and EP Scheme. The informal consultation took place between October and December 2021 and consisted of a range of initiatives designed to understand stakeholders' aspirations and support.
14. The formal consultation on the draft EP Plan and Scheme took part in two phases as set out in legislation. Firstly a 28-day operator objection period ran from 23 December 2021 until 20 January 2022. The EP could not be progressed

without the formal agreement of the bus operators, but pleasingly no objections were received. This period also gave an opportunity for certain operators to choose to be excluded from the EP Plan and EP Scheme if they wished to be.

15. Following the operator objection period, a 3-week engagement period with statutory consultees took place, between 24 January and 14 February 2022. Nine responses were received, all of which made positive comments alongside suggestions for improvement. Over half explicitly stated support for the Hampshire EP and an interest in working together going forward. Respondents were particularly supportive of proposals for a discounted travel product for young people and for developing a bus service standard for new developments. The suggestions for improvement were varied but in general neighbouring LTAs were keen on cross border initiatives and mutually beneficial bus priority, whilst district/borough councils wanted to see more for their respective areas through bus priority, more ambitious bus growth targets and stronger obligations on bus operators.

Contextual information

16. In March 2021 the Government published England's first National Bus Strategy. It set out a vision for the future of bus services outside London. It required LTAs to confirm if they would deliver the national strategy locally through either formal "Enhanced Partnership" arrangements between local transport authorities and bus operators, or through franchising. Failure to engage and confirm the preferred way forward would result in the Government cutting local bus grants. On 17 June 2021 the Executive Lead Member for Economy, Transport and Environment confirmed it was the County Council's intention to enter into an Enhanced Partnership.
17. The National Bus Strategy, and additional funding flowing from it, would contribute significantly Hampshire County Council's Climate Change Strategy and the County Council's strategic aim of promoting strong and resilient economic growth, as well as assisting recovery from the Covid pandemic.
18. The strategy represents an opportunity for the County Council to extend its productive partnership working arrangements with bus operators and neighbouring local transport authorities, in order to enhance the quality and attractiveness of the bus network. The National Bus Strategy indicates that the level of funding to be received by LTAs will reflect the level of local ambition demonstrated by the LTAs and their bus operators.
19. The strategy also set out the conditions that LTAs should adhere to, not only to access the national funding for enhancements, but also to secure ongoing financial support for bus operations in their area. The key milestones are:
 - 30 June 2021: commit to establishing Enhanced Partnerships under the Bus Services Act;
 - 31 October 2021: publish a local Bus Service Improvement Plan (BSIP) in line with the strategy requirements; and
 - April 2022: have an Enhanced Partnership (EP) in place or be following the Franchising process.
20. At the Decision Day on 17 June 2021, the Executive Lead Member for Economy, Transport and Environment approved that a Statutory Notice should

be issued stating the County Council's intention to enter into an Enhanced Partnership with bus operators serving Hampshire.

21. At the Decision Day on 28 June 2021, the Executive Lead Member for Economy, Transport and Environment approved the Hampshire Bus Service Improvement Plan (BSIP) and gave approval for a consultation exercise to be conducted as part of the BSIP and Enhanced Partnership requirements.
22. The BSIP follows a template structure provided by the DfT, setting out:
 - how the current bus network in Hampshire compares to the ten ambitions outlined in the DfT's May 2021 BSIP guidance;
 - a series of targets for reducing average bus journey times and for the percentage of bus services running on time; and
 - a high-level vision and a series of ten long-term commitments for how the County Council and bus operators will work to improve the quality of local bus services in Hampshire up to 2030.
23. There are two parts to an Enhanced Partnership:
 - an EP Plan, which is a clear vision of the improvements to bus services that the EP is aiming to deliver, subject to the level of funding secured, mirroring the BSIP; and
 - EP scheme – an accompanying document setting out the improvements that will be made by the LTA and bus operators to deliver the improvements set out in the EP Plan.

Enhanced Partnership Plan (EP Plan)

24. The EP Plan for Hampshire, attached as Appendix 1 to this report, sets out the high-level vision for Hampshire's bus network, including journey time and reliability targets, and the plans to deliver them.
25. Section 2 of the EP Plan summarises how the current bus network in Hampshire compares to the ten ambitions outlined in the DfT guidance. It describes the current levels of bus use, gives details of which services receive support, locations of existing bus priority measures, and the main destinations bus passengers travel to. It outlines how buses are used and the key issues affecting bus services across the county and in each of the six main urban areas.
26. Section 3 sets out a series of targets for reducing bus journey times and for the percentage of bus services running on time. There are also countywide targets for passenger growth and customer satisfaction. The headline countywide targets are to:
 - reduce average bus journey times across Hampshire by March 2025 and by 9% by March 2030;
 - improve bus journey time reliability with 87% of services on routes operating on time from March 2025 onwards and 92% by March 2030;
 - assuming bus passenger numbers return to around 80% of pre Covid-19 levels by the end of March 2022 then return bus passenger numbers to pre-Covid 19 levels by March 2023. Increase bus passenger numbers by 5% from 2022/23 levels over the period April 2023 to March 2025 and 10% between April 2025 and March 2030; and

- increase bus passenger satisfaction by 5% from a base of 89% in 2019/20 to 94% by March 2025.
27. The proposed targets will be kept under review and revised to reflect the BSIP funding allocations, and to take account of the considerable uncertainty about the rate at which passenger numbers will continue to recover during the course of 2022 and potentially beyond.
 28. Section 4 of the EP Plan sets out a high-level vision and a series of ten long-term commitments for how the County Council and bus operators will seek to improve the quality of local bus services in Hampshire up to 2030, subject to securing additional funding.
 29. Section 5 summarises how Hampshire County Council will report on progress of the EP Plan. It is proposed that the County Council will publish a report in May and November each year showing progress made against the targets set out in the Plan.
 30. Section 6 provides an easy to read table showing how all the key outputs of the EP Plan meet the requirements set out in the Government's Bus Back Better Strategy.
 31. Appendix 1 of the EP Plan presents a prioritised list of the facilities and measures that the County Council wishes to deliver, with the progress and timing of delivery dependent on the amount of funding secured.

Enhanced Partnership Scheme (EP Scheme)

32. The EP Scheme attached as Appendix 2 to this report, has been drafted in accordance with the statutory requirements in section 138 of the Transport Act 2000. It therefore sets out the legal obligations of Hampshire County Council and local bus operators and is the mechanism by which the commitments made in the BSIP and the EP Plan are delivered 'on the ground'. All parties are clear about their respective obligations, and they are, as far as possible, comprehensively, accurately and unambiguously recorded.
33. The EP Scheme places an obligation on the County Council, in its role as Local Transport Authority (LTA) for Hampshire, to deliver its requirements and similarly that all bus operators agree to abide by the standards of service it imposes. There is an opportunity for legal redress if the obligations are not fulfilled.
34. Section 2 describes the geographical coverage of the EP Scheme, confirming that it will cover all local bus services operating in Hampshire. It also lists any operators that have chosen to be exempt from the requirements of the EP Scheme on the grounds that the majority of mileage they operate is within another LTA or that they only operate one or two bus services that are low frequency or operate demand responsive rural services.
35. Section 3 details the obligations of Hampshire County Council. These focus on maintaining the highway network as well as informing bus operators about roadworks and maintaining the facilities it provides for buses such as bus lanes, bus stops, real time information displays and other infrastructure. In addition, the County Council will provide information to Traveline on changes to bus services and commit to continue to provide a website dedicated to public transport,

offering links to a journey planner, travel guides, timetables & maps, information about concessionary bus passes and travel vouchers.

36. The County Council also has statutory commitments in relation to providing suitable transport arrangements for children to attend school in line with the Education Act and reimbursing bus operators and assessing passengers' eligibility for concessionary travel. Both of these requirements are now enshrined in the EP Scheme.
37. Section 4 details obligations on local bus operators. These centre on a commitment to run all commercial and tendered bus services that have been registered to operate in Hampshire, except under exceptional circumstances. Other key commitments are an agreement to standardise the dates of timetable change dates for local operating areas, to two dates per year across the local bus network in Hampshire. Bus operators will now also ensure that network maps and timetables they produce will include details of complementary bus service connections that are provided by other operators. Where bus operators provide contactless ticket machines, next stop audio/visual announcements and USB charging points, operators will commit to ensure these are maintained in good working order.
38. Section 5 highlights two joint commitments by the County Council and local bus operators to agree to accept Solent Go products and also to produce and maintain a Hampshire Bus Customer charter, setting out clear provisions on punctuality, vehicle cleanliness, proportion of services operated, information and redress.
39. The final section of the EP Scheme provides details of Governance arrangements. There will be an EP Board, which will meet quarterly to oversee work on delivery of the EP Scheme and monitor and review progress of delivery of facilities and measures. It will also formally consider all variations to the EP Scheme, the process for which is also detailed in this section.
40. The EP Board will be supported by EP Working Group(s) that will make day-to-day operational decisions but will have no formal powers. Its role being to measure progress towards EP Plan targets and undertake reviews of the document, deliver the EP Scheme facilities and measures, and action requests from the EP Board and EP Forum.
41. In addition, there will be an EP Forum that will monitor progress towards EP Plan targets and input into annual reviews and updates. The Forum will provide oversight of progress and act as formal consultees to the future content and arrangements as well as initially considering any proposed variations to the EP Scheme. The Forum would meet twice a year with membership being drawn from a wide range of stakeholders. A separate Bus Users Forum is to be established, providing a mechanism for the views of bus users to be shared with the County Council and bus operators.
42. Unlike the EP Plan which focusses on the provision of new infrastructure and enhancing commercial operations which do not require local authority support, the EP Scheme also has to consider what known local authority funding is available and the level of fare income available to bus operators. At the point at which the EP Scheme was drafted, the DfT funding allocations to LTAs from the £1.2billion of Bus Back Better were not known, and the advice re-introduced by the Government in December 2021 to work from home where possible is likely

to have an adverse impact on bus passenger numbers. It would therefore not be practicable for signatories to make firm financial commitments within the EP Scheme, in light of these factors.

43. Given the above, the initial EP Scheme primarily focused on existing legal and statutory obligations of both the County Council and operators, together with other commitments that can be made at little or no cost. Once there is greater certainty around future funding, the bespoke variation mechanism contained in the EP Scheme will be used to add other measures and facilities into the Scheme.

Finance

44. The County Council has been successful in securing Local Transport Authority Bus Capacity Funding allocation from DfT, the purpose of which was to cover costs incurred in the preparation of the BSIP and EP.
45. Achieving the full ambition and many of the commitments set out in the EP Plan is conditional on securing additional funding from the DfT's Bus Back Better funding stream. The Government initially announced that £3billion, covering the three-year period from 2022/23 to 2024/25, would be made available for LTAs to bid for towards delivery of local measures. However, the spending review in November 2021 set out a commitment to £1.2billion of additional funding specifically for facilities and measures included in BSIPs. There has been no indication of the levels of funding that might be made available from 2025/26 until 2030.
46. The DfT stated that the level of ambition set out by LTAs within their BSIPs would be rewarded. The Hampshire BSIP was formally submitted to Government in October 2021 and was crafted to demonstrate this high level of ambition, so it is considered that there is a strong likelihood that Hampshire will perform well.
47. The BSIP was accompanied by a prioritised list of interventions and set out a funding ask of approximately £140million in order for the County Council and its partners to be able to realise the commitments, ambition and targets set out in the BSIP.
48. In the likely event that the amount of funding secured is less than the £140million as identified above, this will limit the scale of improvements, and in turn dictate the level of increase in bus passenger journeys that the County Council and local bus operators can achieve over the period to 2024/25 and beyond.

Consultation and Equalities

49. In line with guidance issued by the Department for Transport, the County Council has undertaken consultation to gain the views and support of stakeholders both on the existing bus network and potential improvements that could be made through the Enhanced Partnership.
50. Following the submission of the BSIP the government required the County Council to engage with stakeholders on both a formal and informal basis around the development of the EP Plan and EP Scheme. The informal consultation took

place between October 2021 and January 2022 and consisted of a range of initiatives including a Passenger Transport Forum, meetings with district and parish councils and a series of virtual drop-in sessions that any interested stakeholders could sign up to. Two focus groups were also conducted, the first group consisted of regular bus users and the second group consisted of infrequent or non-bus users. In addition to this there were regular meetings with all local bus operators and neighbouring local authorities. Overall, there was strong support for the scope and direction of the BSIP as well as support for the priorities the County Council has identified.

51. In advance of the formal consultation, there was regular dialogue with the main bus operators in Hampshire, so that there were no surprises in the draft EP Plan and Scheme. The requirements for consultation are set out in the Transport Act 2000 and consist of a two-part process. Firstly a 28-day operator objection period ran from 23 December 2021 until 20 January 2022. The EP could not be progressed without the formal agreement of the bus operators, but pleasingly no objections were received. This period also gave an opportunity for smaller operators, or those that only marginally enter Hampshire, to choose to be excluded from the EP Plan and EP Scheme if they wished to be.
52. Following the operator objection period, a 3-week formal consultation period with statutory consultees took place. This ran between 24 January and 14 February 2022. This engagement took place with seven statutory consultees that were prescribed in the DfT guidance. There were no specific questions for respondents to complete, open comments were welcomed and unprompted. The prescribed statutory consultees who were engaged with were:
 - all operators of local bus services affected by any of the proposals;
 - organisations that represent local passengers;
 - district or borough councils, National Park Authorities (within Hampshire) and neighbouring Local Transport Authorities (LTAs) who would be affected by the EP proposals;
 - the Police;
 - the Traffic Commissioner;
 - Transport Focus; and
 - the Competition and Markets Authority (CMA).
53. Nine responses were received, 44% from neighbouring LTAs, 33% from local district/borough councils and 22% other (the CMA and Transport Focus). All respondents made positive comments alongside suggestions for improvement. Over half explicitly stated support for the Hampshire EP and an interest in working together going forward. Respondents were particularly supportive of proposals for a discounted travel product for young people and for developing a bus service standard for new developments. The suggestions for improvement were varied but in general neighbouring LTAs were keen on cross border initiatives and mutually beneficial bus priority, whilst district/borough councils wanted to see more for their respective areas through bus priority, more ambitious bus growth targets and stronger obligations on bus operators.
54. In terms of equality impacts, there is a higher reliance on buses amongst particular sectors of the population: women, younger age groups (16–19-year-olds), part-time workers, ethnic minorities, those in manual occupations, and those on low incomes. 18.9% of households in Hampshire have no access to a

car or van. In light of this, there is a need to support the most socially excluded residents who are disproportionately represented as bus passengers. Around one in three bus journeys in Hampshire are made by concessionary pass holders.

55. The EP Plan commits to delivering bus services that are more frequent, more reliable, easier to understand and use, and better co-ordinated. This will enable people to access essential services and lead independent lives for longer within their own communities. The outputs of the EP will therefore have a particularly positive outcome for those groups who are statistically more frequent users of public transport including younger and older people, women, those with the protected characteristics of disability, race, pregnancy and maternity, those living in rural locations and those on lower incomes. Residents with the protected characteristic of religion or belief could also be impacted positively through improved services supporting access to religious events or places of worship.
56. The bus users forum will be the mechanism used in order to engage with the groups as set out above in order to gain a better level of understanding on how proposals will have a positive impact on their lives and ensure that these groups benefit from the funding.

Climate Change Impact Assessments

57. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
58. The climate change tools will be fully utilised for the EP Scheme when detailed delivery information is available.

Carbon Mitigation

59. By increasing the modal share of journeys made by bus, and decreasing the share made by private car, the BSIP would support a reduction in carbon emissions from transport. Buses also make more efficient use of road space – a double decker bus can take up to 75 cars off the road. Bus operators will continue to invest in their bus fleets, which already perform well in terms of nitrogen dioxide and particulate matter emissions. On average, each journey made by bus generates a 50% reduction in carbon emissions over a journey made by private car. Bus operators, in partnership with the County Council will continue to seek funding from the Government towards zero carbon buses, which could be either electric or hydrogen buses. This will see the number of diesel buses progressively reduced over time.

Conclusions and Next Steps

60. The approach to the Hampshire Enhanced Partnership Plan and Enhanced Partnership Scheme set out within this report are consistent with the policy

objectives of the existing Local Transport Plan 3 and the emerging Local Transport Plan 4, and could contribute significantly to Hampshire County Council's Climate Change Strategy and the County Council's strategic aim of promoting strong and resilient economic growth, as well as assisting the economic recovery from the Covid pandemic.

61. Delivery of the approach set out within the EP Plan and EP Scheme would enable the County Council to begin the work needed to meet the objectives set out within the Government's Bus Back Better Strategy and the Hampshire BSIP as well as maximising the likelihood of securing additional funding to deliver the proposed improvements. This work would build upon the already positive working relationship the County Council has with its bus operators and enable the best outcomes for bus users in Hampshire.
62. The intention is to 'make' the Enhanced Partnership in April 2022, in line with Government requirements. The EP Plan represents the County Council's ambition, with the EP Scheme containing the details of what the County Council and bus operators are able to commit to and will be updated using the bespoke variation mechanism as funding becomes available. The EP Scheme will also be reviewed on a six-monthly basis, to consider progress towards targets and outcomes.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Bus Back Better : National Bus Strategy Bus Back Better - National Bus Strategy-2021-06-17-EMETE Decision Day (hants.gov.uk)	17.6.21
Bus Service Improvement Plan Decision Record - Bus Service Improvement Plan-2021-10-28-ELMETE Decision Day (hants.gov.uk)	28.10.21
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
Bus Back Better Bus Back Better (publishing.service.gov.uk)	March 2021
Bus Services Act 2017: Enhanced Partnership Guidance The bus services act 2017: enhanced partnerships (publishing.service.gov.uk)	Updated July 2021

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

- 2.1. In terms of equality impacts, there is a higher reliance on buses amongst particular sectors of the population: women, younger age groups (16–19-year-olds), part-time workers, ethnic minorities, those in manual occupations, and those on low incomes. 18.9% of households in Hampshire have no access to a car or van. In light of this, there is a need to support the most socially excluded residents who are disproportionately represented as bus passengers. Around one in three bus journeys in Hampshire are made by concessionary pass holders
- 2.2. The EP Plan commits to delivering bus services that are more frequent, more reliable, easier to understand and use, and better co-ordinated. This will enable people to access essential services and lead independent lives for longer within their own communities. The outputs of the EP will therefore have a particularly positive outcome for those groups who are statistically more frequent users of public transport including younger and older people, women, those with the protected characteristics of disability, race, pregnancy and maternity, those living in rural locations and those on lower incomes. Residents with the protected characteristic of religion or belief could also be

impacted positively through improved services supporting access to religious events or places of worship.

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Hampshire Enhanced Partnership Plan



Hampshire (Bus) Enhanced Partnership Plan

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Section 1 – Overview

1.1 Geographical Area covered by this Enhanced Partnership

This Enhanced Partnership (EP) Plan for Hampshire sets a high-level vision for Hampshire’s bus network, including journey time and reliability targets, and our plans to deliver them. It largely replicates the Hampshire Bus Service Improvement Plan (BSIP) that was published in October 2021. This EP Plan covers the single Local Transport Authority (LTA) area of **Hampshire County Council (HCC)**, the geographical area of which is shown in green in Figure 1 and was developed jointly with local bus operators. The County has a land area of 368,000 hectares.

Figure 1 – The area covered by the Hampshire EP Plan



The two coastal cities of Southampton (population ~253,000) and Portsmouth (population of ~215,000) are Unitary Authorities and are LTAs in their own right, and do not form part of the Hampshire LTA area.

Introduction to Hampshire – demography, travel patterns and local government structure

In 2020, Hampshire had a population of just under 1.39 million residents. In 2011, Hampshire had 728,980 households with 2.42 residents living in each household. In 2011, 91.8% of Hampshire's resident population were of 'White British' ethnicity. Those in other ethnic groups account for 8.2%. A total of 15% of the land area of Hampshire is defined as urban city or town but 78% of the population live in urban areas. Our cities, towns, villages and countryside are home to a wide range of leisure, cultural and historical attractions, including coastal harbours, rivers, beaches, theatres, the historic cathedral city of Winchester, chalk downland, two National Parks and a number of Areas of Outstanding Natural Beauty. Access to these assets are supported by our bus network.

This mixture of urban, suburban and rural communities results in a range of transport challenges, from rural isolation in more remote areas to poor air quality and congestion in parts of our cities, along with pockets of 'transport poverty'. Buses already play a key role in alleviating these problems. Buses are our most used form of public transport and make a real difference to people's everyday lives, allowing them to get to work, to visit friends and family, get to the shops, and to essential services such as schools, colleges, libraries, GP surgeries and hospitals.

The two cities of Southampton and Portsmouth are both important employment, retail and cultural centres and contain two important ports and two major regional hospitals, so see significant cross-boundary travel to and from Hampshire. Therefore, HCC does work very closely in partnership with both cities and with the Isle of Wight on cross-boundary transport issues, through the Solent Transport partnership. HCC has worked in partnership with them on a joint Local Transport Plan covering the Urban South Hampshire area and on delivering joint Local Sustainable Transport Fund (LSTF) projects. More recently we have jointly developed successful bids to the DfT's Transforming Cities Fund (TCF) to deliver corridor-based bus and active travel improvements covering the two cities and parts of their wider travel-to-work areas.

In Hampshire itself, whilst HCC is the upper tier local authority, there are 11 district or borough councils that are the lower tier authorities within Hampshire. The boundaries of these are shown in Figure 2. The 85% of the county that is rural includes parts of two National Parks (also shown on Figure 2).

Figure 2 – The main towns, strategic and main A-road networks and boundaries of the 11 Districts and two National Parks within Hampshire, and Southampton and Portsmouth

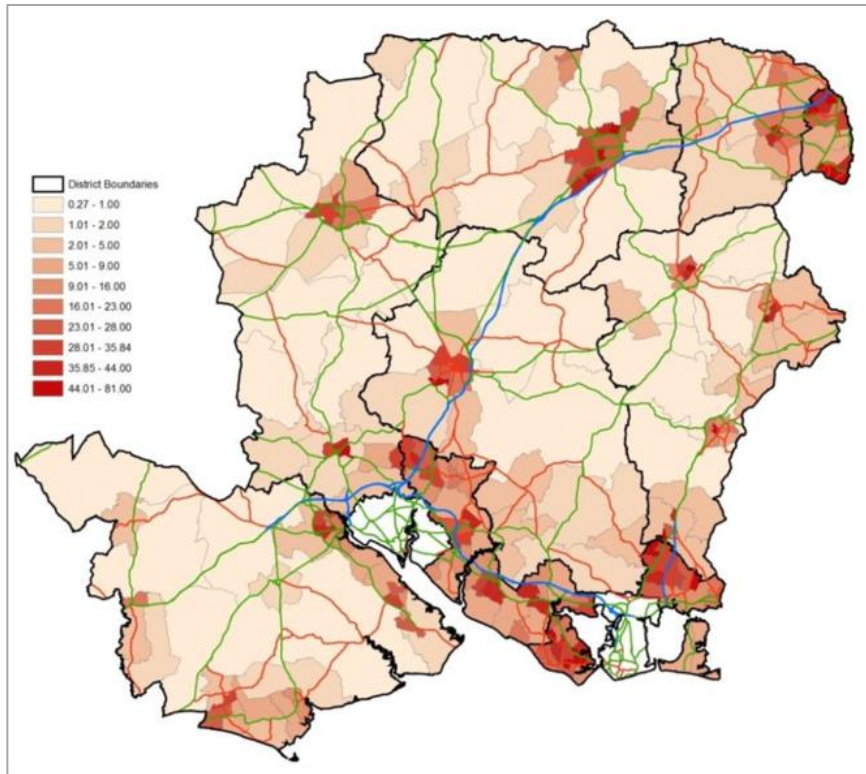


Coastal areas of southern Hampshire between the two cities of Southampton and Portsmouth along the M27 corridor are heavily urbanised, and have been a strong focus for new development.

Population Density

Hampshire as a whole has a population density of 493 residents per square kilometre. Figure 3 shows how population density varies between urban and rural areas, with the population highest in the main urban areas. The largest towns in Hampshire are Basingstoke, Winchester, Farnborough, Aldershot, Andover, Eastleigh, Fareham, Gosport and Fleet. Away from these larger urban centres are a series of several smaller “market towns” that serve an extensive rural hinterland, such as Alton, Lymington, Petersfield, Ringwood and Romsey.

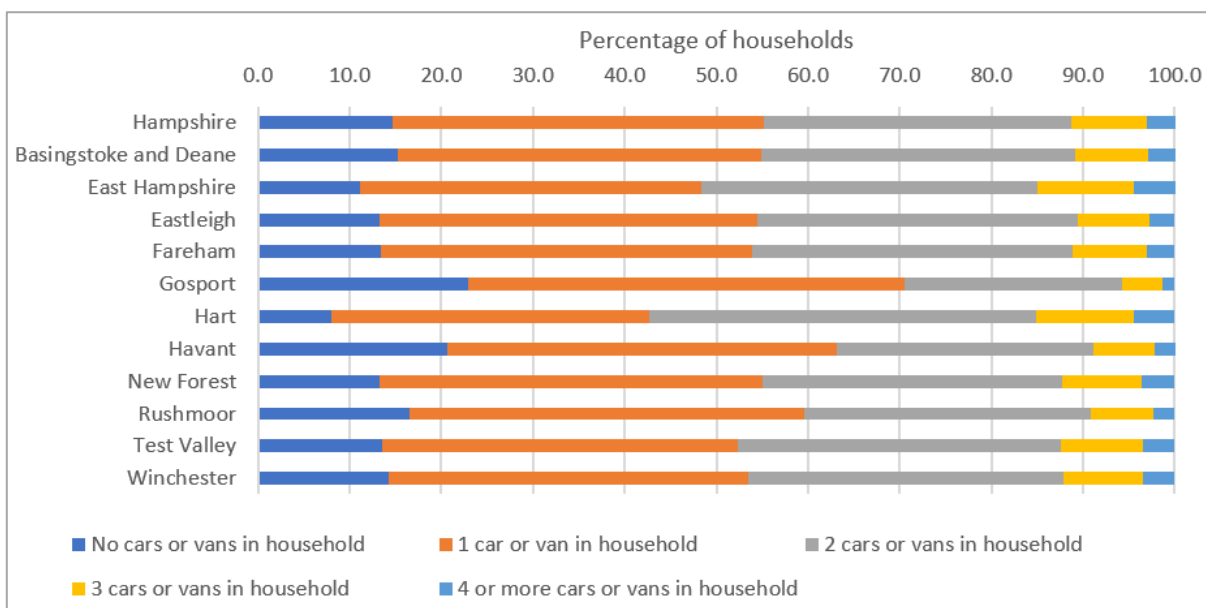
Figure 3 – Population Density in Hampshire (number of people per hectare)



Levels of Car Ownership and Use

As Figure 4 below shows, Hampshire has generally high levels of car ownership. In 2011, there were 545,250 cars available to Hampshire households, with 15% of households having no car available to them. The percentage of households with access to one or more cars in Hampshire is 85% compared to the national average of 73% and continues to rise. 45% of households in Hampshire have 2 or more cars – which is above the average for the South East of 40.6%. The number of three car households increased from 8.1% to 9.6% of households between 2001 and 2011).

Figure 4 – Percentage of households with different levels of car ownership for Hampshire as a whole and for each of the eleven Borough and District areas in the county



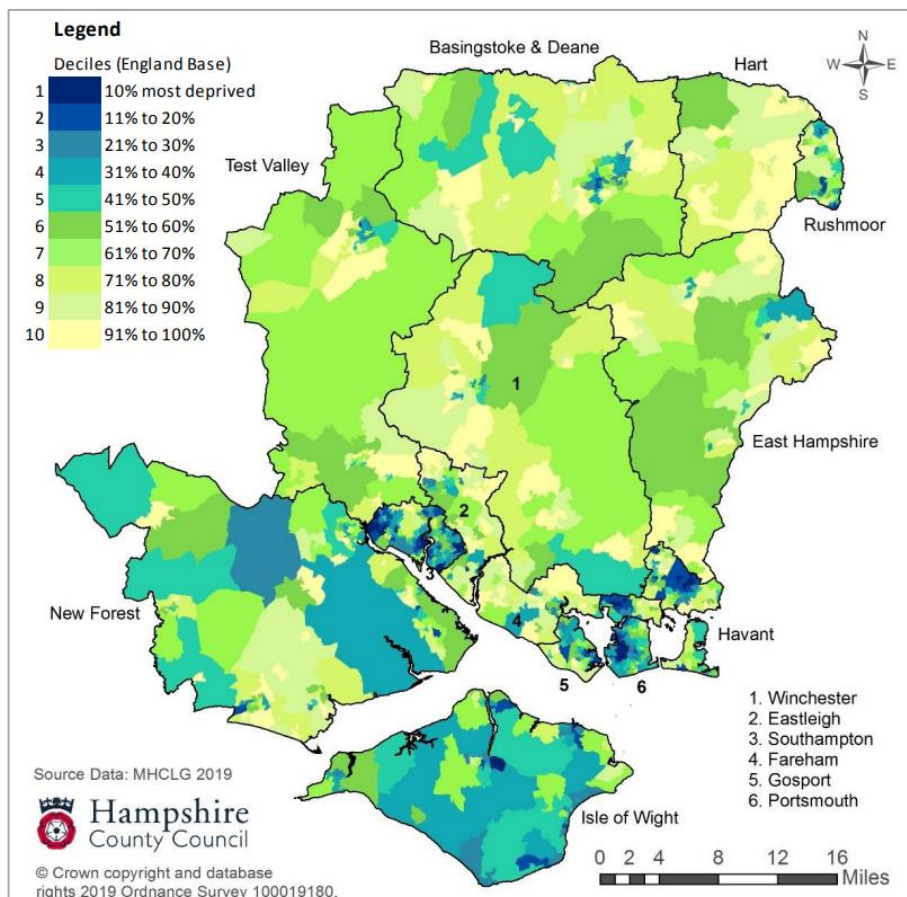
Hart District has the highest car ownership levels in Hampshire with 1.7 cars per household and only 8% of households with no car, while 57% have 2 or more. On the other hand, Gosport Borough has the lowest number of cars per household at 1.1 and the lowest proportion of households with 2 or more cars at 30%. The proportion of no car households is highest in Gosport (20%) and Havant (16.1%). Gosport and Havant are characterised by low median pay (below UK average), and pockets of deprivation.

Levels of car use are also high and Hampshire has diffuse commuting patterns, making certain commuting trips difficult to serve efficiently by bus. However, 31% of commuting trips are less than 5 miles, meaning that there is scope for a greater proportion of these journeys to be made by bus and sustainable modes rather than by private car. At a national level, the proportion of young people that hold driving licences in the UK is declining. For 16-19 year olds this has dropped from 48% to 31% and for 20-29 year olds 75% to 66%, in 2016. On the other hand, those aged 40-69 years old have consistently maintained the level of driving licences at 80%. It is unclear whether this is due to changes of behaviour other factors such as later car ownership.

Level of Deprivation

The 2019 Index of Multiple Deprivation provides a useful measure of how deprived places are relative to others in the England. Figure 5 shows across Hampshire as a whole, in 2019 there were 7 areas in the 10% most deprived areas in England (6 in Havant, 1 in Gosport).

Figure 5 – Map to show levels of deprivation of small areas (known as Lower Super Output Areas) within Hampshire, Southampton, Portsmouth and the Isle of Wight relative to all parts of England



In Hampshire, there are a total of 40 areas in the 20% most deprived areas in England (23 in Havant, 8 in Gosport, 3 in both New Forest and Rushmoor, and 1 in each of Basingstoke, Eastleigh, and Test Valley). In the same year, within Southampton there were 19 areas and in Portsmouth there were 15 areas in the 10% most deprived areas.

What all this means for our ambition to grow bus travel in Hampshire

There is therefore, both a challenge and opportunity in Hampshire to increase bus patronage. Firstly, an opportunity exists to capture and cater for the growing number of young people who do not have a driving licence and are therefore dependent on public transport or others for transport to opportunities. However, a challenge arises with the lack of clustering of young people, who are more likely to use buses, meaning that providing viable and attractive bus services is difficult. Due to high levels of car ownership in the county, there may be greater difficulty in fostering this modal shift than in other LTA areas. Overall, despite being a county of low levels of deprivation, Hampshire still has variable needs for public transport across the districts, particularly in relation to providing connectivity between towns and facilitating socially necessary journeys to facilities such as healthcare facilities and town centres, particularly for the growing elderly population.

1.2 Justification of why this EP Plan covers a single LTA area (Hampshire)

In preparing this EP Plan we have engaged very closely with all neighbouring LTAs, in particular Southampton City Council, Portsmouth City Council and Surrey County Council, (with whom we have the largest number of cross-boundary bus routes) in order to identify and agree common goals for improvements to our respective bus networks.

Although there are a number of cross-boundary services between the cities and Hampshire, the majority of 'turn up and go' high frequency bus services start and end within their unitary areas (or extend for a short distance into Hampshire) and hence the majority of bus mileage operated does not cross LTA boundaries. Although the three LTAs share common ambitions around integration, fares and ticketing and delivering bus priority, the cities also have different characteristics and challenges relating to bus networks compared to Hampshire. Levels of car ownership are lower and bus use per head of population in the cities are higher than in Hampshire. In some parts of Hampshire, under provision is a theme, particularly in more isolated, hard to serve rural communities.

HCC also work very closely with Surrey County Council on cross-boundary transport planning for the Blackwater Valley area, covering four towns within north east Hampshire and north west Surrey. As a significant proportion of local bus services in the Blackwater Valley do operate across the LTA boundary, with similar amounts of mileage in each, both LTAs have worked together to agree a common approach to improving bus services and targets within the four Blackwater Valley towns.

On this basis, the approach that has been taken is that the urban unitaries of Southampton and Portsmouth and Surrey have each prepared their own BSIPs and EP Plans. However, in recognition of the important role that cross-boundary bus services play in connecting residential areas to employment areas and key services (such as hospitals), all four LTAs have collaborated closely in the development of our respective BSIP and EP Plans to ensure that our ambitions and approaches to improving bus services are closely aligned. This joined up approach reflects how we will each work with bus operators and other stakeholders to improve the quality, reliability and attractiveness of bus services that operate across LTA boundaries.

1.3 Why the Enhanced Partnership route has been chosen

HCC has a long history of effective voluntary partnership working with bus operators in Hampshire, aside from major schemes such as the Eclipse Bus Rapid Transit scheme between Fareham and Gosport. This approach has worked well for Hampshire delivering sustained improvements for bus users over more than a decade. HCC have delivered investment in bus priority, quality bus stop infrastructure, including Real Time Information screens at bus stations and busier bus stops and have utilised government funding to provide Contactless Ticket Machines for all major operators in Hampshire. This investment has levered in private sector funding from bus operators for new fleets of vehicles, wi-fi on buses, and next stop announcements. Some of these initiatives are pictured below.



The following initiatives are examples that have been delivered within Hampshire, which have helped to improve the quality and the attractiveness of local bus services and will be built upon through the BSIP and EP:

- Measures by Hampshire County Council to improve bus journey times and reliability: most notably the development of the **Eclipse BRT busway** between Gosport and Fareham, which avoids congested sections of the A32 corridor, and 'The Star' bus lanes on the A3 in Waterlooville and Horndean, with further Transforming Cities Fund (TCF) funded measures currently being delivered between Totton and Marchwood in the Southampton Travel to Work Area and on key commuter corridors from Fareham, Havant and Waterlooville to Portsmouth in the Portsmouth Travel to Work Area);

- The **Blackwater Valley Gold Grid** project, in partnership with Surrey County Council, Enterprise M3 LEP (who contributed £4m from their Local Growth Fund) and Stagecoach has focused on the corridor of the Gold 1 service, which serves Aldershot, Farnborough, Frimley and Camberley; a successful and strategically important bus service for Blackwater Valley. Investment has been made in Farnborough Town Centre and at Farnborough Main station. The latest stage of this investment will be complete by the end of 2022 and has three main components:
 - A new 150m long southbound bus lane along Alexandra Road in North Camp to reduce congestion related delay for bus services;
 - Implementation of improved intelligent transport systems on the Blackwater Valley Gold Grid to provide bus priority through signal junctions to minimise delay to bus services;
 - Provision of Real Time Passenger Information at bus stops along Gold Route One to enhance the passenger service.

The project has built on significant investment of £4.5 million by the local bus operator in modernising their vehicle fleet on Gold One, complementing better linkages of active travel, bus and rail services and further opportunities to better link business parks and hubs to the public transport network.

- Measures by Hampshire County Council and bus operators to provide a consistent bus offer **rolling out new technology to improve the customer experience** and to improve the product such as early adoption of payment by contactless card, the Solent Go multi-operator smartcard, in-vehicle wi-fi, USB charging points and 'next stop' announcements on all buses (available since 2019), as well as real time information at nearly 500 bus stops;
- **Bus operator fleet investment and ticketing innovation** - to provide a consistent high quality bus service (through heavy investment in their bus fleets) and initiatives to improve the bus offer such as good value urban zone weekly tickets targeted towards commuters;
- Heavy **investment by operators in ultra-low carbon Euro VI diesel buses**, which now comprise 59% of buses that operate in the Hampshire, Portsmouth and Southampton area – both new vehicles and retrofits to existing bus fleets delivered through the DfT/DeFRA Clean Bus Technology Fund); and
- **Investing £3.5m a year to maintain bus service levels** on commercial and on the majority of supported bus service routes, to help support the bus network although budgets for socially necessary bus services have been reduced as part of wider local authority wide cost-reduction programmes.

It is the shared view of HCC and operators that a single Enhanced Partnership for the whole of Hampshire, result in better outcomes for bus services in Hampshire. Given the already close partnership working and strong relationships between HCC and bus operators, this approach is considered to be the best way of meeting the high level of ambition outlined in this EP Plan, rather than through a franchising approach.

This EP Plan represents an opportunity for HCC to extend its successful and productive partnership working arrangements with bus operators and neighbouring LTAs, in order to improve the offer to the local community, enhance facilities and develop a partnership that can help expand the commercial bus network in Hampshire.

1.4 EP Plan duration, annual review process and alignment with Local Transport Plan

The Hampshire EP Plan covers the period up until 31 March 2030 and will be reviewed annually. In summer 2022, and each year thereafter, the Hampshire EP Forum (a working group of HCC, bus operators, business groups and other stakeholders) will be convened to review the efficacy of the Hampshire EP Plan ambitions and progress made towards targets. Collective decisions will be taken as to whether the level of ambition needs to be raised or whether the existing content is sufficient. Neighbouring LTAs will have an opportunity to contribute their views. If the Forum makes revisions to the EP Plan, a report will be taken to HCC's Cabinet or the Executive Member for Economy, Transport and Environment in either October or November of the appropriate year for political decision and sign off of the revisions if advice received from legal services is that this is required.

This EP Plan is fully aligned with the emerging Hampshire Local Transport Plan 4 (LTP4), which will form the primary transport strategy for the County until 2050. The Hampshire LTP4 strategy is expected to include a goal of reducing car dependency, and the plans set out in this EP Plan to increase the level of bus use will play an important part in achieving this goal.



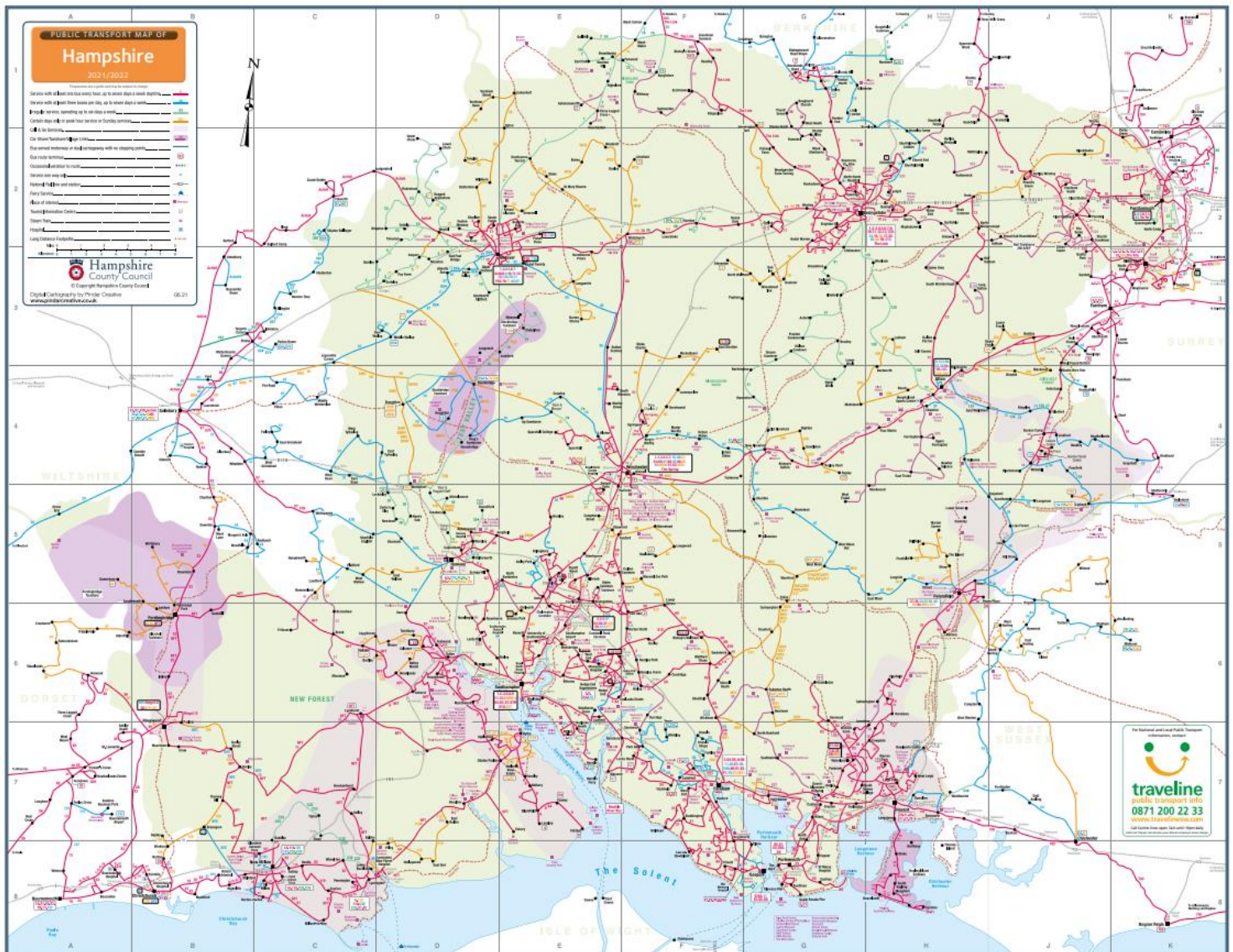
Section 2 - Current bus offer to passengers

2.1 Overview of the Hampshire bus network, level of use and punctuality

Bus services and usage in Hampshire are summarised in Figure 6. Bus passengers make a substantial contribution towards the Hampshire economy, being the most heavily used form of public transport in the County and a lifeline for those without an alternative. Levels of bus use reflect Hampshire being a large, predominantly rural, shire authority, with above average levels of car ownership.

The current bus network has been developed in partnership with and by commercial operators over time to meet changing levels of demand and travel patterns. 97% of bus service mileage in Hampshire is run by four bus operating companies – Stagecoach South, First Hampshire, Dorset and Berkshire, Go South Coast and Xelabus.

Figure 6 – Map and Overview of Hampshire bus network (map includes services into Southampton & Portsmouth LTAs)



31.1m bus journeys a year (2018/19)
21 bus journeys a year per resident

25 operators run 202 different bus services

10 million journeys a year made by 225,000 Concessionary pass holders

6,920 bus stops
1,960 bus shelters
~500 Real Time screens

First Hampshire run services under the CityRed, Solent, Eclipse and The Star brands and Go South Coast run services in Hampshire under the Bluestar, More, Damory and Salisbury Reds brands, and also operate UniLink services under contract to the University of Southampton. Stagecoach operate Winchester Park & Ride services for Winchester City Council. Table 1 summarises the number of bus services, the mileage operated and the number of passenger journeys for each of the four main operators.

Table 1 – Summary of the number of bus services run each day, and percentage shares of both mileage and bus journeys by each bus operator in Hampshire only*

Operator	Number of different individual bus routes operated per weekday (July 2021)	Percentage of mileage operated within Hampshire (from 1 June to 30 November 2021)	Approximate percentage of Hampshire market share of bus journeys made in 2019
Stagecoach South	94	70.2%	40%
First Hampshire	23	12.5%	35%
Go South Coast – Bluestar services	15	8.6%	16%
Other Go South Coast services (More, Salisbury Reds, Damory, UniLink)	22	3.6%	2%
Xelabus	8	2.3%	3%
Other bus operators	40	2.8%	4%
Total	202	100%	100%

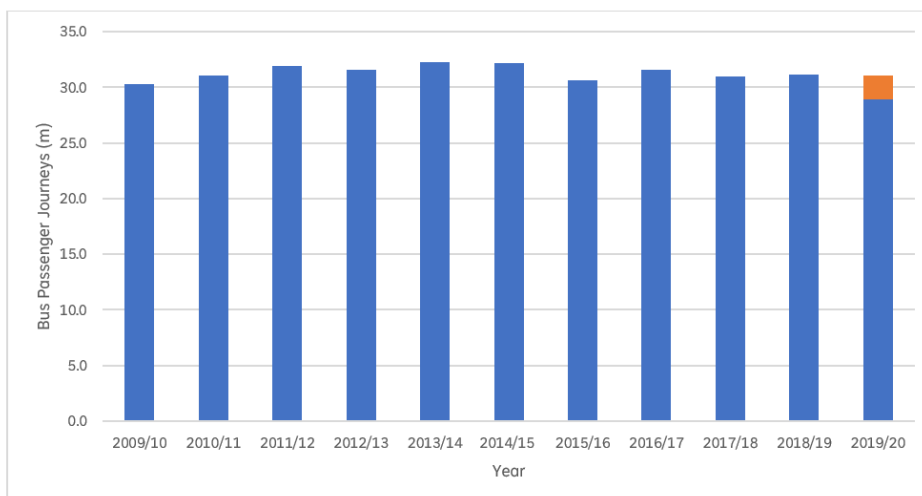
*excludes Car/taxi share and village link services, school and college services and coach services

Stagecoach have the largest market share within Hampshire, accounting for over 70% of bus mileage operated between June and November 2021 and around 40% of bus journeys within the county in 2019. First have the second largest market share in Hampshire with 12.5% of mileage operated and around 35% of bus journeys. The five Go South Coast brands have the third largest market share in Hampshire with 12.2% of mileage operated and around 18% of bus journeys. Xelabus services cover 2.3% of mileage operated and around 3% of bus journeys in the county.

Analysis of Bus passenger journeys

As Figure 7 shows, the total number of bus passenger journeys made within Hampshire over the last ten years as recorded by bus operators has remained relatively stable (although passenger numbers in March 2020 were significantly reduced due to the pandemic).

Figure 7 - Bus passenger journeys per year in Hampshire since 2009* as recorded by bus operators via the DfT PSV survey (Source: DfT Bus Data Table BUS0109a)



*For 2019/20, the actual number of journeys made shown in blue includes the impact of the C-19 pandemic, which saw significant reductions in bus use. The orange block shows what the total number of journeys in 2019/20 would have been based on the ten months April-January factored up.

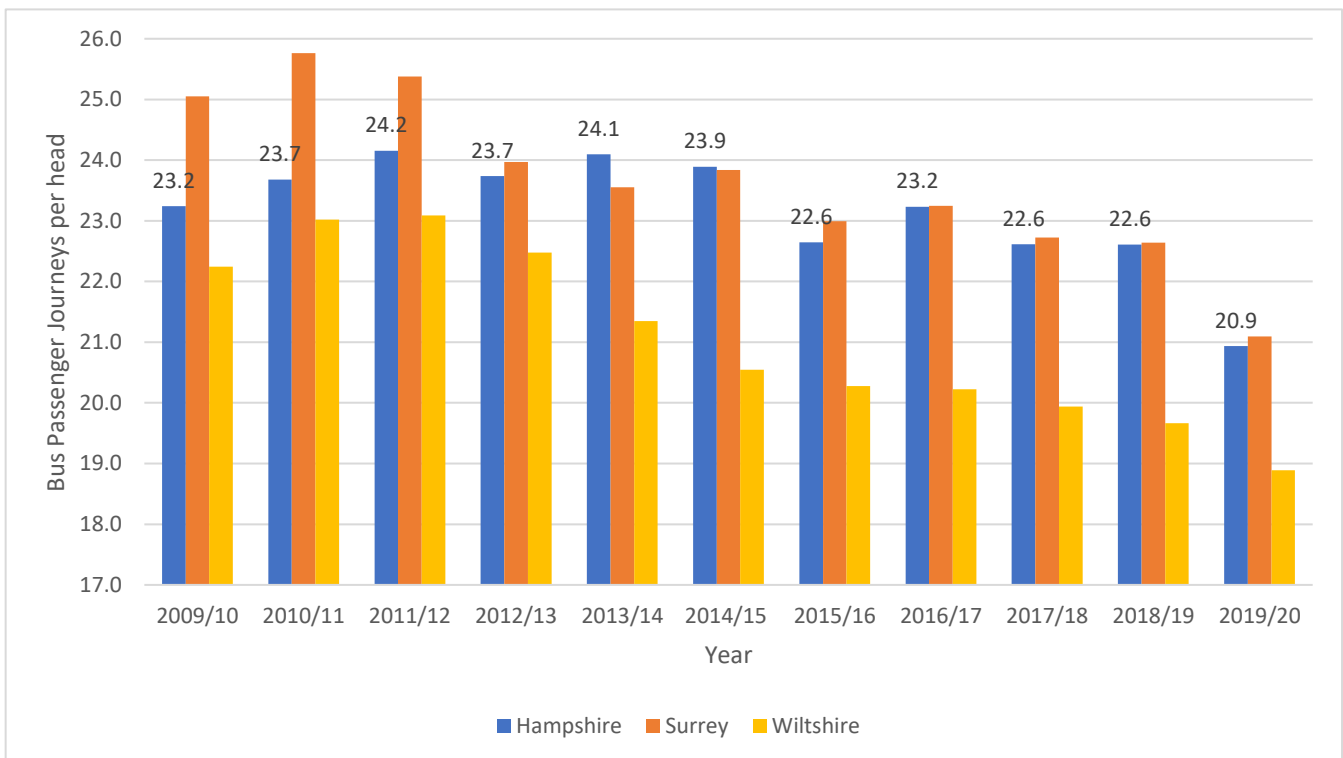
This relatively stable number of bus journeys made in Hampshire differs from the trend of gradual decline seen across English non-metropolitan LTAs as a whole.

Bus journeys in Hampshire as recorded by operators remained in the range of between 30.3m and 32.2m journeys per year until the Covid-19 pandemic. This, as seen in all areas of the UK, resulted in a significant and rapid reduction in bus journeys, from mid-March 2020 onwards as residents heeded the initial Government advice to avoid using public transport unless absolutely necessary.

However, bus use by late September 2021 had recovered to between 60% and 73% of pre-pandemic levels. There remains considerable uncertainty around how quickly bus passenger numbers could return to pre-pandemic levels, and this will depend on a variety of factors including the level of home working or hybrid working and how much online spending replaces some in-person shopping trips to town centres. Initiatives to promote bus travel are welcomed as are marketing efforts by operators.

When these passenger journeys are considered per head of population, this then equates to between 21 and 24 bus journeys per year on average by each Hampshire resident, as indicated in Figure 8. The numbers of journey per head of population has fallen since 2013.

Figure 8 – Change in Bus Passenger Journeys per head of Population over time since 2009 in Hampshire and two other neighbouring shire county LTAs



This is broadly the same level of bus journeys per head as in Surrey (which has a similar level of affluence) and higher than the levels of bus use in Wiltshire (which has more rurality). The fall in the number of bus journeys per head seen in Hampshire is repeated within these neighbouring LTAs.

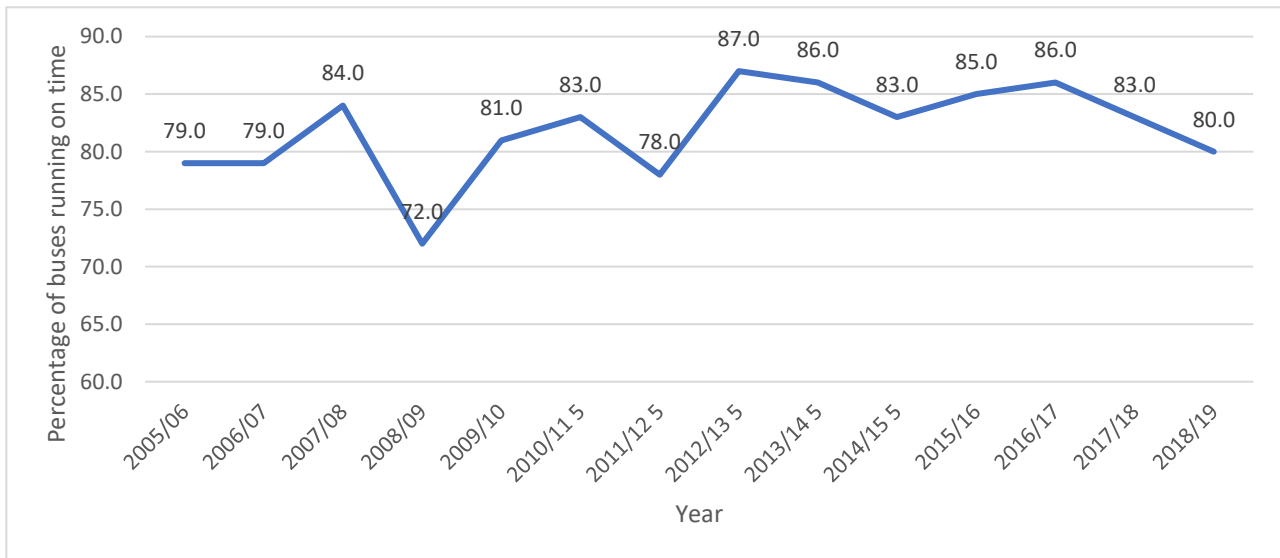
Whilst the bus kilometres operated on supported services have fallen, the rate of decline in bus kilometres overall in Hampshire has been lower than in South East England. Working in close partnership with local bus operators HCC has sought to maintain tender support wherever

possible. A number of innovative solutions have minimised the impact so the level of support has declined less than comparable upper tier shire authorities.

Analysis of Bus punctuality

As Figure 9 shows, bus punctuality has seen a trend of gradual improvement, despite a backdrop of increased traffic and increased levels of congestion. Average annual daily traffic flow on Hampshire roads grew by +17% between 2000 and 2019 (although growth was higher on the Strategic Road Network [+20%] than on the HCC road network, which saw growth of 14%).

Figure 9 – Changes in Bus Punctuality Levels in Hampshire since 2005/06



Factors that have helped support a gradual improvement in bus journey time reliability include operator investment in ticketing technology (which has helped speed up boarding times), operator investment in additional buses (on some bus routes where traffic congestion would have otherwise had an adverse impact on reliability) and complementary LTA investment in bus priority measures and bus stop infrastructure improvements. This investment has meant that bus punctuality in Hampshire has not deteriorated, and with good service frequencies on many corridors on a relatively modern fleet, has meant that levels of bus patronage in Hampshire have outperformed the general trend within shire authorities of declining bus use.

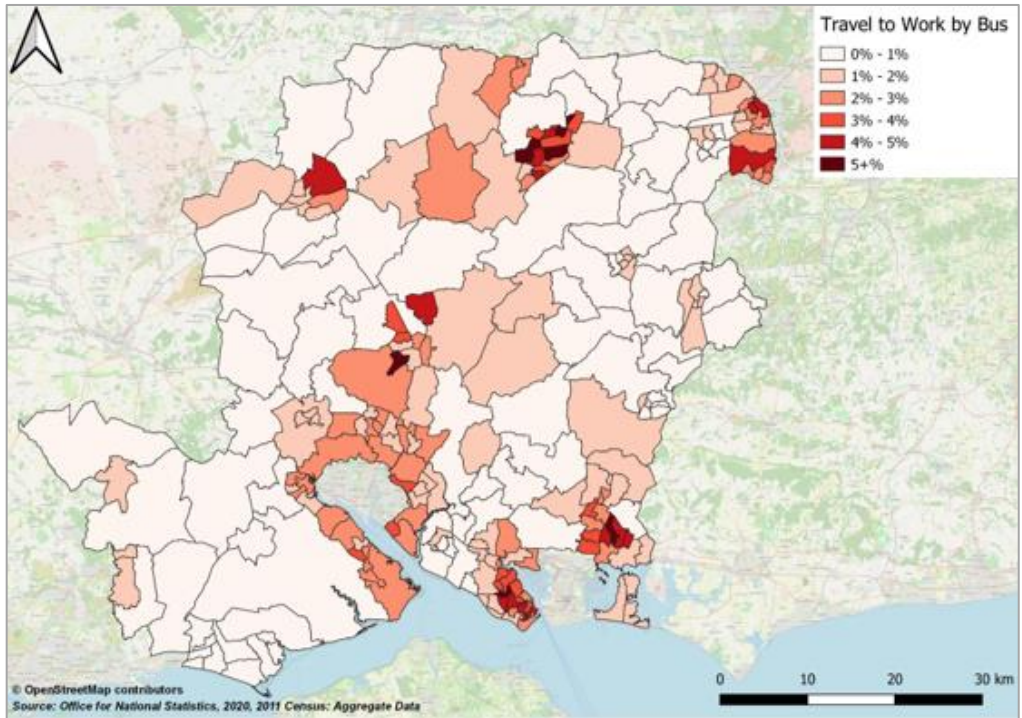
Trends in bus passenger journeys for work and education

The 2011 Census showed that buses were used by 12,400 Hampshire residents each day for travel to work (accounting for 4% of journeys to work, whilst cars and vans accounted for 65% of journeys to work). As Figure 10 overleaf shows, areas surrounding main urban centres, such as Southampton, Winchester, Basingstoke and Farnborough, have the highest percentages of commuting to work via bus.

One reason for the relatively low levels of travel to work by bus is that some employment areas are in out-of-town or edge of town business park or industrial estate locations that are not well served by or accessible by public transport. On average, ten times as many jobs in Hampshire are accessible by car as they are by public transport. This dispersed employment land use has arisen as a result of land use planning policies over the last 40+ years.

Farnborough, Aldershot and Basingstoke have the highest number of jobs accessible by public transport in absolute terms (53,165 and 48,658), but in percentage terms (10%, 12%) they perform poorly compared with other similar towns in the South East. In contrast, Winchester has relatively good public transport connectivity for its size (48,195 jobs accessible by public transport, equating to 17%).

Figure 10 – Map showing the variation in mode share for journeys to work by bus by Hampshire residents 2011



[Source: Office for National Statistics, 2020, 2011 Census: Aggregate Data.]

School Travel Census data suggests that in 2020 bus and taxi was used for 11% of journeys to school, and the level of bus use for school travel is largely unchanged since 2003.

2.2 Analysis of existing local bus services compared to National Bus Strategy outcomes

Bus Back Better Theme - A modern buses and decarbonisation

The age of the bus fleet operating within Hampshire and the adjacent unitary LTAs of Southampton and Portsmouth is relatively modern, with approximately 33% of the bus fleet registered since 2016 and 53% of the fleet registered since 2014. Figure 11 below shows the percentage of buses registered in each year since 2002 across the four largest operators.

Figure 11 – Graph showing year of registration of bus fleet of four largest operators in Hampshire, including services that operate in Portsmouth and Southampton (Source: operator fleet data)

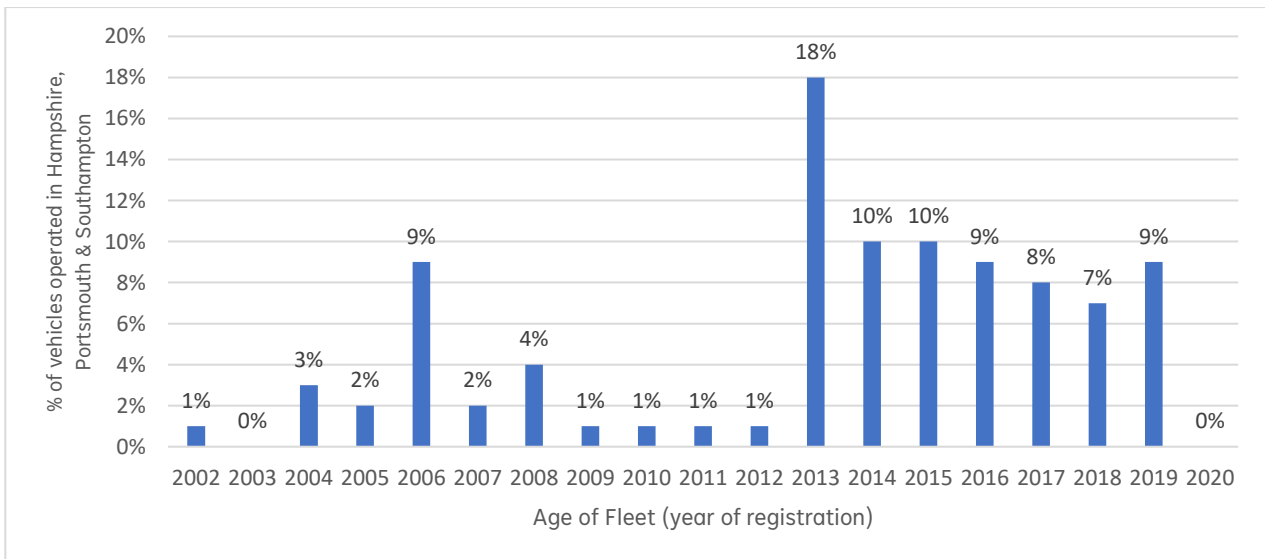
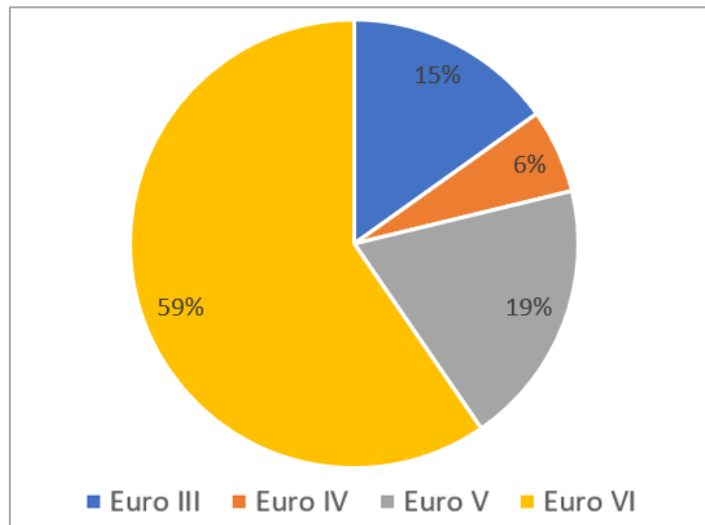


Figure 12 summarises the emission standards of the bus fleet as at November 2021, operating in Hampshire, Portsmouth and Southampton, nearly 60% of the fleet is at the Euro VI emission standard. Nearly 80% of the bus fleet is at either the Euro V or Euro VI emission standard.

Figure 12 – Breakdown of bus fleet operating in Hampshire, Portsmouth and Southampton by emission standard
(Source: operator fleet data)



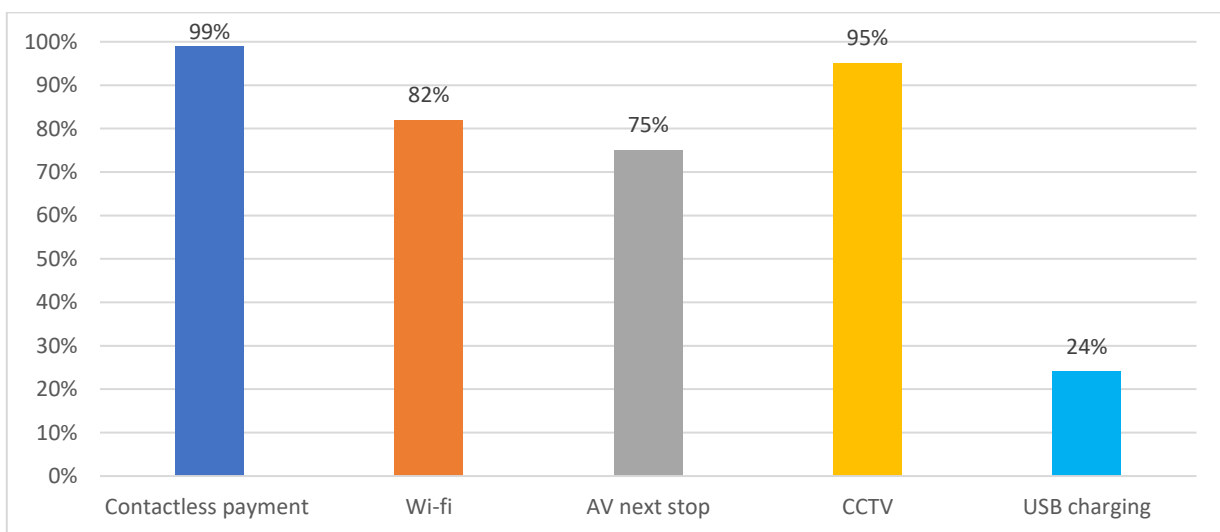
There are currently no Electric or Hydrogen buses in operation, although this could change if bids for ZEBRA funding are successful.

Bus Back Better Themes – Fares and ticketing, passenger safety

Alongside this investment in new vehicles, bus operators have also worked in partnership with Hampshire who have provided or secured funding for improvements, to offer bus passengers a range of technologies on-bus geared towards providing a safe, convenient and enjoyable journey experience. The current level of provision across the bus fleet operating in Hampshire, Portsmouth and Southampton is summarised in Figure 13.

99% of the bus fleet has contactless payment on bus, 95% have on-board CCTV, 82% have free customer wi-fi and 75% have audio-visual next stop announcements. At seat USB charging points are a more recent innovation, and are provided on 24% of the bus fleet, although this is likely to be provided within new vehicles that are added to operators fleets in the future.

Figure 13 – Level of on-bus customer provision within the bus fleet operating in Hampshire, Portsmouth and Southampton as of November 2021 (Source: operator fleet data)



Bus Back Better Theme – customer focus

At the England level outside London, Passenger Focus undertake annual surveys of passenger satisfaction. In autumn 2019, 89% of bus passengers in England outside London were satisfied with their overall journey. The figures for each large operator were 91% for Stagecoach and Go-Ahead (the parent company of Go-South Coast), and 84% for First. In autumn 2018, the equivalent figures were 88% overall across England and 90% for Stagecoach, 92% for Go-Ahead and 84% for First.

In January and February 2020, HCC undertook a public consultation on three proposed guiding principles that would underpin a new Local Transport Plan for Hampshire. Respondents who were both non-bus users and bus users, were asked for their views on improving public transport.

The feedback that was received about respondent's priorities relating to bus services included the following:

- 62% felt that HCC should investigate further “Developing a stronger partnership with public transport operators”;
- 22% felt that given limited funding, “Developing a stronger partnership with public transport operators” should be one of HCC's top three priorities for improving transport and travel;
- 57% felt that HCC should investigate further “trailing flexible and Demand Responsive services, including serving rural communities”;
- 54% felt that HCC should investigate further “Enhanced ticketing options providing better value for money”;
- 45% felt that HCC should investigate further “Changing parking supply, tariffs and location – such as reduction in urban centre parking supply in association with park and ride or mass transit systems”;
- 44% felt that HCC should investigate further “mass transit networks involving prioritised road space”;
- 48% felt that HCC should investigate further “Working with operators to continuously improve the delivery of travel information, making use of technology to increasingly provide accurate, personalised and ‘live’ journey information”; and
- 26% of respondents supported investment that would help “make public/ active transport more attractive e.g. affordable, convenient, easy, subsidise”

Stagecoach Group have an existing Customer Charter for their UK bus operations and local First Hampshire have developed a local Customer Charter for their Hampshire operations. These cover the areas set out in the DfT guidance.

Go-South Coast and Xelabus do not yet have equivalent charters for their bus services.

Table 2 below summarises the strengths and weaknesses of Hampshire's bus network following analysis, review of the current situation and stakeholder consultation. It considers how the current bus network compares to the Hampshire EP Plan ambitions outlined in Section 4 and to what extent the current network of bus services meets or falls short of these ambitions and expectations.

Table 2 – Strengths and weaknesses of the current Hampshire bus network

Aspect of bus service provision	Strengths	Weaknesses
Bus (network)	<ul style="list-style-type: none"> • A strong core bus network of frequent and direct services connecting town centres to majority of suburban areas within the main towns • A good network of inter-urban bus services connecting main towns • Radial bus networks in the main towns means key corridors have direct, high frequency bus links to town centres • Sustained growth in bus patronage on flagship interurban and high frequency urban bus routes • High user journey satisfaction • A modern and attractive bus fleet with low emissions, RTI, Audio-Visual displays, contactless payments and WiFi and charging points 	<ul style="list-style-type: none"> • Bus network predominantly operates on shared road space. Congestion at peak times, especially on key road corridors to/from centres of main towns, leads to reduced punctuality and journey time reliability, and increased journey times • Pockets of inaccessibility in rural areas of Hampshire due to lack of bus services (as these are not commercially viable to operate) or poor penetration of services • Limited service frequency to some suburban areas e.g. Hedge End, Boorley Green and rural areas e.g. central Test Valley, East Hampshire, central New Forest • Limited cross town urban bus services, meaning a greater need to interchange between different services in town centres for journeys across towns
Bus Network (operators)	<ul style="list-style-type: none"> • Limited levels of bus operator competition in most parts of Hampshire means that service patterns, timetables and fares have been stable • Strong operator brands and recognition with users • Smaller operators active and engaged 	<ul style="list-style-type: none"> • Duplicated route numbers across different bus operators' bus services that operate in the same towns – that may cause confusion for customers although in practice these services do serve different markets (intra-urban & inter-urban). • Reduction in support for less viable bus services
Bus Network (development)	<ul style="list-style-type: none"> • Limited competition between operators means network of bus routes and timetables have been stable • Ongoing evolution and development of the network, reacting to need 	<ul style="list-style-type: none"> • Locations of new development have not been chosen with ease of serving by bus in mind, making it difficult to serve well with commercially viable bus services • Where no pump-priming funding is available to reduce financial risks, operators are reluctant or unwilling to take commercial risks to serve new development or to increase service frequencies where passenger numbers will take time to build up to cover the operating costs
Bus Network (Town Centres)	<ul style="list-style-type: none"> • Well served town centres, with vast majority of bus route serving these • Elements of bus priority and bus lanes leading to some town centres (Fareham, Waterlooville, Farnborough) 	<ul style="list-style-type: none"> • Some towns have bus stations (Andover, Basingstoke, Eastleigh, Fareham, Gosport, Havant) or hubs (Farnborough) to act as single bus focal points, but others have complex and varied bus service routing (Lyndhurst, Hedge End) • Constrained, shared road space, radial in nature • Limited capacity/space for terminating services to layover

Aspect of bus service provision	Strengths	Weaknesses
Bus Network (Park and Ride)	<ul style="list-style-type: none"> • Good P&R services provided in Winchester with scope to expand - there is some inter-availability of tickets with a small 'add on' fare for access to the new leisure centre where customers change from the wider bus network onto the P&R to reach it. • Portsmouth has P+R site at Tipner, to intercept car journeys into city centre from M275, with scope to expand 	<ul style="list-style-type: none"> • No public P&R provision is currently available to serve journeys into Southampton city centre, although a weekends only service is planned. • Use of P&R has declined during Covid-19 pandemic • Portsmouth P+R bus services are operated under contract and so are not currently integrated with local bus services
Socially necessary, DRT & Community Transport provision	<ul style="list-style-type: none"> • Active and supported community transport services, including community minibus, dial-a-ride & voluntary car share schemes • DRT schemes including Call and Go and Taxishare schemes serving rural East Hampshire, Test Valley and New Forest • Good supply of taxis and private hire vehicles in main urban areas, including taxi ranks at larger rail stations 	<ul style="list-style-type: none"> • Scope and supply of socially necessary services has reduced as result of funding and budgetary constraints • Lack of integration of community transport provision with hospital transport services and special educational needs transport
Bus-Bus, Bus-Rail & Bus-Ferry Interchange	<ul style="list-style-type: none"> • All public transport modes accessible from town centres • In main towns, rail stations are key points of interchange, connecting the train network to the local bus network with good waiting facilities • Multi-modal interchange opportunities at ferry terminals and Southampton Airport/Southampton Airport Parkway 	<ul style="list-style-type: none"> • Interchange in some town centres is spread out - with some public transport modes requiring a walk (e.g. between railway station and nearby bus routes). • Limited high-quality interchange hubs, with facilities, apart from at some bus stations and key rail stations • Difficult to co-ordinate timings between modes at key interchanges
Multi-operator & multi-modal Ticketing	<ul style="list-style-type: none"> • Existing Solent Go multi-operator, multi-modal ticket covering South Hampshire, Southampton and Portsmouth – offers three ticket zones and carnet ticket products • The South Downs discovery ticket provides multi-operator adult, child and family bus day ticket covering all services operating within the South Downs National Park area • On some corridors such as the Activ8 Andover-Salisbury corridor, operators accept each other's tickets 	<ul style="list-style-type: none"> • Interoperability of bus tickets between operators • Solent Go ticket zone boundaries do not currently cover the wider Portsmouth TTWA or the wider Southampton TTWA although this is set to be addressed via the Future Transport Zone Mobility as a Service (MaaS) platform improvements. • Limited uptake of Solent Go multi-operator ticket – still a niche product.
Partnership and Investment	<ul style="list-style-type: none"> • Good partnership working, showcased by very effective voluntary partnerships between operators and local authorities and successful bids to Central Government • Sustained and committed spend from local authorities on infrastructure • Proactive commitment from key employers and institutions showcased by the success of the 	<ul style="list-style-type: none"> • Covid-19 pandemic has resulted in decline in passenger numbers, which are likely to take time to recover to pre-pandemic levels. This reduction in revenue will affect ability to invest in fleet replacement and decarbonisation.

Aspect of bus service provision	Strengths	Weaknesses
	Unilink bus network and use of Winchester Park and Ride by the Hospital Trust and university. <ul style="list-style-type: none"> • Sustained investment and development of the network from operators 	

The main generators of demand for local bus services tend to be urban centres with their strong retail, education and public service offers. The current frequencies of all bus services are listed on page 2 of the [Hampshire public transport map and travel guide](#).

There are several well-used inter-urban bus corridors, such as radial routes that run into the two cities of Southampton and Portsmouth such as routes linking Fareham, Cosham, Havant and Waterlooville with Portsmouth city centre, and from Chandlers Ford, Hythe, Totton, Fair Oak, Eastleigh, Hedge End, West End, Netley and Hamble into Southampton city centre. The north-south routes between Fareham and Gosport and linking the four Blackwater Valley towns on the Hampshire/ Surrey border (of which Camberley and Frimley are in Surrey and Farnborough and Aldershot are in Hampshire) are also very well used flagship bus corridors. These corridors have frequent bus services every 7-20 minutes and high levels of bus use.

Levels of bus use are also high on intra-urban routes within the main (larger) urban centres of Basingstoke, Winchester and Andover. The quality of bus services on these main corridors is high, which offer attractive high service frequencies of with buses running every 8-15 minutes on the busiest routes (with 2-3 buses per hour on most other urban routes). There is considerable variation in the frequency and quality of bus services within Hampshire, so rather than describing the characteristics of the network in general terms, it is more useful to summarise these for each of the larger local bus markets within Hampshire. Therefore, Sections 2.3- 2.9 of this chapter describe the bus network provided by bus operators within a series of local bus market profiles covering each of the six main urban areas in Hampshire (three of which extend across LTA boundaries).

The six urban bus market areas cover:

- The **Southampton travel to work area** (which comprises the City of Southampton LTA area, the whole of the Borough of Eastleigh, the Totton and Waterside part of New Forest District and the Valley Park part of southern Test Valley Borough)
- The **Portsmouth and South East Hampshire travel to work area** (all of the City of Portsmouth LTA area, all of the three Boroughs of Fareham, Gosport and Havant and the southern urban part of East Hampshire District.
- The **Blackwater Valley and Fleet area** (comprising the towns of Farnborough, Aldershot and Fleet in north east Hampshire and Camberley and Frimley in Surrey).
- The **Basingstoke** area
- The **Winchester** area
- The **Andover** area

Section 2.10 then gives an overview of bus, community transport, DRT and taxi share provision in rural areas.

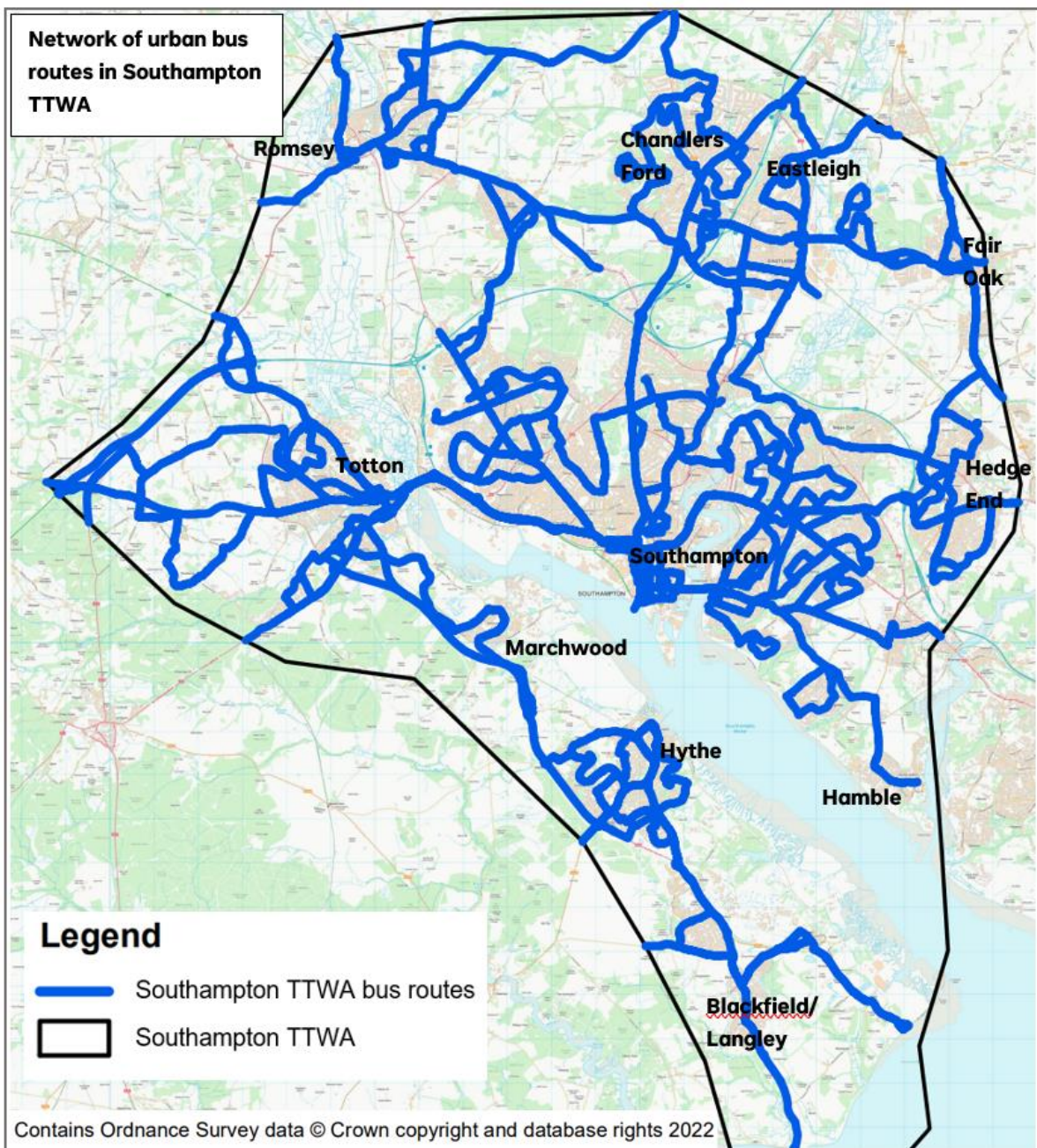
In addition to describing the extent to which bus services perform compared to the Bus Back Better ambitions, a series of local targets for bus journey time reduction and bus journey time reliability have been incorporated into the six urban area profiles, which reflect different and more nuanced levels of ambition for each that supplement the Countywide targets set out in Sections 3 and 4.

2.3 Local Bus Market Profile for the Southampton Travel to Work area

Overview of the Southampton TTWA

The Southampton travel to work area (TTWA) has a population of 485,100. It has a comprehensive network of intra and inter-urban bus services radiating out from Southampton city centre. Within the Southampton unitary LTA area, there has been an 18.5% increase in bus use since 2011, (with 20.3 million bus journeys made in 2019/20) and residents make 86 passenger journeys per head of population. Bus mode share in Southampton for journeys to work is 9.3%, rising in some parts of the city to 15%. Outside the city, bus use for travel to work is 2.5% in Test Valley Borough, 3% in Eastleigh Borough and 3.3% in New Forest District. The bus network in the TTWA is shown in Figure 14a.

Figure 14a – Map of bus network in the Southampton TTWA



All routes in Southampton serve the City Centre with most bus services terminating there and operates on a hub and spoke radial pattern. This largely radial pattern means there is little linkage between different radial corridors meaning people are funnelled to the City Centre to interchange with other bus services, or with rail. 30,800 people travel into Southampton City Centre each morning, of which around 20% travel in by bus. On certain corridors, such as Shirley Road, people travelling by bus already make up 65% of people trips.

Southampton city centre is the most popular destination for bus users. University Hospital Southampton, the University of Southampton (which has 25,000 students), Solent University (9,100 students) and Eastleigh and Romsey town centres are also key destinations. The Port of Southampton employs 5,000 people locally but is not well served by bus. Eastleigh is the main urban area within Eastleigh Borough, and has a bus station in the town centre a short walk from the train station. Eastleigh Borough Council provides support for bus services to Chandlers Ford and Hilingbury. Student travel to and from Barton Peveril College and Eastleigh College within Eastleigh is a significant driver of local bus demand.

The largest employment sectors within the TTWA are manufacturing and logistics with 28,750 jobs, health with 11,000, higher & further education with 9,100 and maritime and defence with 6,870. Across the TTWA as a whole, 22% of households do not have access to a car. This figure rises to 51% for wards in or next to Southampton city centre.

Bus frequencies range from 'turn-up-and go' (8-10 buses per hour [bph]) on flagship urban routes such as from Southampton to Milbrook, Weston and Thornhill areas of the city to hourly on routes to Lymington, Salisbury and Romsey). The two main operators within the Southampton TTWA are First Hampshire and Go South Coast, which share common sections of route through most district centres within Southampton before diverging to serve a number of different destinations. This competition has meant that bus fares are relatively low for those choosing daily (£3.40-£3.50 within the City or £6-7 for the TTWA) or weekly (£9 within the City or £17.50-19 for the TTWA) single operator tickets. Most local bus services in Eastleigh Borough are focused on Eastleigh Town Centre and are operated by Xelabus or Go South Coast, with two routes (Hedge End-West End-Southampton and Hamble-Netley-Southampton) operated by First.

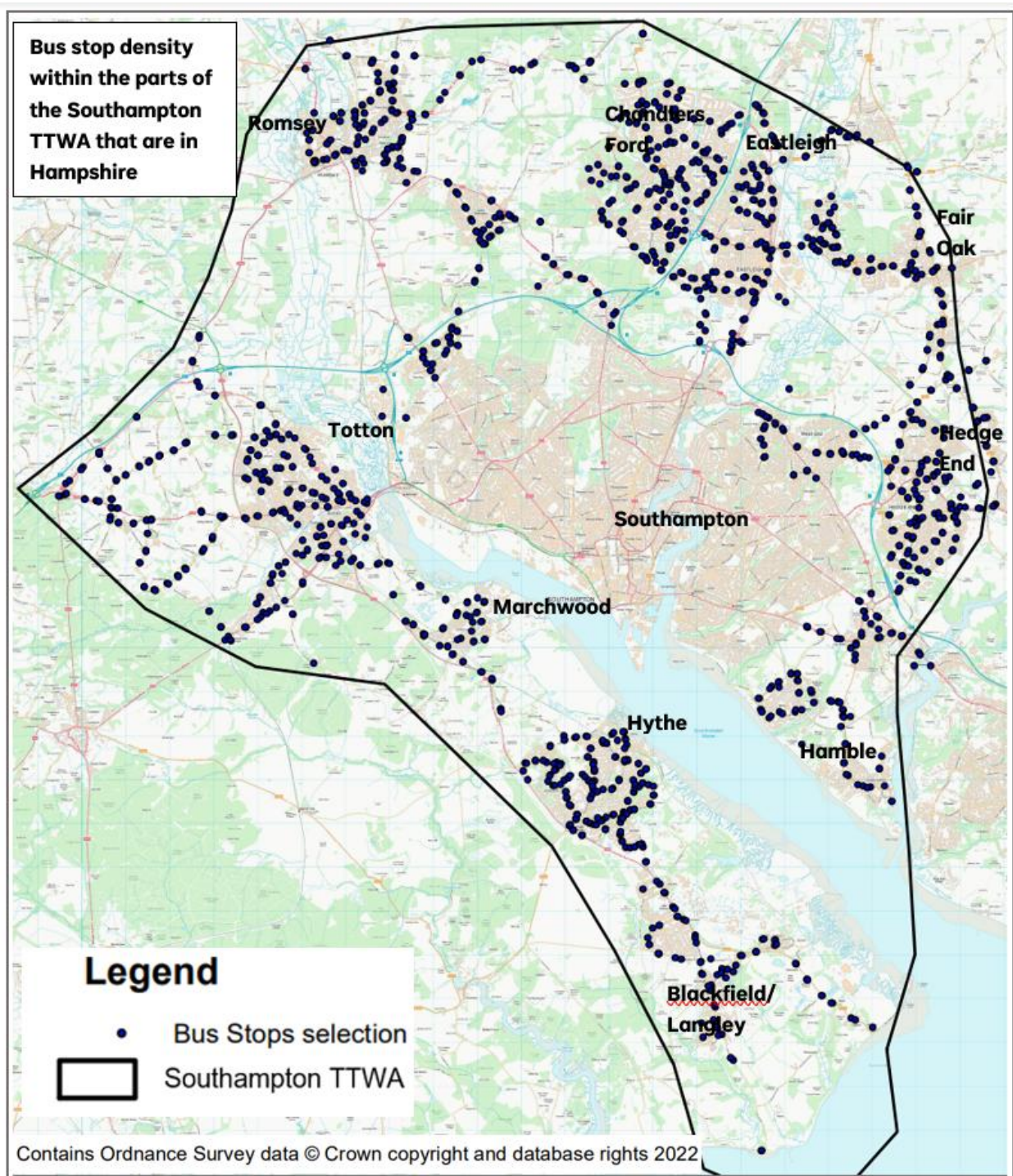
First operates predominantly intra-urban services within Southampton under the 'City Reds' brand. Other frequent First services operating beyond the unitary LTA boundary serve Totton (3bph), Netley, Hamble, West End and Hedge End (all 2bph). First also operate inter-urban services to Fareham (4bph), Gosport (2bph) and Portsmouth (2bph) under the 'Solent' brand.

Go South Coast operate a network of Bluestar services serving most suburbs of Southampton and beyond, serving several towns and urban areas outside the city. They also operate UniLink services under contract for the University of Southampton (UoS), as well as the Salisbury Reds branded X7 service to Salisbury. UniLink services are open to the public, and account for 57% of student journeys to UoS campuses. Patronage has grown on UniLink services by over 25% since 2011 and they now account for over 20% of all passengers carried on local bus services in Southampton. Bluestar provide local intra-urban services at turn-up-and-go frequencies within the Southampton unitary LTA area, and inter-urban services to Totton & Waterside, Romsey, Chandlers Ford, Winchester, Eastleigh and Hedge End. The Bluestar 1 route connecting Southampton to Chandler's Ford and Winchester (4bph) and the Bluestar 2 route connecting Southampton to Eastleigh and Fair Oak (4bph) have both seen strong passenger growth. Most bus services into Southampton from the Totton and Waterside area of the New Forest are operated by Go South Coast.

As Figure 12b shows, there are 961 bus stops in the city at a good density, of which 75% have raised kerbs, 410 (43%) have shelters and 229 (23%) have real-time information screens. There is currently no bus station or bus hub in Southampton that allows easy interchange between

services. Southampton Central railway station is well served by bus and is an important bus-rail interchange hub. Bus stop density is also good within the urban areas of Eastleigh, Totton, Hythe and Hedge End.

Figure 14b – Map showing bus stop densities within the Hampshire parts of the Southampton TTWA

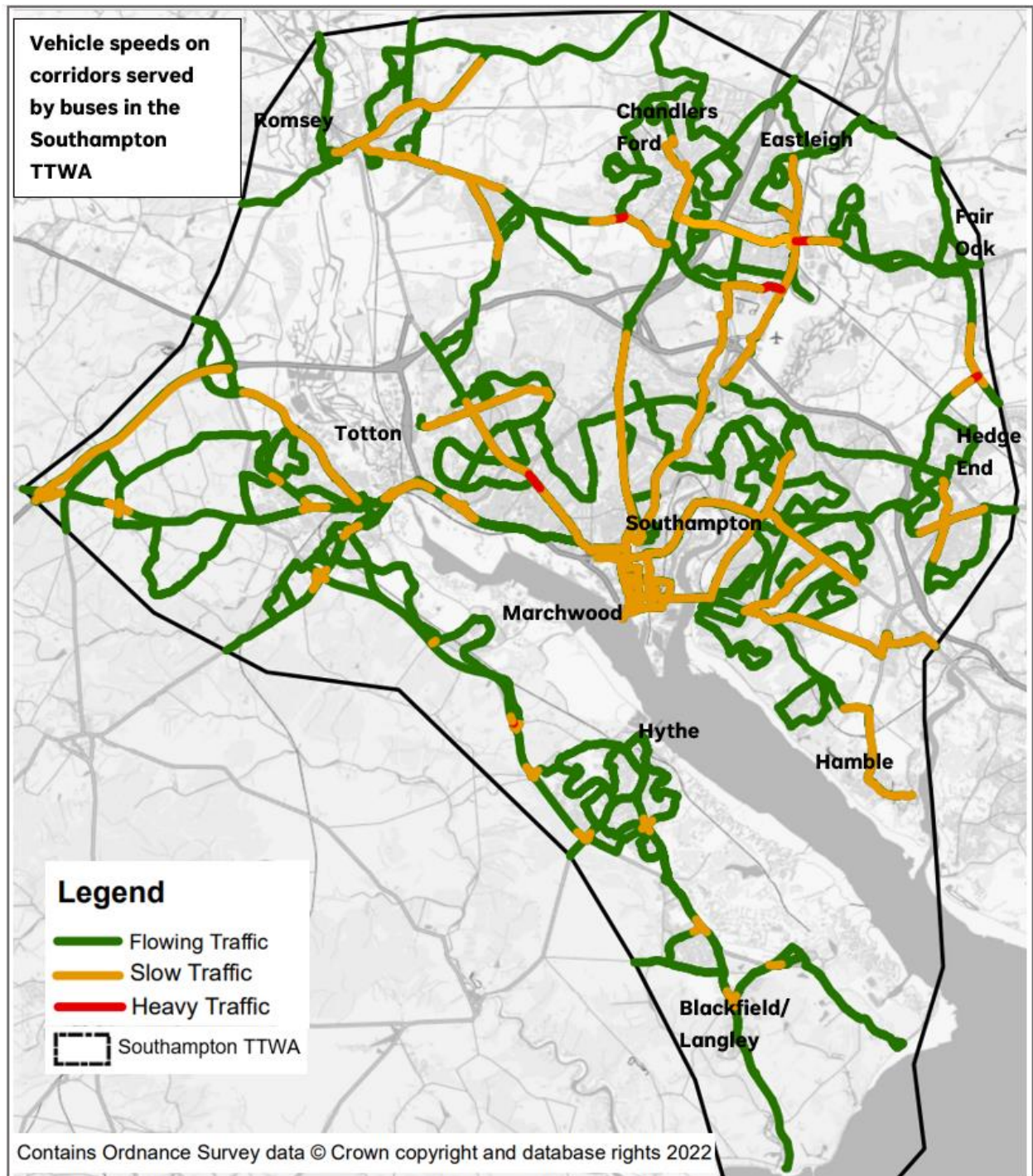


Southampton currently has 2.53 miles of dedicated bus lanes either along main corridors into/out of the City Centre or providing bypasses of congested junctions. The majority of bus lanes operate 24 hours 7 days and permit access for cycles, Southampton registered taxis and other authorised vehicles. There are also 11 ‘bus only’ streets (some shared with cycles, taxis and permit holders), mainly situated around the retail core of the City Centre and the Cultural

Quarter, which give people travelling to the pedestrianised core area by bus preferential access and greater accessibility than those arriving by private car. 20 junctions have been enabled with bus priority using on-bus Automatic Vehicle Location (AVL).

Figure 14c shows those corridors used by bus services which on average between 8am and 5pm that either experience flowing traffic, slow traffic or heavy traffic.

Figure 14c – Map of average vehicle speeds on bus routes in the Southampton TTWA



Sections of the road network within the Southampton TTWA where bus speeds are currently slow include on the A326 between Marchwood and Totton, on the A35 Redbridge Causeway approaching M271 Redbridge Roundabout, along A3057 Shirley High Street, along A33 Bassett Avenue, approaching University Hospital Southampton from A35 Winchester Road, on A3035 St.

Denys Road, on B3039 Saltmarsh Road and on A3025 Portsmouth Road either side of the Itchen Bridge. The proportion of non-frequent bus services running on time in 2016/17 for Southampton was 77% - below the average for the South East. Data indicates that there are sections of the bus network in the TTWA where bus speeds are less than 10kph. Bus punctuality is worst in the morning and evening peaks when the road network is busiest.

In the Hampshire part of the TTWA, there are delays on Bishopstoke Road approaching Eastleigh Town Centre and on Romsey Road and Southampton Road in central Eastleigh. Some of these bus congestion hotspots are being addressed via the Southampton Transforming Cities Fund programme. There is also peak hour congestion on Winchester Road and Alma Road in Romsey.

£68.5m of investment through the Southampton area [Transforming Cities Fund \(TCF\) project](#) is delivering a package of 27 active travel and bus priority improvements along four radial corridors within the TTWA over three years to March 2023. This includes TCF investment in bus priority, bus interchange and mobility hub improvements across the TTWA as well as a new Park and Ride site and weekend bus service.

Within Southampton, a [new bus hub](#) planned adjacent to Castle Way. TCF investment within the city will also see bus priority measures delivered to improve bus journey time reliability for services operating via the Cobden and Itchen Bridges and new bus priority measures in the city centre.

Within Hampshire, [the TCF investment](#) will deliver bus priority measures that will help improve bus journey time reliability and reduce journey times for bus services from Totton and the Waterside into Southampton including a [new northbound bus lane on the A326 Marchwood bypass](#), improvements for buses at Rushington Roundabout making Junction Road in Totton a bus and cycle only road and new bus stops in Totton, Hythe and Fawley.

The population of the TTWA is forecast to grow by 53,500 requiring the delivery of 42,600 new homes and 472,000m² of employment space in the period up to 2036. Around 19,450 new homes are expected to be required within Southampton in this period. A number of brownfield sites within central Southampton have been identified as [potential sites for mixed-use redevelopment](#), including the Mayflower Quarter.

In Eastleigh Borough, 14,950 new homes will be needed by 2036. A large proportion of these new homes are being built at Stoneham Park south of Eastleigh, at Woodhouse Lane in Hedge End and in Botley and west of Horton Heath. A total of 4,000 new homes are planned in the Waterside and Totton area, which includes 1,500 new homes on the site of the former Fawley Power Station.

Car parking within central Southampton is plentiful (16,450 spaces of which 5,143 are publicly owned off-street, 9,660 are in Private Publicly Accessible Car Parks and 1,643 are on-street) and both short stay and all day-parking is relatively cheap (all day parking costs between £5 and 8). Just under 60% of spaces are in privately owned car parks.

Within Romsey, all day parking is £4.40 in all long-stay car parks. Within Eastleigh town centre, there are over 1,200 parking spaces and all day parking costs £8.50.

There are also large amounts of Private Non-Residential parking in the city centre and free parking for staff within all the main business parks and industrial estates across the TTWA.

Key issues for bus services in the Southampton Travel to Work Area

- **Limited numbers of river crossings** into Southampton city centre concentrates traffic congestion on a limited number of radial routes, resulting in high variability of bus journey times in the AM and PM peaks.
- **Limited bus priority measures**, except for bus lanes on part of Shirley Road, The Avenue and Northam Road means that bus journey times are extended at peak times, although planned TCF investment will deliver more bus priority measures.
- **Bus journey times are increasing** - there is a trend of increasing excess wait time for frequent bus services in Southampton, which has increased from 1.8 minutes in 2012/13 to 2.6 minutes in 2016/17 - a 44% increase.
- Within Southampton, there are **significant numbers of buses operating on some radial corridors** where various different high-frequency routes converge which can result in localised congestion.
- Whilst the network is largely commercial, **on some bus routes, there are no late evening services** and reduced service frequencies on Sundays.
- **From places** such as Fawley, Romsey, Fair Oak, Botley and Hedge End, **bus journey times to Southampton are long compared to travel by private car**, so bus mode share for journeys to work from these urban areas is low.
- **Suburban areas and employment areas near the motorway network**, such as Hedge End, Nursling and western parts of Chandler's Ford have been **designed around access by private car. Bus networks in these areas** are circuitous and **do not offer attractive journey times.**
- **Parking in Southampton city centre is plentiful** (with just under 60% privately owned) and **is relatively inexpensive** for both short-stay and all-day parking. This discourages bus usage for travel to work.

Local targets for bus services in Southampton Travel to Work area

Southampton TTWA Target 1: Reduce average bus journey times in the Southampton Travel to Work Area by 4% by March 2025 and 10% by March 2030.

Southampton TTWA Target 2: Improve bus journey time reliability with 87% of services operating on time in the Southampton Travel to Work Area from March 2025 onwards and 92% by March 2030.

Southampton TTWA Target 3: Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 6% from 2022/23 levels over period April 2023 to March 2025 and 11.5% between April 2025-March 2030

2.4 Local Bus Market Profile for Portsmouth and South East Hampshire area

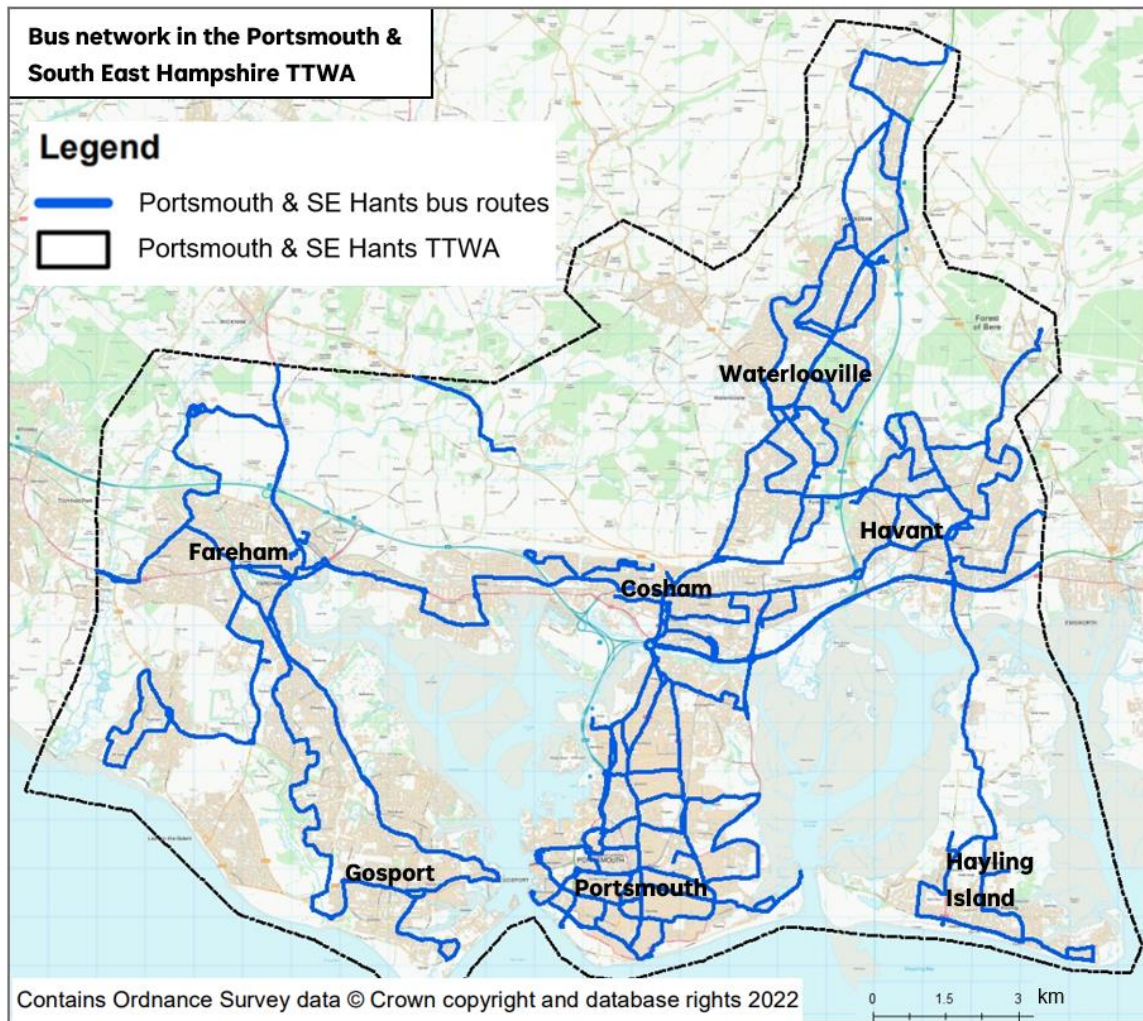
Overview of Portsmouth & SE Hampshire area

The Portsmouth and South East Hampshire travel to work area has a population of nearly 500,000. It covers all of the City of Portsmouth, the three Boroughs of Fareham, Gosport and Havant and the southern urban part of East Hampshire District. It contains a comprehensive network of intra and inter-urban bus services radiating out from Portsmouth city centre or from Gosport town centre. Figure 15a gives an overview of the bus network in the area.

The island and peninsula geography of the area focusses traffic onto a very limited number of radial routes. Within the Portsmouth unitary LTA area, since 2009, the number of bus passenger journeys has been relatively unchanged, varying between 10 million and 11.6million bus passenger journeys per year. Portsmouth residents make 42 bus passenger journeys per head of population.

The main bus interchange is at The Hard, next to Portsmouth Harbour train station, where passengers can change for ferry services to Ryde, Isle of Wight and Gosport.

Figure 15a – Map of bus network in the Portsmouth & SE Hampshire TTWA



The towns of Havant, Fareham and the urban centres of Cosham and Portchester are important nodes on the bus network. The Queen Alexandra Hospital in Cosham is the main hospital for the area and is well served by bus. Gosport, Fareham and Havant have purpose-built bus stations, although Fareham bus station requires investment to accommodate larger buses. Bus fares for those choosing daily single operator tickets are priced at (£4.20-£4.30 within the City, £4 a day for services within Havant, £5.50 on Eclipse services or £7-£7.50 for journeys within the TTWA).

A significant proportion of bus services in Portsmouth and south east Hampshire are operated by First Hampshire. The Eclipse Bus Rapid Transit corridor between Gosport and Fareham, delivered by Hampshire County Council in 2012, has a dedicated busway, along a former railway line with signal priority at junctions and offers bus services operating at 'turn up and go' frequencies.

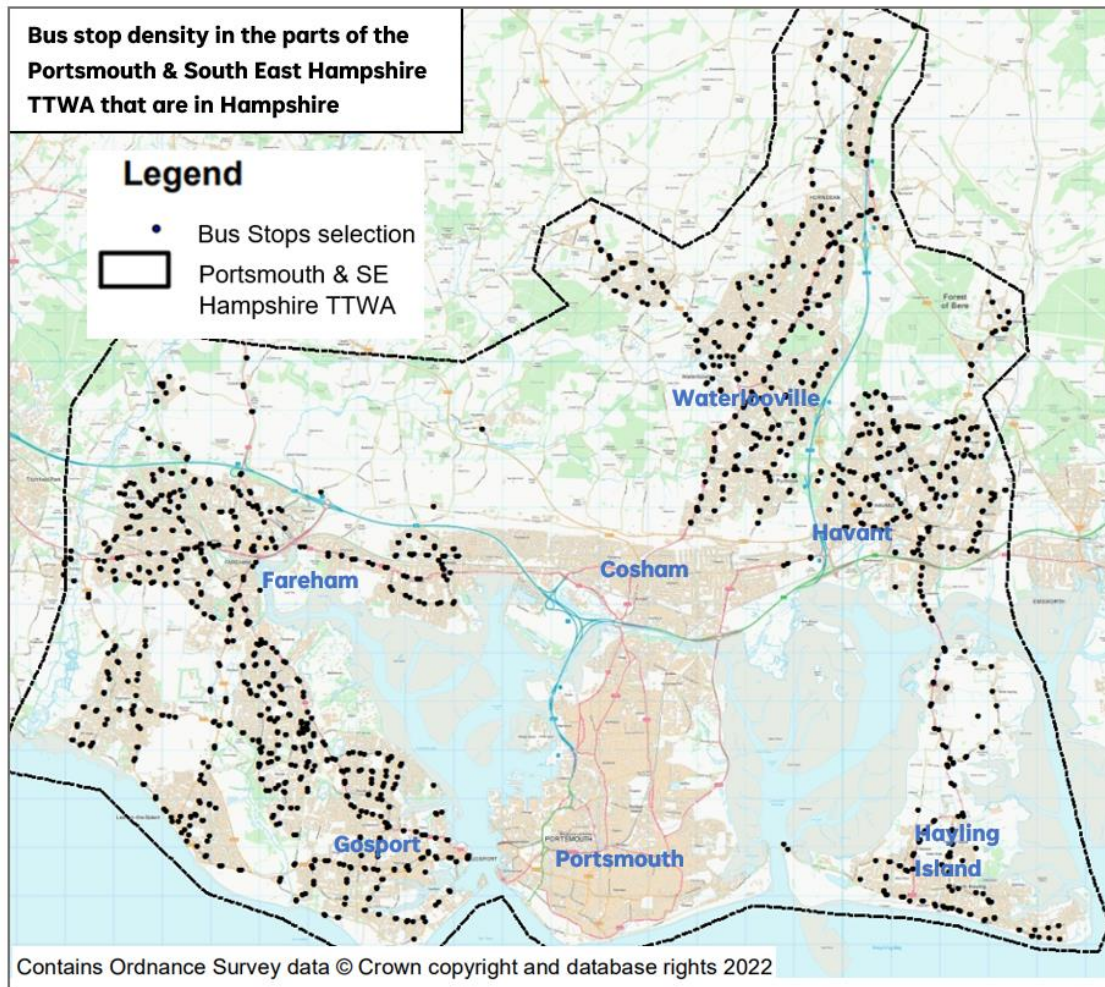
The E1 and E2 Eclipse flagship services that use the BRT busway have seen over 65% passenger growth and a 20% modal shift from car to bus since it opened. Tap-on tap-off tickets are currently being trialled on Eclipse services. This passenger growth shows the high potential for mode shift that exists in the area if comprehensive approaches to bus priority and improving the bus passenger experience are taken.

Stagecoach operate a number of well-used inter-urban bus services. These include high frequency services from Portsmouth to Anchorage Park, Havant and Leigh Park (6 bph) - the 23 flagship service, and the 700 Coastliner services continuing east into West Sussex from Havant

to Chichester and Bognor Regis (3 bph), as well as the 69 bus service between Fareham and Winchester via Bishops Waltham (hourly).

In the Portsmouth unitary area, there are around 600 bus stops and Real Time Information units have been provided at 243 busy bus stops. As Figure 15b shows, there is a good density of bus stops across the towns of Fareham, Gosport, Havant and Waterlooville.

Figure 15b - Map showing bus stop densities within the Hampshire parts of the Portsmouth & SE Hampshire TTWA

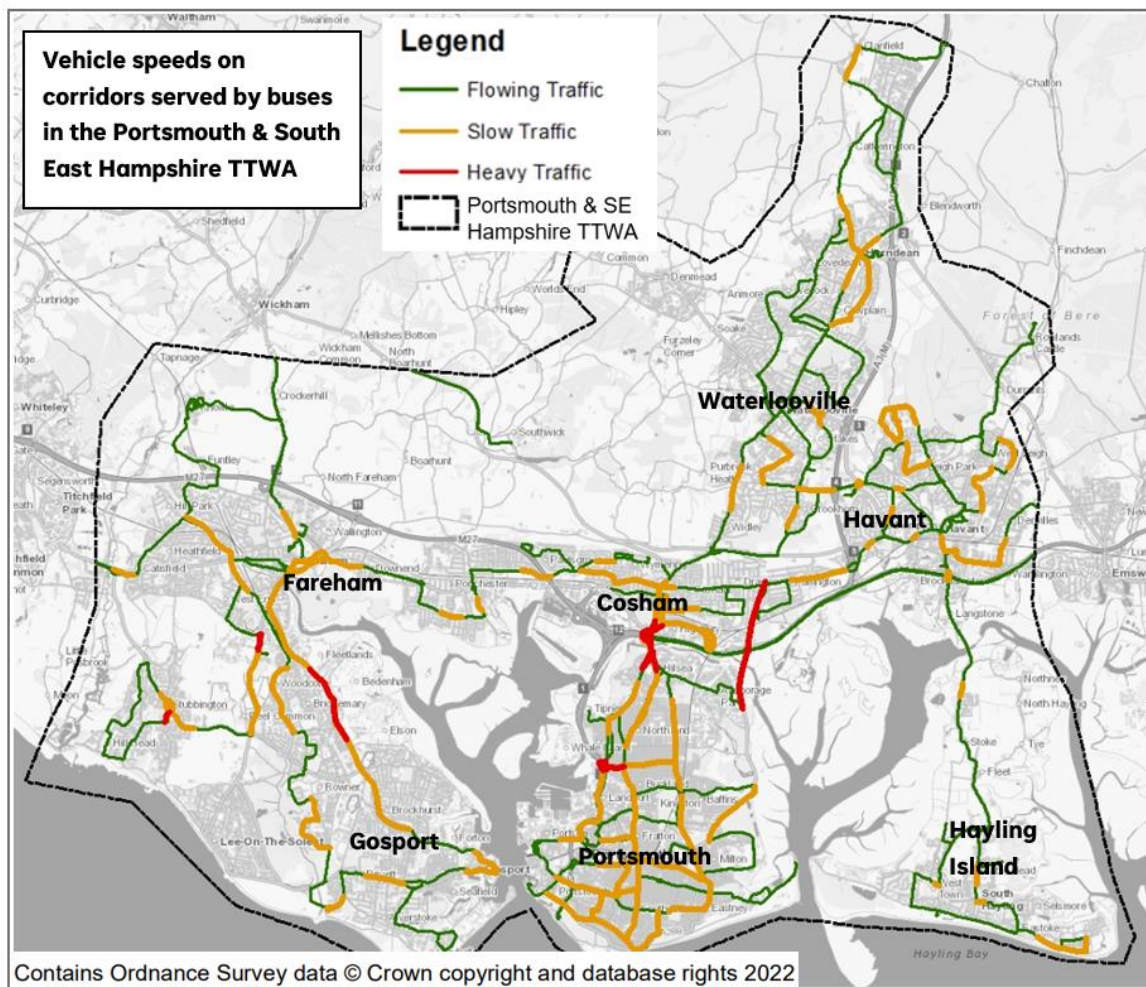


Within the city, there are extensive sections of bus lane along the A2047 London Road (southbound) into the city and five streets in the city centre that have bus lane enforcement cameras are Bishop Crispian Way (westbound), Commercial Road (southbound), Cavell Drive (both directions), Mile End Road (southbound) and Winston Churchill Avenue (eastbound). These are available for use by buses, Hackney Carriages, Pedal Cycles and Authorised Vehicles, and are enforced by cameras 24 hours a day, 7 days a week. Nevertheless, many of these are not continuous or extensive and hence more investment will be needed to make these bus lanes more effective and realise improvements in journey times. Outside of Portsmouth, the Eclipse busway and the A3 bus priority corridor (which sees high frequency services between Cowplain, Waterlooville, Cosham and Portsmouth on the 7 and 7C and between Clanfield, Waterlooville and Portsmouth on the 8, using 'The Star' branding) which uses 6.5km of bus lanes, signals that give buses priority at busy junctions, offer bus users journey time saving benefits. Also, a bus-only zone in the centre of Waterlooville benefits the 7 and 7C Star corridor services. Outside of these two corridors, there are limited bus priority networks, with discontinuous and fragmented priority.

Figure 15c shows bus routes in the TTWA which on average between 8am and 5pm that either experience flowing traffic, slow traffic or heavy traffic. The most congested routes are the two

main radial routes into Portsmouth – the A3 London Road between Cosham and North End, the A2030 Eastern Road between the Drayton and Anchorage Park and also the A32 in Gosport between Fleetlands and Bridgemary.

Figure 15c Map of average vehicle speeds on bus routes in the Portsmouth and SE Hampshire TTWA



A three-year Transforming Cities Fund (TCF) investment programme for the Portsmouth and South East Hampshire area worth £101.7 million (including £56m from the TCF) is delivering sustainable transport improvements including [South East Hampshire Rapid Transport \(SEHRT\)](#). This is an enhanced bus rapid transit network, enabled by a package of bus priority measures on key commuter corridors from Fareham, Waterloo and Leigh Park (in Havant) to Portsmouth that will enable the bus network to operate with improved reliability, reducing the delays that are currently experienced by users. This investment will enable new development and encourage mode shift from the private car. As part of this project, a completely new flagship bus route will be introduced between Leigh Park and Portsmouth, delivering significantly quicker end-to-end journey times than currently and improved waiting and on-bus environments. The delivery of a new northbound bus gate at Ladybridge roundabout will improve bus journey time reliability on The Star bus corridor between Portsmouth and Cowplain. It will also see the relocation and re-provision of a [new bus station for Gosport](#) well located for interchange with Gosport Ferry services to Portsmouth. The existing bus station is outdated and does not provide an attractive or welcoming waiting environment. The £5.9m investment in the new bus station at Gosport will help to increase customer satisfaction and help to attract more passengers through future proofing of the bus station to accommodate new electric vehicle sizes and allow for vehicle charging at a future date, as well as better passenger facilities (up to date RTI screens and transport information, coffee shop, toilets and weatherproof passenger waiting area).

Over 14,000 new homes are planned within Portsmouth by 2036. A major development, [Lennox Point](#), has been proposed on reclaimed land in Portsmouth Harbour west of the M275 at Tipner, which could provide around 3,500 new homes (within walkable car-free neighbourhoods) and incorporate a marine employment and green marine technology hub. The site would initially be served by extending Park and Ride bus services to connect with the site, providing frequent bus connections into the city centre. In the longer term the interchange would be a node on the South East Hampshire Rapid Transport (SEHRT) network.

In Fareham Borough, a new garden village of up to 6,000 homes is planned at [Welborne](#), north of the M27. The development will be served via a SEHRT high frequency BRT bus link to Fareham town centre and rail station operating up to every 10 minutes. In Winchester district, 3,500 new homes are being built at North Whiteley over next 10 years, offering scope to improve the current infrequent bus connections towards Fareham.

Parking in Portsmouth city centre is relatively inexpensive for all day parking, (£10-12) with high levels of availability which exceeds demand. There are 988 spaces in seven Council owned car parks (26% of city centre off-street parking spaces) and about 2,800 spaces in privately owned car parks across the city centre. Redevelopment of four privately owned car parks is proposed in the City Centre Masterplan. The Portsmouth Park and Ride site at Tipner has 663 spaces, costs £4 for all day parking and has bus priority measures on the route to the city centre. Bus services run 7 days a week and the journey time to the city centre is just 7 minutes. Parking in Fareham (£3.50 all day), Gosport (£6-7 all day) and Havant (£6 all day) town centres follow a similar pattern, with plentiful and relatively inexpensive parking available for both commuters and shoppers. This discourages bus usage for travel to work and for shopping trips.

Key issues for bus services in the Portsmouth and South East Hampshire area

- **Limited numbers of road crossings** onto Portsea Island (on which the City of Portsmouth is located) concentrates traffic congestion for the 41,500 people a day that commute into the city onto a limited number of radial routes, and limited bus priority measures mean that bus journey times are extended at peak times.
- **Buses** are generally perceived to be **unappealing** due to **slow routes, high fare costs**, the need for multiple interchanges and inconsistent links to and between key workplace and leisure areas. Bus services are frequently delayed. The average wait time for passengers being around 20-30% more than the scheduled wait time.
- Apart from on the Eclipse busway, the A3 bus priority between Cowplain, Waterlooville and Cosham and along the A2047 London Road (southbound), **bus lane provision in the Portsmouth and south east Hampshire area is discontinuous and fragmented**, meaning for large proportions of journeys, buses share lanes with private cars, and are subject to the same congestion and delays.
- Whilst the network is largely commercial, **on some bus routes, there are no late evening services and reduced service frequencies on Sundays**.
- Suburban areas and employment **areas near the M27 motorway**, such as Whiteley, Segensworth and Lakeside North Harbour have been **designed around access by private car, so their bus networks** are circuitous with **less attractive journey times**.
- **Ferry services** form an important part of the area's public transport network, yet these are generally **not well integrated with other parts of the network**. Interchange facilities between modes remain poor and services disjointed, with limited integration of timetables and ticketing.

Local targets for bus services in Portsmouth and South East Hampshire area

Portsmouth & SE Hampshire Target 1: Reduce average bus journey times in Portsmouth and South East Hampshire by 5% by March 2025 and 10% by March 2030.

Portsmouth & SE Hampshire Target 2: Improve bus journey time reliability with 90% of services operating on time in Portsmouth and South East Hampshire from March 2025 onwards and 95% by March 2030.

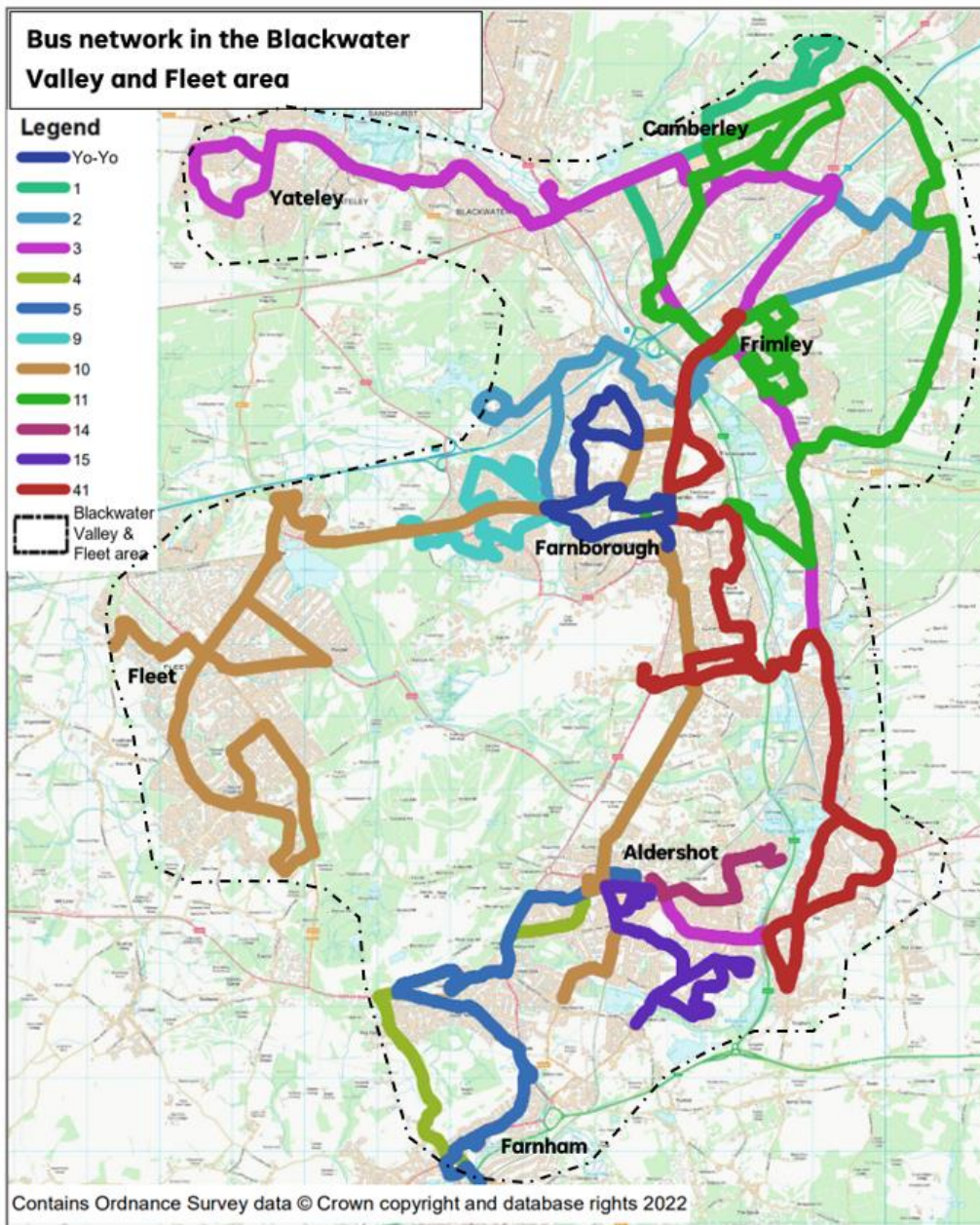
Portsmouth & SE Hampshire Target 3: Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 7% from 2022/23 levels over period April 2023 to March 2025 and 13% between April 2025-March 2030.

2.5 Local Bus Market Profile for the Blackwater Valley and Fleet area

Overview of Blackwater Valley and Fleet area

The Blackwater Valley is an urban area with a population of 257,800, straddling the Hampshire/Surrey border, covering the four towns of Camberley, Frimley, Farnborough and Aldershot, with frequent bus connections also connecting Farnborough with the nearby town of Fleet to the west. The bus network serving the Blackwater Valley and Fleet area is shown on Figure 16a.

Figure 16a - Map of bus network in the Blackwater Valley and Fleet area



The area has a highly complex pattern of travel demands. In Aldershot and Farnborough, in 2011, bus had a 3% mode share for travel to work. About half of the resident workforce are out-

commuting to a range of destinations and an even higher proportion of jobs available in the area are dependent upon in commuting. These complex and dispersed travel and commuting patterns make it challenging to provide an efficient bus network.

Most services are operated by Stagecoach. Bus fares for those choosing daily single operator tickets are priced at £6 covering all Stagecoach services within the area. Thames Valley Buses operate the 194 service from Bracknell to Camberley with some peak journeys extended to Farnborough. White Bus operate four bus services to Frimley Park Hospital and Camberley from Ascot, Bracknell, Staines and Woking.

The Gold 1 is the main flagship north-south bus service operated by Stagecoach that connects together the four Blackwater Valley towns with double deck high specification buses running every 10 minutes. The bus operator has had to reduce frequency to every 10 minutes due to traffic congestion impacting on reliability and would like to increase this service frequency back to every 7-8 minutes. Although the corridor is served well by bus priority, this is not continuous. This means that where buses are caught in general traffic congestion at peak times at a number of places along the route, including the Ham & Blackbird and St. Albans roundabouts and the Queens Avenue/ Redvers Bullers Road Roundabout, journey time reliability suffers, and an even spacing of buses at higher frequencies is not possible. The route also serves Frimley Park Hospital, the main hospital for the Blackwater Valley towns.

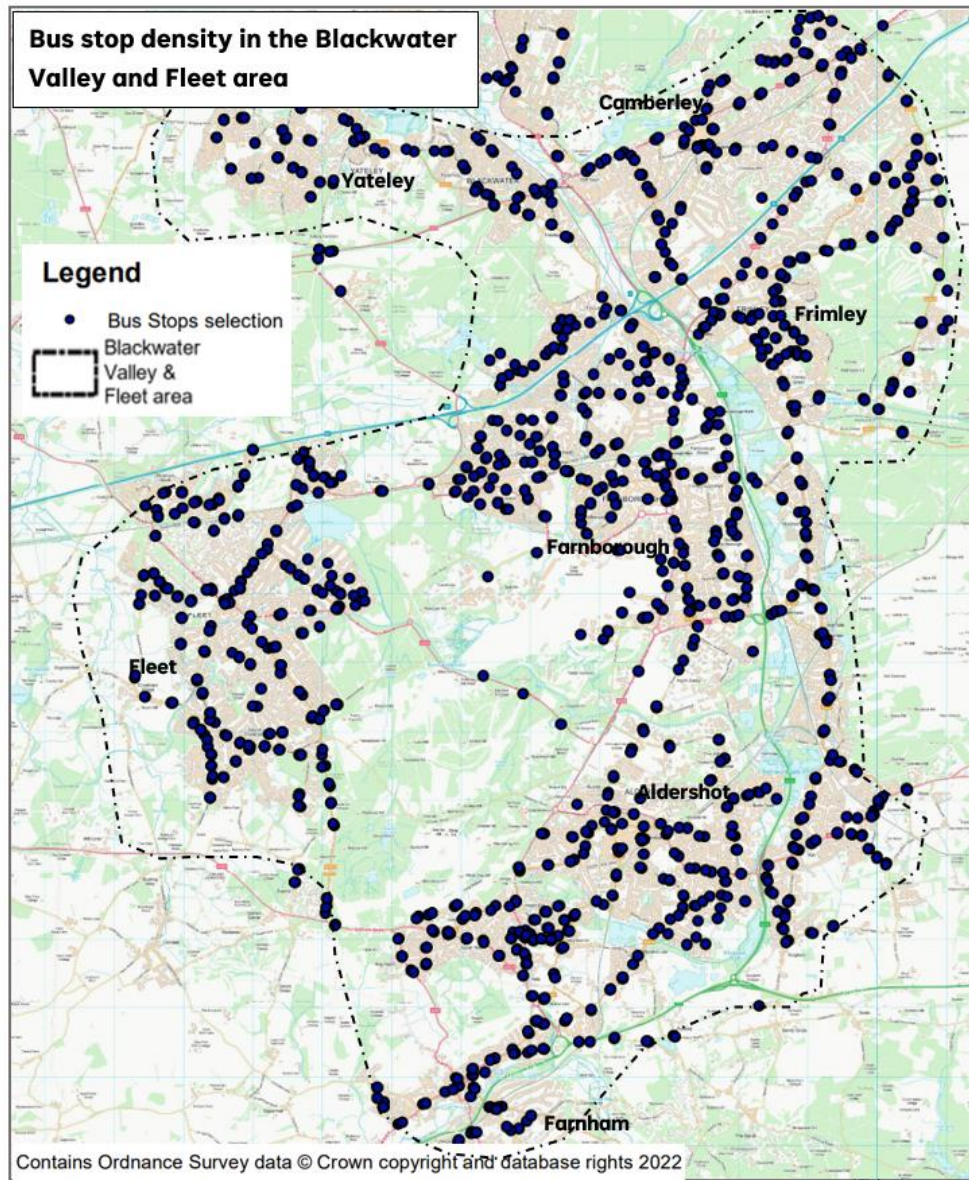
Other high frequency services are the 'Yo-Yo' route from Farnborough to the Prospect estate (every 10 minutes), the KITE service from Aldershot to Guildford (every 15 minutes) and the 4 and 5 operates between North Town, Aldershot and Farnham (every 15 minutes).

The 2 (every 30 mins) connects residential areas in the north of Farnborough to Farnborough town centre, Frimley Park Hospital and Camberley. The 3 (Yateley to Camberley with 50% of buses continuing to Aldershot via Frimley and Ash Vale) and 15 (Aldershot town centre to Tices Meadow and the Heron Wood Estate) services are also important 'core' bus services with 4 bph frequencies on their core routes. Away from these bus corridors, there are lower levels of public transport accessibility, particularly in suburban residential areas in north-west Farnborough and south and east Aldershot, and the 7 and 10 services provide connections from the nearby town of Fleet, west of the Blackwater Valley to both Aldershot and Farnborough respectively. The 194 service is extended during the morning and afternoon to Farnborough, for students making journeys to and from Farnborough College of Technology and The Sixth Form College, Farnborough.

There are sections of bus lane that were installed along the A325 corridor in Farnborough in the early 2000s between Farnborough College of Technology and Bradfords Roundabout, and a short stretch on Frimley Road heading north under the M3 motorway, which are used by the Gold 1 and the 11. As part of the Gold Grid project – Enterprise M3 LEP is providing funding for the Alexandra Road Priority Scheme – providing a new southbound bus lane from Queens Road down to a point just north of the roundabout itself, replacing current car parking spaces. When complete in autumn 2022, the scheme will improve bus journey time reliability on the Gold 1 corridor, but further investment will be needed.

The density of bus stops serving the Blackwater Valley and Fleet area is shown in Figure 16b.

Figure 16b - Map showing bus stop densities within the Blackwater Valley and Fleet area

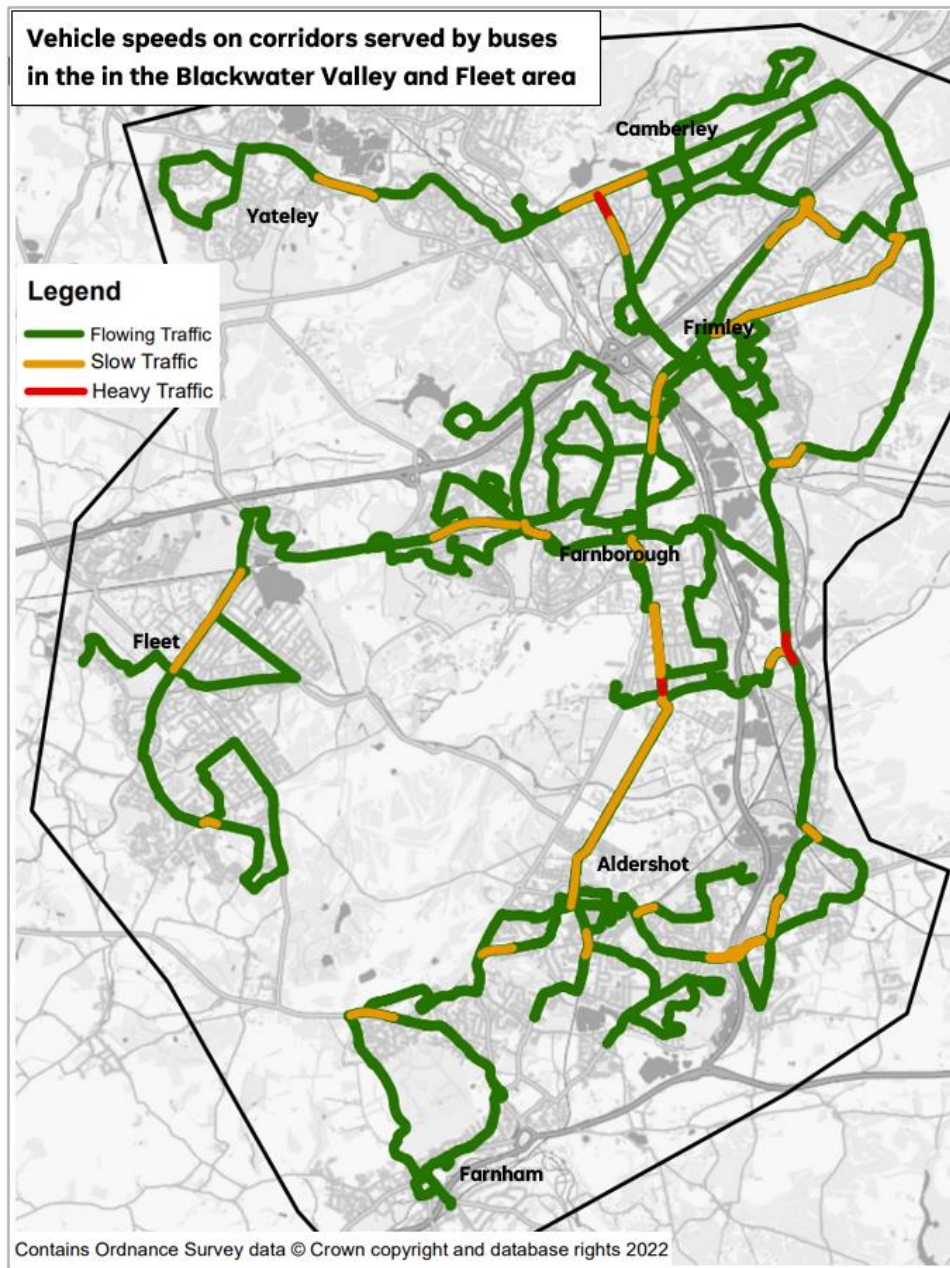


There is a high-quality bus/rail interchange at Farnborough Main station, which is served by the Gold 1 and 2 services throughout the day and Yo-Yo, 11 and 194 during the peaks. Aldershot currently has a bus station near the train station, but this does not offer an attractive waiting environment for customers. The main bus interchange is to be relocated to on-street bus stops within the town centre. A smaller bus-rail interchange facility is to be provided in the area to the front of the station building. The existing bus station site is earmarked for redevelopment. Farnborough, Aldershot and Camberley town centres are the most popular destinations for bus users. Farnborough College of Technology and The Sixth Form College, Farnborough are also significant destination for the 8,000 and 3,000 students respectively who study there.

Farnborough Business Park, south of the town centre and north-east of Farnborough Airport is served by free shuttle bus service from and to both rail stations during the AM and PM peaks. Farnborough Aerospace Centre is another large, modern business park, off the A325 with BAE Systems, Philips UK and Zurich among the large office employers based there. This is also served by shuttle buses to the rail station at peak times. On the A327, to the west of Farnborough town centre, there are large modern offices for BMW UK and Alphabet and nearby Southwood Business Park is another key employment site.

Figure 16c below shows the corridors used by bus services that on average (between 8am and 5pm) either experience flowing traffic, slow traffic or heavy traffic. The most congested routes are the A325 south of Farnborough and between Farnborough and Frimley, the B3411 Mychett Road and B3411 Frimley Road between Camberley and Frimley.

Figure 16c Map of average vehicle speeds on bus routes in the Blackwater Valley and Fleet area



Within the Farnborough and Aldershot area, as part of the Rushmoor Local Plan, there is an overall supply of identifiable and deliverable housing land for 3,600 new dwellings for the period 2020-2025, which includes 1,550 new dwellings at Wellesley, north of Aldershot.

Within Surrey Heath 1,200 new homes are planned at Mindenhurst on the site of the former Princess Royal Barracks in the village of Deepcut, about 2.5 miles south east of Frimley.

The cost of all day parking in central area car parks in Farnborough (£4-£5.50) and in Aldershot (£3.60-£5) is low and parking availability is good.

Key issues for bus services in the Blackwater Valley and Fleet area

- Although there is existing bus priority on the main north-south A325 corridor, **buses are caught in general traffic congestion at a number of roundabouts** without continuous bus priority measures at peak times, meaning **journey times are longer**.
- **High levels of car ownership and use** within the four towns and **low cost of car parking** within town centre car parks.
- **Business park employment areas** including Farnborough Business Park and Farnborough Aerospace Centre are **located away from main bus corridors** and have large areas of free staff parking.

Local targets for bus services in the Blackwater Valley and Fleet area

Blackwater Valley Target 1: Reduce average bus journey times in Blackwater Valley and Fleet area by 5% by March 2025 and 10% by March 2030.

Blackwater Valley Target 2: Improve bus journey time reliability with 90% of services operating on time in the Blackwater Valley and Fleet area from March 2025 onwards.

Blackwater Valley Target 3: Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 6% from 2022/23 levels over period April 2023 to March 2025 and 11.5% between April 2025-March 2030.

2.6 Local Bus Market Profile for the Basingstoke area

Overview of Basingstoke area

Basingstoke is a large town in North Hampshire with a population of 113,190 that has seen very rapid expansion and growth in recent decades. Being a 'new town' its growth has been planned based around high capacity road systems and extensive parking provision, both within the town centre and in business parks and industrial areas. Whilst this has helped to support economic growth in Basingstoke and enabled the town to avoid the severity of many traffic problems experienced by neighbouring towns it has also encouraged car use over other forms of travel as car access is both relatively cheap and convenient.

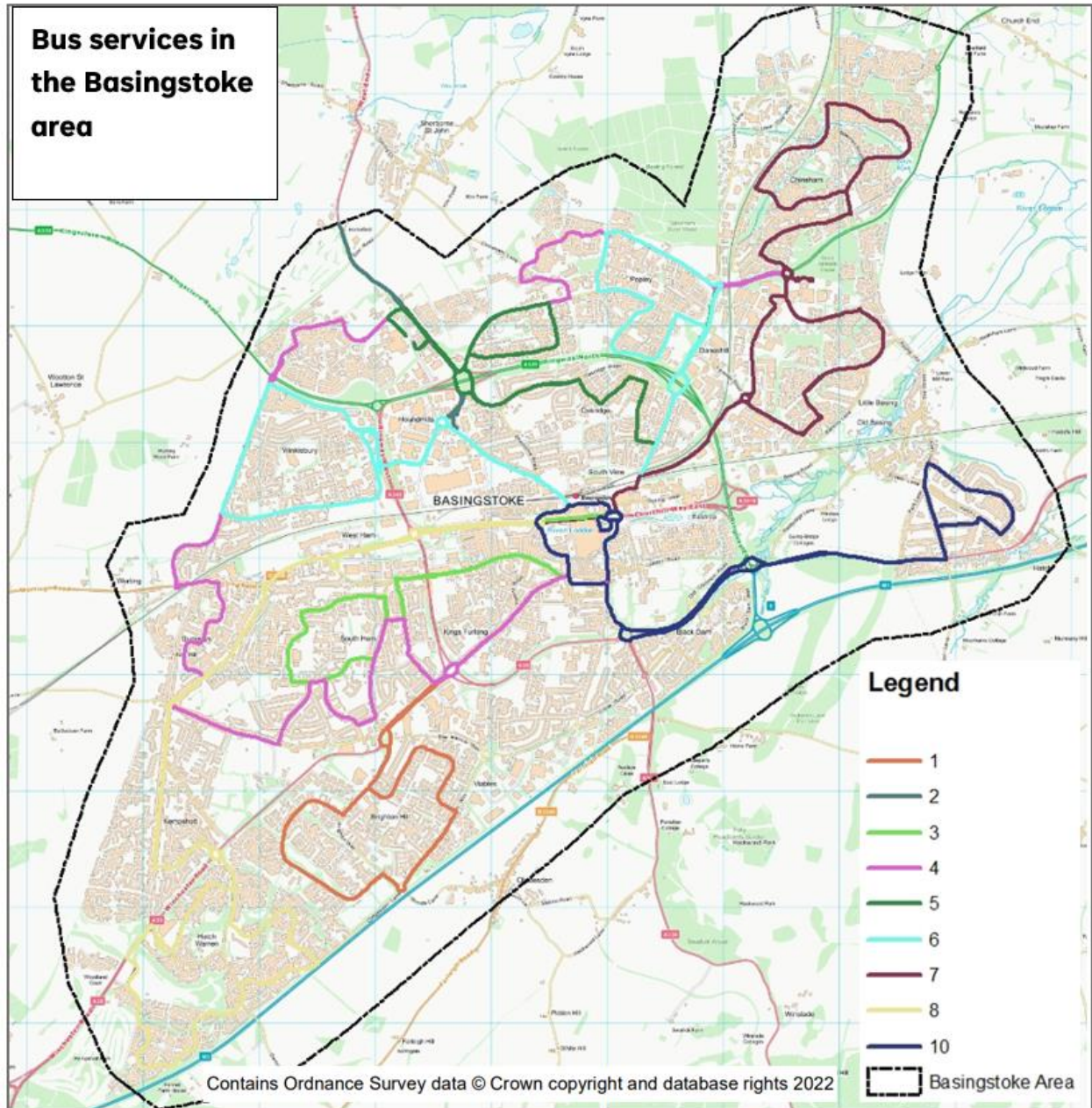
67% of residents use a car for journeys to work (70-75% in outer urban areas) and 5% of residents use the bus for journeys to work. The ward of Popley East, situated just north of Basingstoke town centre, has the highest percentage of travel to work by bus at 6.36% of commuter trips. New developments over recent years have been built on the edge of the town and as a result are more challenging to serve by bus. People living in these areas are more likely to continue to rely on car use unless there is significant investment in alternative sustainable transport modes.

The majority of local bus services in Basingstoke and the surrounding areas are operated by Stagecoach, and an overview of the network is shown on Figure 17a. Bus fares for those choosing single operator tickets are priced at £4.40 a day covering all Stagecoach services within the area.

High frequency 'turn-up-and-go' intra-urban services (4-6bph) link the town centre to the suburban areas of Popley, Winklebury, Brighton Hill, South Ham and Kempshott, Hatch Warren and Beggarwood. Frequent services (3bph) operate to Oakridge and Chineham.

The Stagecoach inter-urban bus network links Basingstoke to places such as Hook, Odiham, and Alton (1bph); Newbury (1bph branded as "The Link"); Andover, Overton and Whitchurch (2bph); and Tadley and Baughurst (5bph) – the latter being a well-used flagship route that also serves Basingstoke and North Hampshire Hospital.

Figure 17a – Map of bus network in the Basingstoke area



Basingstoke town centre is the most popular destination for bus users. To the east of the town centre and a short walk from the railway station is the 65-acre Basing View business park. Around 4,500 people currently work at the park and it is envisaged that the regeneration project has the potential to double the number over the next 15 years. Basingstoke College of Technology on the western edge of the town centre is also a significant destination for 2,000 full-time and 7,000 part-time students who study there.

Significant areas of new housing in Basingstoke are planned over the coming years including a development of up to 3,520 new homes at Manydown North, located to the west of Winklebury.

As part of the Basingstoke Transport Strategy, it is proposed that a Mass Rapid Transit (MRT) network of high frequency bus corridors be developed within the town, including one to serve this new area of development.

Figure 17b shows the locations of bus stops and Figure 17c shows routes used by buses where which on average (between 8am and 5pm) either experience flowing, slow or heavy traffic.

Figure 17b – Map to show locations of bus stops in the Basingstoke urban area

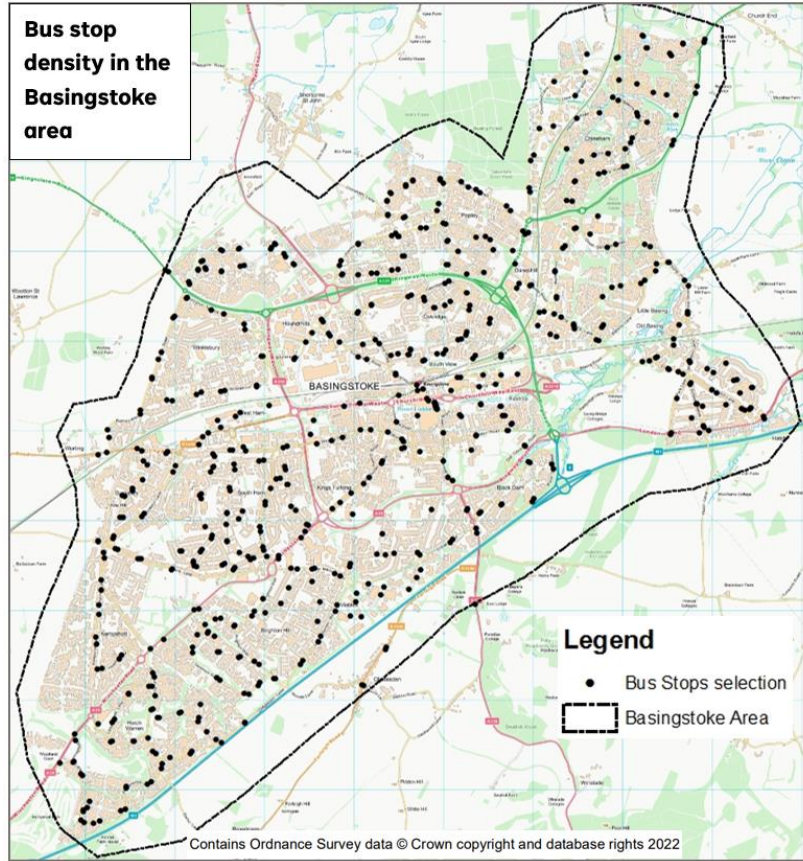
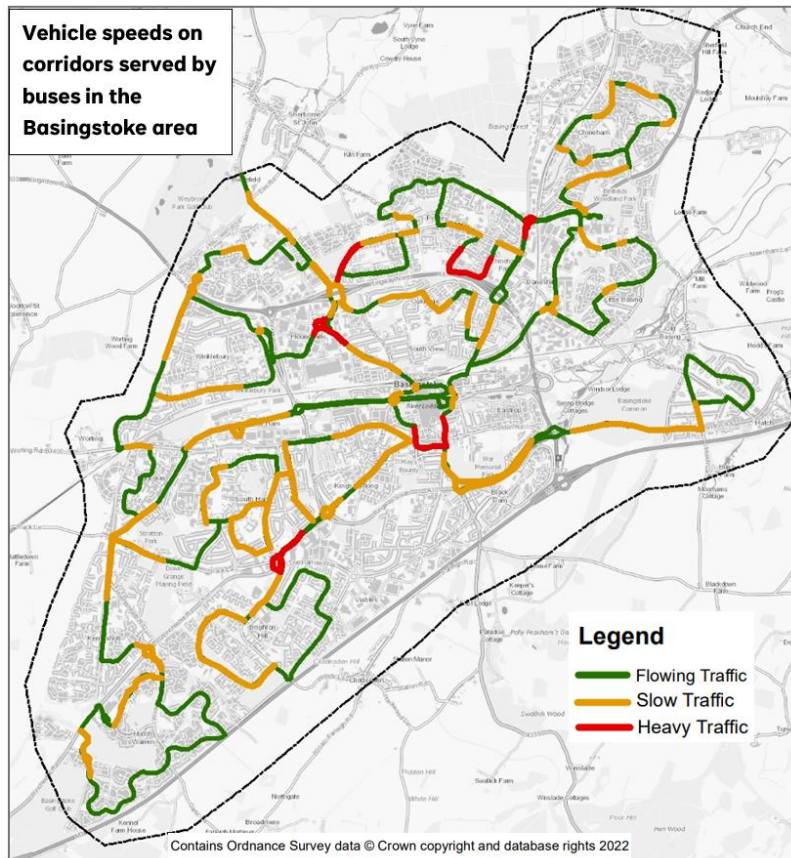


Figure 17c – Map to show average vehicle speeds on corridors served by buses in the Basingstoke area



The cost of all day parking in central area car parks is £8.50 for those with pre-paid card or £10.60 without discount, and in Basing View business park, there are extensive areas of private non-residential parking which are available free of charge to employees.

Key issues for bus services in Basingstoke

- Evidence collected for the [Basingstoke Transport Strategy](#) suggests that currently in Basingstoke, travel by bus is less attractive than travelling by car.
- **Use of public transport is relatively low**, particularly for journeys within the town, despite a frequent bus service between the town's residential areas and the town centre, as well as the rail station, despite the fact that 19% of households in Basingstoke do not have access to a car.
- **No bus lanes or priority measures.** Bus journey times are typically 2 to 3 times the equivalent car journey time.
- **Average bus journey speeds are slow** - average bus speeds throughout the town are 9-11 mph. Reliability and punctuality issues detract from bus use. Much of the delay incurred by buses occurs within the town centre area, especially at Eastrop roundabout for buses exiting from the bus station.
- **Parking in the town centre is relatively low cost** and plentiful.
- Forecasts suggest that without interventions that would support bus use, such as MRT bus priority or changes to car parking charges, bus use would decline by 18% by 2036 as a result of lower costs /faster journey times of car travel.

Local targets for bus services in Basingstoke

Basingstoke Target 1: Reduce average bus journey times in Basingstoke by 5% by March 2025 and 10% by March 2030.

Basingstoke Target 2: Improve bus journey time reliability with 89% of services operating on time in Basingstoke from March 2025 onwards and 93% by March 2030.

Basingstoke Target 3: Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 6% from 2022/23 levels over period April 2023 to March 2025 and 11.5% between April 2025-March 2030

2.7 Local Bus Market Profile for the Winchester area

Overview of Winchester area

Winchester is a historic mediaeval city that has a population of 47,896, with narrow streets within the city centre not suited to vehicular traffic and without space to provide bus lanes. It is a vibrant centre for employment, shopping, business, education, tourism and health care.

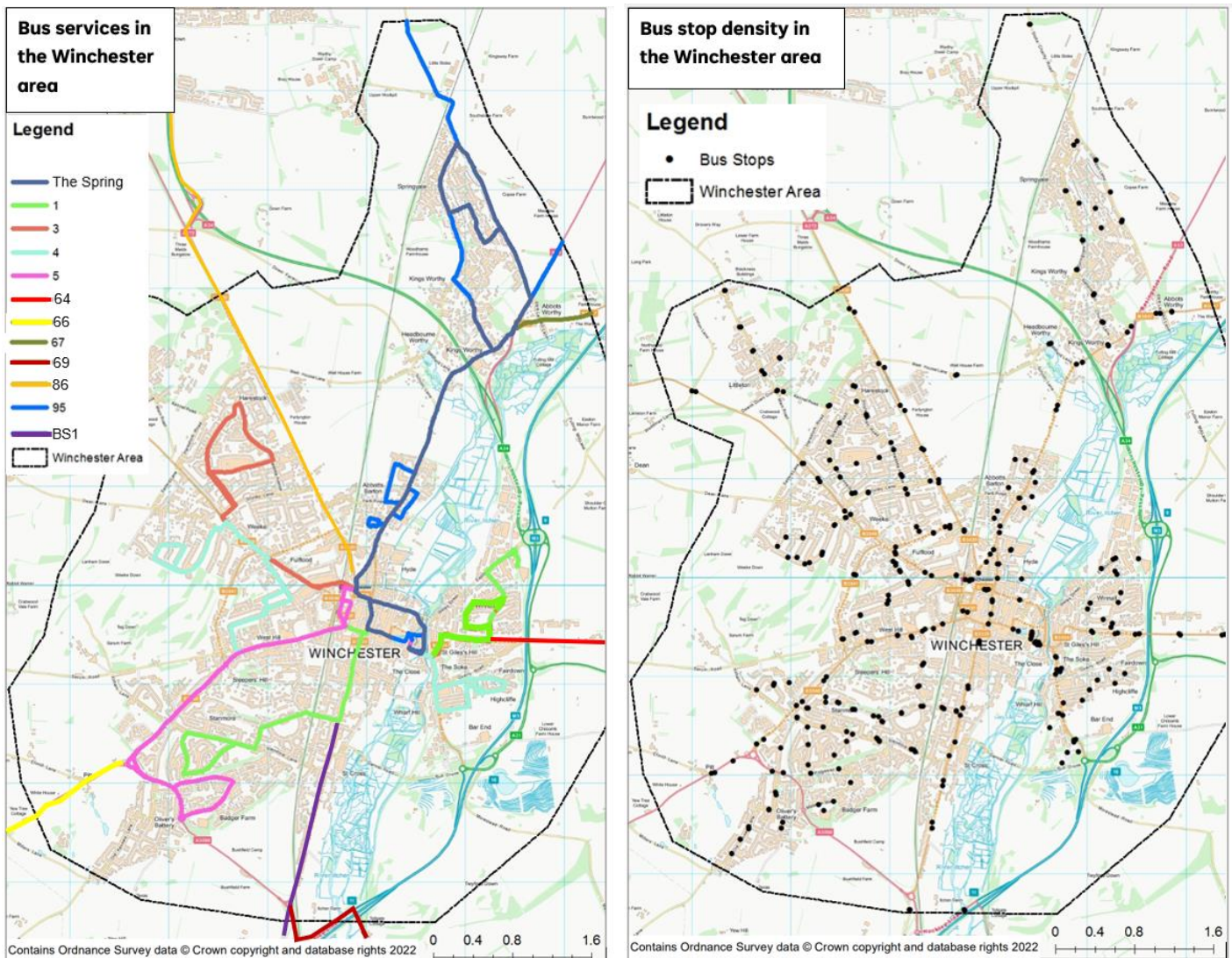
The main cause of congestion is the journey to work. These journeys tend to be in the peak hours and reflect Winchester's role as a centre of employment – for local government, healthcare, retail and legal and financial services. Around two thirds of people who work in the city commute into Winchester each day, in part due to high house prices. Each day 20,000 people commute into the city of Winchester, whilst a further 7,000 people travel out of Winchester to work in other locations.

Use of public transport is relatively low, particularly for journeys within the city, despite a frequent bus service between the town's residential areas and the city centre, as well as the rail station. 24% of households in Winchester do not have access to a car, and this increases to between 31% and 49% in the city centre, Stanmore and Winnall. 48% of residents use a car for journeys to work, 32% walk and 5% use the bus for journeys to work.

A significant proportion of urban and inter-urban bus services in the Winchester area are operated by Stagecoach. Winchester city has a well-established and frequent urban bus network

as shown in Figure 18a, most of which is commercially run. The main bus routes within the city connect Winnall, Stanmore, Weeke, Harestock, Badger Farm and King’s Worthy, although evening services are limited.

Figure 18a – Map of bus routes in the Winchester area & Figure 18 b – Density of bus stops



Bus fares for those choosing single operator tickets are priced at £4.40 a day covering all Stagecoach services within the area.

Longer distance bus services, also mainly commercially run, provide connections to Chandler’s Ford, Southampton, Romsey, Alton and Fareham. Of these inter-urban routes, the 64 to Alresford and Alton and the 66 to Hursley and Romsey are important bus links with 2 buses per hour. The 69 to Colden Common, Bishops’ Waltham and Fareham, operating hourly, is also useful inter-urban route. There are a series of other supported inter-urban bus services radiating out from Winchester connecting it with rural villages including Petersfield, Andover and Whitchurch.

The only other operator of commercial bus services in the Winchester area is Bluestar, who operate the high frequency Bluestar 1 inter-urban route (4bph) from Winchester to Chandler’s Ford and Southampton.

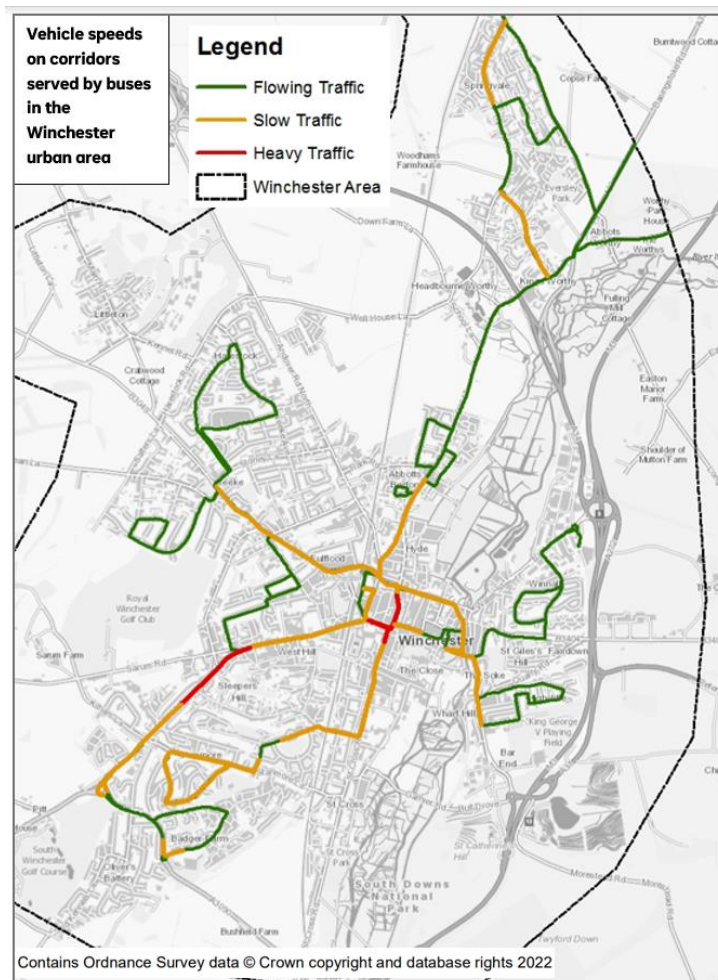
Winchester Park and Ride bus services (not shown on Figure 18a) have their own green Park and Ride branding, and are operated by Stagecoach under contract to Winchester City Council. Four Park and Ride (P&R) sites provide around 1,800 parking spaces between them. The four

sites are connected by one Park and Ride service which provides access to the city centre, Royal Hampshire County Hospital and the University of Winchester. This provides a service headway of every 7 minutes at peak and every 12 minutes between the peaks.

The city centre is the main destination for bus users, followed by the Royal County Hospital Winchester, on Romsey Road, west of the city centre. Peter Symonds College, is the main sixth-form college located north of the city centre. It has 4,000 students, many of whom use local timetabled bus services to access the college. The city has three secondary schools: King’s School, Westgate School and Henry Beaufort, which operate a number of school bus services for students from villages surrounding the city. 29% of 11-16 year-olds use public transport to travel to school.

Figure 18c shows the routes used by buses in Winchester that on average (between 8am and 5pm) either experience flowing traffic, slow traffic or heavy traffic. Areas of congestion include on B3040 Romsey Road, Jewry Street and B3335 Southgate Street. A large number of buses use a short section of bus only road from the train station to access City Road. These buses experience delay at the busy six-arm Carfax traffic signalised junction. Taxis are also permitted to use this bus only section. The only other bus priority measure is a short 100m section of bus lane east of the Badger Farm roundabout on the Romsey Road, which benefits Park and Ride bus services as well as local bus services from Romsey and Badger Farm.

Figure 18c – Map to show average vehicle speeds on corridors served by buses in the Winchester area



The City of Winchester Movement Strategy is seeking to achieve traffic reduction within the city centre and key to this is making more efficient use of roadspace by achieving modal shift onto Park and Ride and local bus services.

In terms of future development, the Central Winchester Regeneration redevelopment will see new commercial and residential development within the eastern part of the city centre. As part of this, the current bus station will be redeveloped, and a new on-street linear bus hub provided in the Friarsgate area. The Kings Barton housing development east of Weeke and Harestock is being built out and will see 2000 new homes. As part of the Movement Strategy, a need for a new 800-space Park and Ride site serving the north side of Winchester, a new bus lane on Andover Road and two new bus gates (on Chesil Street and Southgate Street) have been identified. Delivery of additional Park & Ride parking spaces on the edge of Winchester will enable some car parks in the city centre to be closed and redeveloped.

The cost of all day parking in central area car parks is high (£15 a day) to deter use by commuters. All day parking is less expensive at car parks located in more peripheral locations further away from the city centre (£7 a day). There are currently 1580 short stay parking spaces and 1860 long stay spaces in the city centre. The cost of Park & Ride all day parking is £3 a day, including return bus travel for up to 5 people per car. Although Park & Ride journey times are similar to those by car, this differential in the cost of parking helps encourage Park & Ride use. Before the pandemic, three of the four Park and Ride sites were operating at full capacity.

Key issues for bus services in Winchester

Evidence collected for the [Winchester Movement Strategy](#) suggests:

- A number of radial bus routes into central Winchester show significantly **high levels of journey time variability** which in turn impacts on bus service regularity. The corridors with the highest levels of variability are Alresford Road and Stockbridge Road. This is due to queuing traffic on Bridge Street and at the mini-roundabout with Chesil Street and traffic queues on the approach to the Carfax junction. There are also delays at peak times on Romsey Road between Battery Hill and the Hospital and on St. Cross Road between St. James' Lane and High Street.
- As Winchester is a historic mediaeval city, there isn't the physical space to accommodate bus lanes. The amount of current bus priority is very limited.
- Congestion in the city centre results in **low bus speeds**.

Local targets for bus services in Winchester

Winchester Target 1: Reduce average bus journey times in Winchester by 4% by March 2025 and 10% by March 2030.

Winchester Target 2: Improve bus journey time reliability with 87% of services operating on time in Winchester from March 2025 onwards and 92% by March 2030.

Winchester Target 3: Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 5% from 2022/23 levels over period April 2023 to March 2025 and 10% between April 2025-March 2030.

2.8 Local Bus Market Profile for the Andover area

Overview of Andover area

Andover is a relatively self-contained market town that has a population of 50,063 (2019) which is expected to rise to 54,810 by 2026, an increase of 9.5%. There are a range of public services and facilities spread throughout the town. Andover town centre is dominated by retailing, other commercial uses and Andover College surrounded by a number of housing areas and peripheral industrial estates. 70% of working residents are employed within the town and over a third of all trips made are under a mile in length.

Andover’s main employment sectors are storage / logistics; financial services and manufacturing / engineering businesses. British Army Land Forces Headquarters (HQ Land) are based in Andover as are Test Valley Borough Council and Andover College. There are three large industrial estates on the west and east edges of the town.

4% of the town’s residents regularly use the bus to undertake a journey within the town. Bus fares for those choosing single operator tickets are priced at £3.70 a day covering all Stagecoach services within the area.

The most frequent bus route is the 1 service that runs every 15 minutes and this serves the residential areas to the north of the town centre. The 6 service to East Anton and P20 service to Picket Twenty operates every 30 minutes.

The key inter-urban bus service is the Activ8 bus service that links Andover with Salisbury and Tidworth. There are currently 4 services per hour from Andover to Tidworth and 2 per hour to Salisbury. There is 1 bus per hour to Basingstoke via Whitchurch and a further one on just the Whitchurch to Basingstoke section of the route (the 76). Other services to Stockbridge (the 15), Middle Wallop and Over Wallop (the 17) and Newbury (7 and 7A see 4 per day run in each direction) are less frequent.

An overview of the bus network serving the town is shown in Figure 19a.

Figure 19b shows the locations of bus stops and Figure 19c shows the routes in Andover used by bus services which on average (between 8am and 5pm) either experience flowing traffic, slow traffic or heavy traffic.

Figure 19a - Summary of bus routes in the Andover urban area

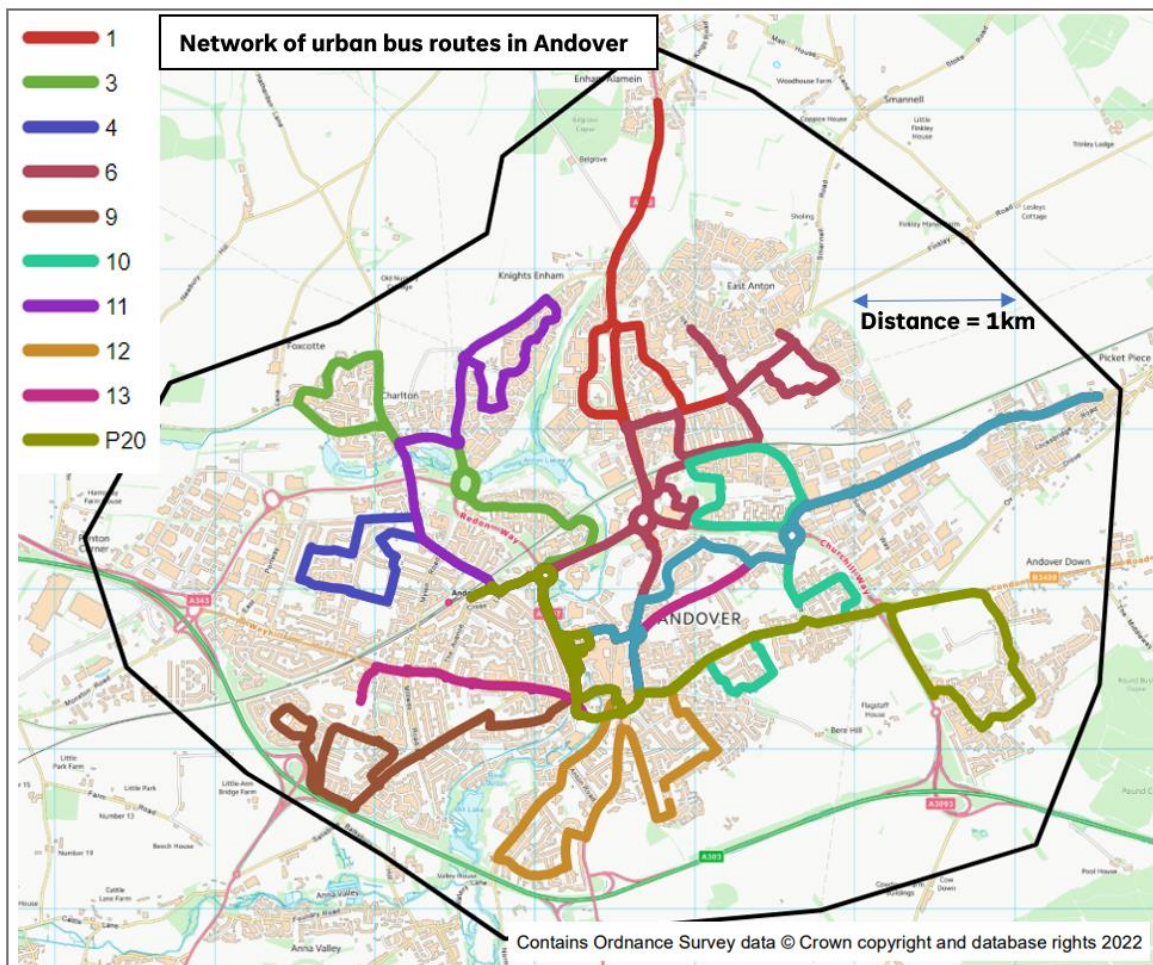


Figure 19b – Map to show locations of bus stops in the Andover urban area

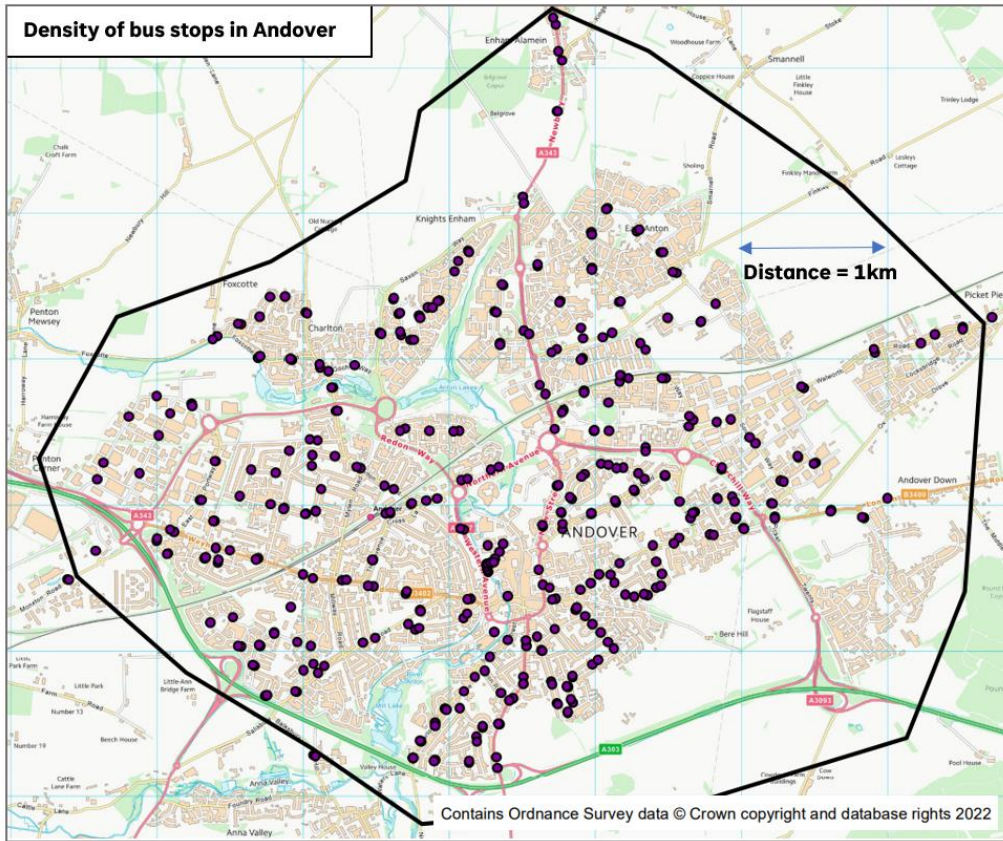
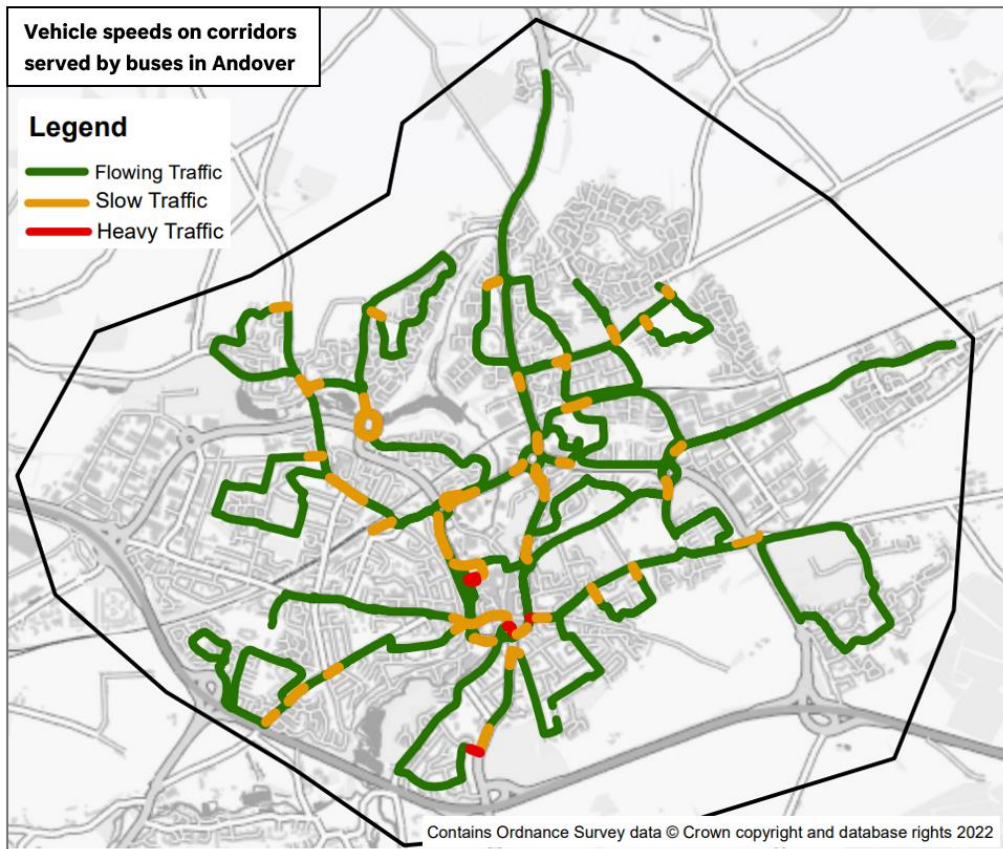


Figure 19c – Map to show average vehicle speeds on corridors served by buses in the Andover urban area



Existing bus priority within Andover is limited to a southbound bus only link beneath the railway line on the 6 service between Cricketers Way and River Way shown in Figure 20.

Figure 20 – Cricketers Way–River Way southbound bus only link



The bus station has seen £2.9m of investment, and re-opened in 2014, following a complete rebuild to increase its' capacity and offers improved facilities for passengers including an enclosed waiting area, café and office area for the bus operator Stagecoach and for Unity (formerly Test Valley Community Services), a charity who provides mobility and transport support for older and disabled residents, and other services for local businesses. 50 bus stops on the town bus routes that link to new housing areas under construction were upgraded using developer contributions, with raised curbs, new shelters, poles and flags.

The town has seen significant new development over recent years, with more planned. Developments underway or planned include 1,061 homes at East Anton, 534 homes at Picket Twenty, 150 homes at Harewood Farm and 82 homes at Picket Piece.

The current cost of all day parking in long stay car parks within the town centre is £4.40. In Andover, the Borough Council manages a total of 2,077 off-street public pay and display car parking spaces were available within the town centre in 15 car parks. About two thirds of all pay and display car parking tickets sold in Andover are for a duration of one hour or less (across all car park categories). Long stay car parks generate a very small proportion of both tickets sold and total income in Andover (5.4%). Season tickets sales also represent a relatively small proportion of the total tickets sold and car park revenue (9%).

Key issues for bus services in Andover

- **Low levels of bus use** within Andover, except for the Activ8 and 1 services as **bus fares are higher than the cost of short stay parking**.
- Apart from Activ8, the 6 and the P20, **provision of evening bus services is very limited**.
- Risks that when the developer pump-priming contributions that help to run the 6, 10, 12, 13 and 13A services begin to be phased out, these services may not be commercially viable at current frequencies if passenger growth is slow to build up.
- **Limited funding available for supported services** means that frequencies of these services are low.
- **Difficulties accessing Andover from** some of the **surrounding villages** not served by supported bus services.

Local targets for bus services in Andover

Andover Target 1: Reduce average bus journey times in Andover by 5% by March 2025 and 10% by March 2030.

Andover Target 2: Improve bus journey time reliability with 89% of services operating on time in Andover from March 2025 onwards and 93% by March 2030.

Andover Target 3: Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 6% from 2022/23 levels over period April 2023 to March 2025 and 11.5% between April 2025-March 2030.

2.9 Bus Market Profile for Rural Hampshire

Around 300,000 people live in rural communities within Hampshire. Distances travelled to work are higher in rural areas, where those living in sparser settlements and more dispersed employment opportunities will naturally mean workers commuting to, or within, rural areas incurring higher average distances to their place of work. In some cases this will be through necessity, with commuters travelling from more affordable housing in urban areas.

The parts of the two National Parks within Hampshire attract large numbers of visitors. 85% of visitors to the New Forest National Park arrive by car, and only 2% arrive by public transport. Both National Park Authorities are pro-actively working to encourage more visitors to access the parks via sustainable travel modes.

Visitor numbers are concentrated largely in seasonal influxes such as summer weekends and school holiday periods. This influx of car-borne visitors threatens many of the special qualities that draw both residents and visitors to the two National Parks in the first place.



In more sparsely populated rural areas there may only be irregular conventional bus services or services on certain days only, which is partially offset by a very active community-led transport services such as the Cango Bus Service, Call and Go services and Carshare/ Taxishare and village link schemes.

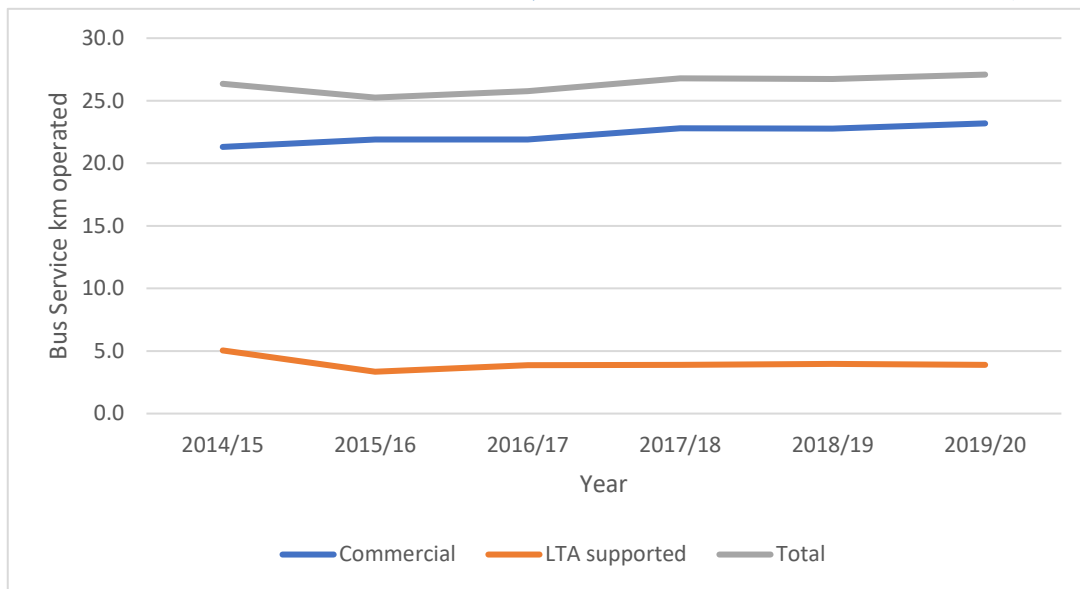
Currently in Hampshire there are:

- **6 Dial a Ride schemes** covering Basingstoke, Alton, Eastleigh, Fareham, Rushmoor and Winchester.
- **4 Call and Go schemes** covering East Hampshire, Havant, New Forest and Test Valley
- **8 Minibus Group hire schemes**
- **1 Cango scheme** in the southern New Forest linking the village of Sway to New Milton and Lymington
- [110 Good Neighbour Groups](#) that provide hospital and GP and social transport for residents of their local communities
- [29 Carshare/Taxishare schemes](#)

2.10 LTA financial support for bus services

As Figure 21 shows, the majority of bus service kilometres operated in Hampshire prior to the Covid-19 pandemic were provided on a commercial basis. Some operators report that the split between commercial and subsidised service mileage is based on best estimates.

Figure 21 - Split in km operated between Commercial and LA supported bus services in Hampshire from 2014 up until the start of the Covid-19 Pandemic (Source: DfT Bus Statistics Table BUS0208b)



In 2019/20, in percentage terms, 86% of bus services in Hampshire were run commercially and 14% of bus services were operated using LTA support. The proportion supported has reduced from 19% of bus services in 2014/15. General reductions in revenue grant funding from government for running a range of day-to-day local authority services has meant that prioritisation and reductions in support for bus services were made alongside reductions in spending on other services and activities.

The Covid-19 pandemic has had unprecedented impacts on society and the economy; and the effect on travel demand and behaviours has been dramatic. The Covid-19 Supported Services Grant (CBSSG), was designed to ensure bus services can continue to operate at full-service levels despite significantly reduced patronage levels. During most of 2020 and up to the end of August 2021, as a result of CBSSG, operators have been able to keep a core network of bus services running during to cater for essential journeys by households without access to a car (such as accessing work or food shopping).



From 1 September 2021 to March 2022, CBSSG was replaced with a new Bus Recovery Grant (BRG), which has been based upon a grant formula rather than ‘topping up’ operators to cover their costs. At the moment, there is considerable uncertainty over how long it will take for bus passenger numbers to recover to 100% of pre-pandemic levels.

As at 1st April 2021 HCC were providing the following LTA support per year for bus and taxi-share services:

- £1,954,201 (on HCC contracted bus services from HCC budgets)
- £318,812 (on Taxishares minus contributions)
- £30,848 to other LTAs to support cross-boundary services

Table 3 summarises which bus routes in Hampshire are financially supported and the extent of that support from upper and lower tier local authorities.

Table 3 – Summary of bus routes in Hampshire that receive LTA/ District/Borough financial support

Route No	Bus Service	Borough/ District	Nature of Financial Support
1	Brighton Hill - Basingstoke	Basingstoke & Deane	B&D support evenings/weekends
2	Baughurst - Basingstoke	Basingstoke & Deane	B&D support evenings/weekends
3	South Ham - Basingstoke	Basingstoke & Deane	B&D support evenings/weekends
5	Popley - Basingstoke	Basingstoke & Deane	B&D support evenings/weekends
6	Winklebury - Basingstoke	Basingstoke & Deane	B&D support evenings/weekends
7	Chineham - Basingstoke	Basingstoke & Deane	B&D support evenings/weekends
8	Hatch Warren - Basingstoke	Basingstoke & Deane	B&D support evenings/weekends
11	Oakley - Basingstoke	Basingstoke & Deane	B&D support evenings/weekends
76	Basingstoke - Overton - Andover	Basingstoke & Deane	B&D support evenings
76	Basingstoke - Overton - Andover	Basingstoke & Deane	Andover Young Persons Forum support evening journeys
14	Basingstoke - Tadley	Basingstoke & Deane	100% HCC Support including some developer contributions. All day timetable
12/ 15/ 17	Hatch Warren/South View/Black Dam – Basingstoke	Basingstoke & Deane	100% HCC Support. All day timetable
4	Basingstoke - South Ham - Chineham	Basingstoke & Deane	Service jointly funded by HCC, B&DBC and developer contributions. All day timetable
54	Hannington - Basingstoke	Basingstoke & Deane	100% HCC Support. All day t'tble on Wednesdays only (one return)
74	Overton Local Service	Basingstoke & Deane	100% HCC Support. All day on Tuesdays, Thursdays and Saturdays only (mornings only)
C41	New Alresford - Basingstoke	Basingstoke & Deane	100% HCC Support. All day
71	Warren Corner-Petersfield	East Hampshire	100% HCC Support. All day
250	Liphook Local	East Hampshire	100% HCC Support. All day
38	Alton-Selborne- Liss- Petersfield	East Hampshire	80% HCC Support. All day
94	Petersfield Local	East Hampshire	100% HCC Support. All day
206/ 208	Alton Locals	East Hampshire	100% HCC Support. All day
240	Alresford Local	East Hampshire	100% HCC Support. All day
18/ 13/ 23	Bordon to Haslemere	East Hampshire	35% HCC support, including some HTST. Does not include the 23 which is fully supported. Remainder commercial.
X6/ X7	Chandlers Ford - Hiltingbury (20% funded)	Eastleigh	Service is combination of HCC & EBC funding and commercial provision from operator
X9/ X10	Waltham Chase- Allbrook- Eastleigh(X9)/ West End- Bishops Waltham(X10)	Eastleigh	X9 75% HCC funded, X10 50% HCC funded - both daytime timetable
X15	Eastleigh/Hamble - Hedge End	Eastleigh	HCC & EBC Support. All day
X17	Bishops Waltham - Petersfield	Eastleigh	100% HCC Support. All day
E1/ E2	Eastleigh - Winchester	Eastleigh	90% HCC Support, 10% commercial. All day timetable
28/ 28A	Fareham - Whiteley	Fareham	100% HCC Support. All day timetable
F3	Fareham - Portchester	Fareham	100% HCC Support on additional day service.

Route No	Bus Service	Borough/ District	Nature of Financial Support
11	Fareham - Alverstoke	Gosport	100% HCC Support M-F, GBC 100% support weekend. All day timetable
20	Fareham - Wickham	Gosport	100% HCC Support. All day timetable
21	Fareham - Hill Head	Gosport	100% HCC Support. All day
7	Aldershot - Hartley Wintney	Hart	100% HCC Support. All day
D1/ D2	Waterlooville - Mead End / Hambledon	Havant	100% HCC support through developer contributions. All day timetable
27	Emsworth - Rowlands Castle	Havant	100% HCC Support. All day
112	Hythe/Beaulieu - Lymington	New Forest	100% HCC Support including some Home-School transport. All day timetable
H1/H2 T3/T4	Hythe Town Service & Totton-Cadnam	New Forest	100% HCC Support. All day
119/ 191/ 193	Lymington - New Milton & New Milton Locals	New Forest	100% HCC Support with exception of 119 Saturday which is funded by Lymington Town Council. All day timetable
712	Pilley - Priestlands School	New Forest	100% HCC Support. School timetable
761	Bunkers Hill - Priestlands School	New Forest	100% HCC Support. School timetable
777	Brockenhurst - Priestlands School	New Forest	100% HCC Support. School timetable
6	Lymington to Southampton	New Forest	35% HCC Support, remainder commercial. All day timetable
X2	Lymington to Bournemouth (12% funded)	New Forest	12% HCC and DCC funded. Remainder commercial
125	Ringwood-Bransgore-Christchurch	New Forest	HCC / DCC Supported. All day timetable
49	Damerham to Salisbury	New Forest	100% HCC / WC Support. All day timetable
41	Ash - Frimley Hospital	Rushmoor	100% HCC/SCC funded. All day service.
10/ 610	Farnborough to Quetta Park (1% funded)	Rushmoor	1% funded through HTST. Remainder commercial.
9	Farnborough - Southwood	Rushmoor	100% HCC Support with small contribution from RBC. All day timetable
X7R	Romsey-Sherfield English - Salisbury 6% funded	Test Valley	6% funded by HCC / WC. Remainder commercial.
35	Romsey - Braishfield - Ampfield	Test Valley	100% HCC Support with some HTST. All day timetable
36	Romsey - Lockerley	Test Valley	100% HCC Support. All day timetable
39	Romsey - Landford - Nomansland	Test Valley	100% HCC / WC Support. All day timetable
634	East Wellow - Romsey School	Test Valley	HCC through HTST and WC funded
5	Andover - Thruyton	Test Valley	100% HCC Support including some HTST. All day timetable
7/ 7A	Andover - Newbury	Test Valley	100% HCC Support. All day timetable
10	Andover to Admirals Way and River Way	Test Valley	100% HCC support through developer contributions. All day timetable
12	Andover to Leigh Road	Test Valley	100% HCC support through developer contributions. All day timetable
17	Andover - Over Wallop	Test Valley	100% HCC support through developer contributions. All day timetable
9	Andover to Floral Way and Berry Way	Test Valley	100% HCC support through developer contributions. All day timetable
11	Andover to Saxon Fields	Test Valley	100% HCC support through developer contributions. All day timetable

Route No	Bus Service	Borough/ District	Nature of Financial Support
C3 C4 C5 C6 C8	Andover Villages	Test Valley	100% HCC Support. All day timetable
13/ 13a	Andover to Picket Piece	Test Valley	100% HCC support through developer contributions. All day timetable
15	Andover - Stockbridge	Test Valley	100% HCC support through developer contributions. All day timetable
16	Houghton - Winchester	Test Valley	100% HCC support through developer contributions. All day timetable
6a & 63	Hyde-Winchester & Owslebury-Olivers Battery-Winchester	Winchester	100% HCC Support. All day timetable
46	Winchester - Valley Park - North Baddesley	Winchester	55% HCC Support, remainder commercial. All day timetable
95/ 96	East Stratton - Micheldever - Winchester	Winchester	100% HCC Support. All day timetable
67	Winchester - Alresford - Petersfield	Winchester	75% HCC Support including HTST. All day timetable
3	Winchester - Harestock service (2% funded)	Winchester	Winchester Town Forum via Winchester CC. Evening journeys only Th, F & S (2% funded)

NB: Basingstoke and Deane contract some services directly and these are not on the list

NB: Local Bus services that we provide support for via neighbouring local transport authorities (cross border) and they tender are not included

Table 4 summarises the DRT and taxi-share schemes in Hampshire that are financially supported.

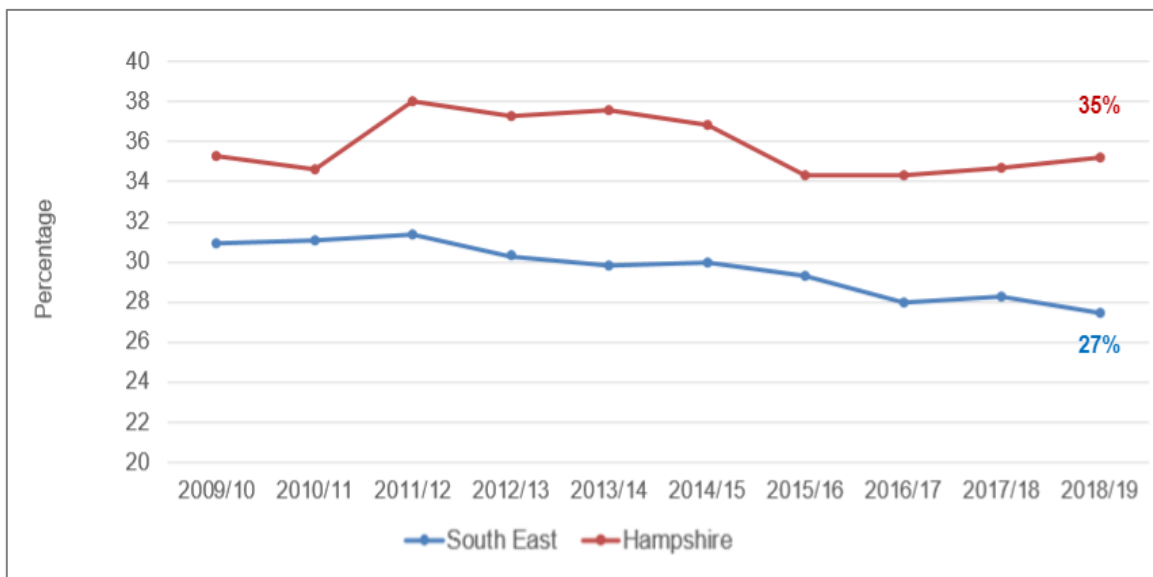
Table 4 – DRT and Taxi-share schemes that receive financial support

DRT Bus Route Number	Borough/ District	Nature of financial support
C32/C33 New Forest Cango Lymington-New Milton	New Forest	100% HCC Service Support. Consortium of Town / Parishes fund booking service. All day timetable
DRT Taxishare Route Number	Borough/ District	Nature of financial support
Hartley Wespoll Taxi Share	Basingstoke & Deane	100% HCC Support. All day timetable
Ashmansworth 23 Taxi Share	Basingstoke & Deane	Basingstoke & Deane BC support
205 carshare	East Hampshire	100% HCC Support. All day timetable
Bordon Town '28' Taxishare	East Hampshire	100% HCC Support - grant support. All day timetable
44 Chalvington& Campbell Taxi Share	Eastleigh	80% HCC and 20% EBC Support.
43 Valley Park Taxishare	Eastleigh	100% HCC Support. All day timetable
42 Stoke Common Taxi Share	Eastleigh	100% HCC Support. All day timetable
DRT Taxishare Route Number	Borough/ District	Nature of financial support
Hamble/Hound/Bursledon Taxishare	Eastleigh	50% HCC and 50% EBC. All day
Warsash to Locks Heath 57 Taxishare	Fareham	100% HCC Support. All day timetable
Burridge-Hedge End 26 Taxishare	Fareham	100% HCC Support. All day timetable
Burridge to Swanwick 27 Taxishare	Fareham	100% HCC Support. All day timetable
Linden Lea X57 Taxishare	Fareham	100% HCC Support. All day timetable
Knowle Village and Funtley Road 20	Fareham	100% HCC Support. All day timetable
210 Long Sutton	Hart	100% HCC Support. All day timetable
Hart Call And Go Taxishare 200A/200B/200F	Hart	100% HCC Support. All day timetable

70 Crondall-Ewshot Link	Hart	100% HCC Support. All day timetable
F111/121/131 Fleet, Crookham, Crookham Village and Elvetham Heath Taxishare	Hart	100% HCC Support. All day timetable
36 Service -Clanfield, Catherington & Lovedean taxishare	Havant	100% HCC Support. All day timetable
32 - Hayling Island Carshare	Havant	100% HCC Support. All day timetable
Fordingbridge Taxi Share	New Forest	100% HCC Support. All day timetable
35 Burley Car Share	New Forest	100% HCC Support. All day timetable
31 Fritham Taxi Share	New Forest	100% HCC Support. All day timetable
113 - Beaulieu Taxi Share	New Forest	100% HCC Support. All day timetable
Andover Villages C1 Taxishare	Test Valley	100% HCC Support. All day timetable
Over Wallop-Andover-Stockbridge 15/17	Test Valley	100% HCC Support. All day timetable
46 Chilworth & Upton Crescent	Test Valley	100% HCC Support. All day timetable
Stockbridge, Houghton, Longstock and King's Somborne Carshare	Test Valley	100% HCC Support. All day timetable
95 East Stratton Taxishare	Winchester	100% HCC Support. All day timetable
38 Southwick Taxishare Service	Winchester	100% HCC Support. All day timetable
16A Littleton, Crawley, Kings Somborne & Stockbridge	Winchester	100% HCC Support. All day timetable
16A Littleton, Crawley, Kings Somborne & Stockbridge	Winchester	100% HCC Support. All day timetable
96 Swanmore - Shedfield	Winchester	100% HCC Support. All day timetable

Figure 22 shows the proportion of bus journeys made in Hampshire by elderly and disabled concessionary pass holders.⁵

Figure 22 – Elderly and disabled concessionary journeys in Hampshire and SE England (as % of total passenger journeys)



2.11 Other factors that affect the use of local bus services

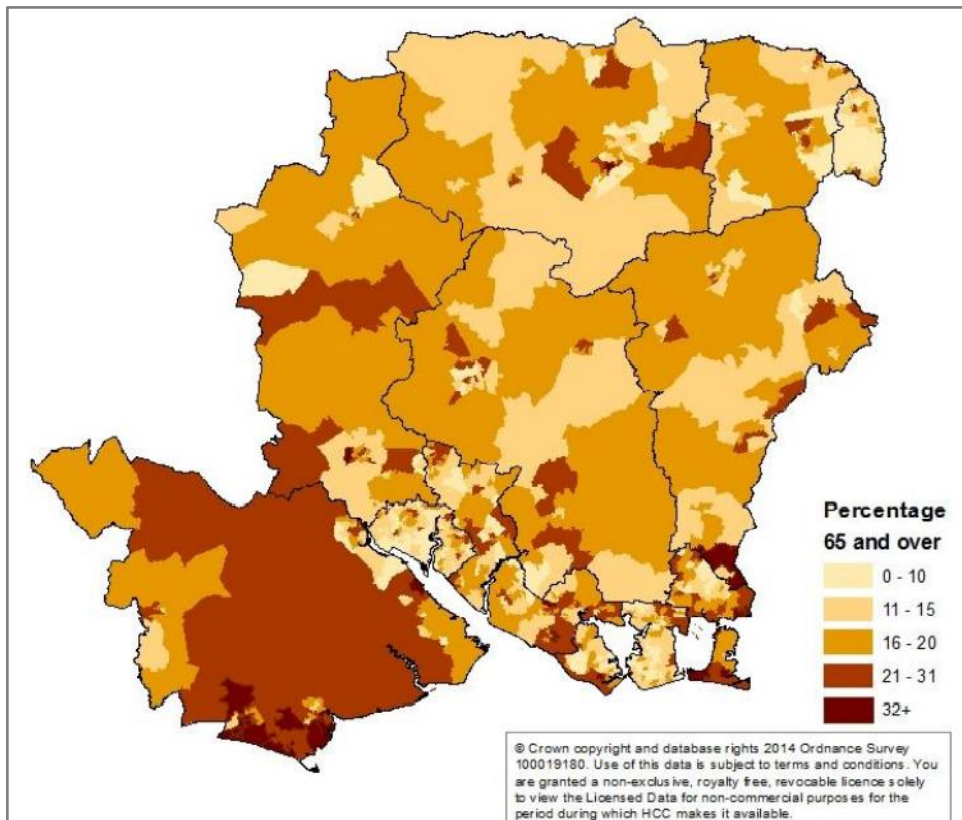
Ageing Population

The size of the population living in Hampshire is expected to increase to 1.5 million by 2041 (a 9% increase) on current levels.

The population in the 65+ age group is expanding most rapidly having increased by 49.4% since 1981. In 2011, 17% of the population of Hampshire was aged 65 or over. In 2011, 11% or 33,700 people aged 65 and over living in Hampshire were still in some form of employment.

Figure 23 below shows how the percentage of the population aged 65 or over in 2011 varies across Hampshire.

Figure 23 – Map to show how the percentage of the population aged 65+ varies across Hampshire (2011 Census)



Although the lower age for eligibility of concessionary passes is set to rise, this trend could mean that over time the future demand for concessionary bus passes could increase.

Car Parking cost and availability

Table 5, provides an overview of the extent and pricing of parking provisions in town and cities and the split between LTA and private sector provision.

Table 5 – Overview of Car Parking Cost and Availability for main urban areas within Hampshire and for unitary LTAs of Southampton and Portsmouth (Source: Unitary/ District data)

City/ Town	Total no of local authority short / med stay spaces	Total no of local authority long stay spaces	Total number of off-street spaces in public car parks excluding P&R	Daily cost of all day parking in long stay public car parks	Public/ Private split
Southampton	?	?	5,143	£5- £8	41%: 59%
Portsmouth	?	?	988	£10-£12	26%: 74%
Eastleigh	?	?	600	£8.50	50%: 50%
Romsey	563	235	798	£4.40	100%: 0%
Fareham	?	?	2,000	£3.50	100%: 0%
Gosport	?	?	909	£6- £7	100%: 0%
Havant	88	559	647	£6	100%: 0%
Farnborough	?	?	700	£4.50-£5	50%: 50%
Aldershot	?	?	690	£3.60-£5	58%: 42%
Basingstoke	515	1571	2,086	£8.50-£10-60	44%: 56%
Winchester	1,582	1,316	2,898	£7-£15	100%: 0%
Andover	1,733	344	2,077	£4.40	100%: 0%

Table 6 summarises expenditure in 2019/20 for each of the 11 lower-tier Districts and Boroughs and the two City unitaries on car parking including maintenance, ticket machines and enforcement activity. Within Hampshire, in Fareham, Gosport, Test Valley and New Forest the lower tier authority only enforces off-street parking, with HCC enforcing on-street parking. In March 2022 across the remaining 7 districts and boroughs (Winchester, Havant, East Hampshire, Rushmoor, Hart, Basingstoke & Deane, and Eastleigh), the lower tier authority is currently responsible for both on and off-street parking enforcement, although it is intended that HCC will take responsibility for enforcement of on-street parking in these areas in the near future.

Table 6 - Total Expenditure by local authority on car parking including maintenance, ticket machines and enforcement activity in 2019/20 (Source: DLUHC data)

Local Authority	Expenditure (£,000) on car parking in 2019/20 by Borough/ District or Unitary Council (including enforcement)
Southampton Unitary LTA area	£6,034
Portsmouth Unitary LTA area	£6,321
Eastleigh Borough	£810
Test Valley Borough (Romsey, Andover)	£1,439
Fareham Borough	£1,758
Gosport Borough	£930
Havant Borough	£1,287
Rushmoor Borough (Aldershot & Farnborough)	£1,718
Basingstoke & Deane Borough	£1,412
Winchester District	£3,322
Hart District	£527
East Hampshire District	£1,277
New Forest District	£2,187
Hampshire County Council (<i>for on-street parking in several Districts/ Boroughs</i>)	£3,275
Total for 11 Hampshire districts (excluding unitary LTAs of Southampton & Portsmouth)	£19,942

In 2019/20, across the Hampshire LTA area as a whole, there was a total expenditure of £19.9m on car parking by both upper and lower tier local authorities.

HCC Expenditure on Marketing of bus services

HCC spends £47,000 a year on marketing of local bus services. HCC produces the following:-

- Alresford, Alton, Meon Valley & Winchester Travel Guide
- Andover public transport guide
- Basingstoke Map
- Eastleigh map
- Farnborough, Fleet & Bordon public transport guide
- Hampshire map and frequency guide
- Havant & Petersfield travel guide
- New Forest travel guide
- Romsey map

2.12 Summary of bus usage and costs and targets for each bus market area

Table 7 summarises the mode share for bus, ticket costs, average bus speeds and average number of bus passenger boardings per day as well as targets for bus passenger growth for each of the six bus market areas.

Table 7 – Summary of population, mode share, day fare, speeds, passenger boardings and passenger growth targets for the six local bus market areas (Sources: HCC, Census & bus operator data)

Bus market area	Total urban population	Total mode share for bus for travel to work in urban parts of lower tier area (2011 census)	Current cost of an all-day (single operator) adult bus ticket	Average bus speed km/h	Average number of bus boardings on a weekday (pre-pandemic)	Target for % bus passenger growth Apr 2023-Mar 2025	Target for % bus passenger growth Apr 2025-Mar 2030
Southampton TTWA	486,100 (253,600 unitary only)	5.79%	£3.40 (inside unitary area); £6-7 for wider TTWA	14.8	60,000 (unitary only)	6%	11.5%
Portsmouth TTWA	500,000 (296,000 unitary only)	4.68%	£4.30 (inside unitary area); £7 for wider TTWA	Tbc	34,300 (unitary only)	7%	13%
Blackwater Valley	257,800	3.02%	£6	19.5	3,400	6%	11.5%
Basingstoke	113,190	3.74%	£4.40	22.0	12,300	6%	11.5%
Winchester	47,896	2.84%	£4.40	22.5	6,800 (excluding P&R)	5%	10%
Andover	50,063	1.92%	£3.70	24.6	2,700	6%	11.5%

Section 3 - Headline targets

This section sets out and summarises the headline and supporting targets that Hampshire County Council and local bus operators have together developed to help us monitor delivery of the ambition set out in Section 4 of the EP Plan.

Table 8 gives details of each headline target and an indication of the dates when each will be measured. Section 4 of the EP Plan links many of these targets directly to the delivery of a particular ambition and demonstrates why these targets have been chosen and how their achievement will lead to the successful delivery of the Hampshire EP.

The headline county-wide targets for average bus journey time, reliability and bus passenger numbers are complemented by similar local targets for each of the major towns and urban areas of Hampshire.

The local targets have been set out in Section 2, to demonstrate how they flow from addressing the local issues facing each local bus market area. These targets have been developed to reflect local circumstances, hence in the Blackwater Valley, Basingstoke and the Portsmouth and Southampton Travel to Work areas,

more challenging targets have been set in relation to journey times to reflect the greater opportunities that are offered by interventions in urban areas. Similarly a reliability target of 95% has also been set for both Portsmouth and Southampton Travel to Work Areas, which is consistent with targets contained in the Portsmouth and Southampton BSIPs and EP Plans.

In relation to the targets for passenger levels, if the new Omicron variant does not result in further prolonged restrictions on sectors of the economy (such as advice for people to work from home if they can) we would anticipate that with financial support from Bus Back Better funding we will be able to return to pre-Covid-19 patronage by April 2023. If the Omicron variant does result in reduced economic activity and reduced commuter and shopping journeys, then this recovery will be slower and therefore bus passenger numbers will not have fully recovered by this date.

Further investment from a range of funding sources can then enable additional bus passenger growth to be realised. The figures for Portsmouth TTWA reflect a higher potential for bus passenger growth in the area for increasing bus patronage via infrastructure measures that will help speed up buses. Significant housing growth in Andover will increase the population of the town and offers opportunities to increase bus use.

However, in consideration of the likelihood of achieving these targets, it is important to acknowledge that performance will be impacted by factors both within and outside the control of the local authority and bus operators and it is therefore important to understand the impact of external effects on bus service performance, satisfaction and passenger numbers.



3.1 Countywide and Local targets for journey time reduction, reliability improvements and bus passenger growth

Table 8 - Summary of targets set out in the EP Plan - NB: The targets related to bus journey times, reliability and passenger levels are initial proposals and may be amended. They will be confirmed once an assessment of data received from bus operators has been completed.

Ambition	Target	Date Measured
Countywide	Reduce average bus journey times for the representative bus routes listed in Table 9 as a whole by 4% by March 2025 and 9% by March 2030.	March 2023 and then annually
Countywide	Improve bus journey time reliability with 87% of the services listed in Table 9 operating on time (between 1 minute early and 5 minutes late) from March 2025 onwards and 92% by March 2030.	March 2025 and then annually
Countywide	Assuming that bus passenger numbers will return to around 80% of pre-Covid-19 levels by the end of March 2022, we will recover bus passenger numbers to 100% of pre-Covid-19 levels by March 2023.	March 2022 & March 2023
Countywide	Increase bus passenger numbers by 5% from 2022/23 levels over period April 2023 to March 2025 and 10% between April 2025-March 2030.	March 2024 and then annually
Countywide	Increase bus passenger satisfaction by 5% from a base of 89% in 2019/20 to 94% by March 2025.	March 2022 and then annually
Southampton	Reduce average bus journey times by 4% across the Southampton Travel to Work area by March 2025 and 10% by March 2030.	March 2023 and then annually
Southampton	Improve bus journey time reliability with 87% of services operating on time across the Southampton Travel to Work area from March 2025 onwards and 92% by March 2030.	March 2025 and then annually
Southampton	Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 5% from 2022/23 levels over period April 2023 to March 2025 and 11.5% between April 2025-March 2030.	March 2023 then annually
Portsmouth	Reduce average bus journey times by 5% in the Portsmouth Travel to Work area by March 2025 and 10% by March 2030.	March 2023 and then annually
Portsmouth	Improve bus journey time reliability with 90% of services operating on time across the Portsmouth Travel to Work area from March 2025 onwards and 95% by March 2030.	March 2025 and then annually
Portsmouth	Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 7% from 2022/23 levels over period April 2023 to March 2025 and 13% between April 2025-March 2030.	March 2023 then annually
Blackwater Valley	Reduce average bus journey times by 5% across the Blackwater Valley by March 2025 and 10% by March 2030.	March 2023 and then annually
Blackwater Valley	Improve bus journey time reliability with 89% of services operating on time across the Blackwater Valley from March 2025 onwards and 93% by March 2030.	March 2025 and then annually
Blackwater Valley	Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 6% from 2022/23 levels over period April 2023 to March 2025 and 11.5% between April 2025-March 2030.	March 2023 then annually
Basingstoke	Reduce average bus journey times by 5% in Basingstoke by March 2025 and 10% by March 2030.	March 2023 and then annually
Basingstoke	Improve bus journey time reliability with 89% of services operating on time in Basingstoke from March 2025 onwards and 93% by March 2030.	March 2025 and then annually
Basingstoke	Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 6% from 2022/23 levels over period April 2023 to March 2025 and 11.5% between April 2025-March 2030.	March 2023 then annually
Winchester	Reduce average bus journey times by 4% in Winchester by March 2025 and 10% by March 2030.	March 2023 and then annually
Winchester	Improve bus journey time reliability with 87% of services operating on time in Winchester from March 2025 onwards and 92% by March 2030.	March 2025 and then annually

Ambition	Target	Date Measured
Winchester	Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 5% from 2022/23 levels over period April 2023 to March 2025 and 10% between April 2025-March 2030.	March 2023 then annually
Andover	Reduce average bus journey times by 5% in Andover by March 2025 and 10% by March 2030.	March 2023 and then annually
Andover	Improve bus journey time reliability with 89% of services operating on time in Andover from March 2025 onwards and 93% by March 2030.	March 2025 and then annually
Andover	Return bus passenger numbers to pre-Covid-19 levels by end of March 2023 and increase bus passenger numbers by 6% from 2022/23 levels over period April 2023 to March 2025 and 11.5% between April 2025-March 2030.	March 2023 then annually
1a	To complete the categorisation of bus services in Hampshire into three categories (“flagship”, “core” and “non-core/non-commercial”) in partnership with bus operators by May 2022, then the categories will be reviewed annually.	May 2022 and then annually
1b	Ensure at least 75% of new capital and vehicle investment is related to the flagship or core bus network and economically important tourist services.	May 2022 and then annually
1c	Agree a specification for a minimum level of bus stop infrastructure and maintenance for all bus stops commensurate with their Hampshire Bus Network categorisation.	May 2022
1d	Carry out annual bus user perception survey – and include question asking them to score how easy the bus network in their area is to understand, to measure and track this metric.	By end December 2022 and then annually
2a	Reduce bus journey times by 10% by March 2025 on corridors where investment is made in bus priority (corridors will be defined in EP).	March 2025 and measure annually
2b	Improve journey time reliability by 5% on corridors where investment is made in bus priority.	March 2022 baseline and then annually
2c	HCC will work with operators to target enforcement at problem hotspots where contraventions regularly occur that cause delays to buses and will send bus operators monthly summary data showing level of enforcement activity undertaken at these hotspots.	Ongoing
2d	Achieve a reduction in response times for emergency vehicles of 10% by 2024/25 on corridors where bus priority measures have been introduced.	March 2025
3a	Install tap-on tap-off card readers on every bus and offer capped daily fares within each bus operators’ own operating area by Autumn 2022.	November 2022
3b	Develop a consistent upper age limit for child fares common to all main bus operators for each bus operating area (subject to reaching agreement with neighbouring LTAs).	November 2025
3c	Deliver a discounted travel product for young people (16-21) with delivery through external funding to kick start the programme, by Autumn 2023	November 2023
3d	Develop a ‘how to use the bus’ awareness and information programme aimed at teenage children and young people, jointly with bus operators, to help promote and explain what travel by bus entails in simple easy to understand steps, by Autumn 2022.	November 2022
4a	The five new Solent Go ticketing products to be available via the Solent Go Mobility as a Service platform operators Websites, operators Apps and promoted by HCC, Southampton and Portsmouth City Councils and bus and ferry operators across South Hampshire and the two cities by spring 2022.	May 2022
4b	To identify all locations in Hampshire where there are not fully inter-available tickets by March 2022 and develop a strategy to provide passengers with a solution by March 2023.	March 2022 & March 2023
4c	To convene a Forum of major bus, rail and ferry operators to investigate the demand and opportunity for further integration of tickets across all modes by October 2022.	October 2022
5a	That all new Local Mobility Hubs and community services hubs developed by HCC and partners are designed in a way that encourages and enables increased levels of travel by bus. This will be monitored by annual surveys of hub users to	Annually following completion of a hub

Ambition	Target	Date Measured
	understand numbers of people using facilities and making onward travel journeys by bus from hubs.	
6a	By March 2023 all publicity material produced by the local authority and bus operators will clearly indicate other operators' services within the relevant area	March 2023
6b	We will identify all locations with common route numbers and agree a strategy to amend these where appropriate by September 2022.	September 2022
6c	Two windows per year will be identified within each local bus market area when timetable changes (other than emergency timetables, those services operated under contract such as school/university related services and seasonal summer uplifts) are made and this will be publicised by both the local authority and operators.	By October 2022
6d	By April 2022 operators will commit to provide full details of all scheduled service changes 28 days prior to their introduction, and that they will update all at stop printed information, where it is provided, by the day of the change. The local authority will ensure that this is publicised on the HCC website and Traveline a minimum of 14 days prior to the introduction of service and is included in real time feeds from the day of operations.	April 2022
7a:	To ensure that the large local bus operators deliver on their decarbonisation commitments by 2035 and by October 2022 develop a programme to support other local bus operators to submit bids for funding to enable them to commit to decarbonising their own fleets.	October 2022 & update annually
7b	HCC will develop a minimum Euro VI emissions specification to include within all future tenders for supported services, and work towards a requirement for zero emission vehicles in all tenders to become the norm by 2030.	December 2030
8a	To introduce new/ improved Customer Charter for all bus operators that run services in Hampshire by September 2022.	September 2022
8b	Establish a Hampshire Bus Users Consultative Forum which will discuss and give feedback on punctuality, vehicle cleanliness, proportion of services operated, information and redress and act as sounding board for improvements.	By April 2023 (will meet as & when required)
8c	Ensure all buses operating by First Bus, Go-South Coast and Stagecoach in Hampshire have on-board CCTV by December 2023 and all operators by December 2026.	December 2023 & December 2026
8d	Work with Parish Councils and District/ Borough Councils to ensure maintenance regimes are in place for the upkeep of all bus shelters in the county by December 2022.	December 2022
8e	Work with Parish Councils and District/ Borough Councils to invest in measures to improve walking routes to and from bus stops where safety and security issues are identified.	March 2023 & annually
9a	Agree set of criteria and design a demand prediction tool for funding new socially and economically necessary bus services and subject to securing BBB revenue funding, tender for these by October 2022.	October 2022
9b	Run rounds competitive bidding for DRT Challenge Fund where each successful scheme would receive sufficient funding for a two-year period and hold annual lessons learned reviews from each project that receives funding.	September 2022 and then annually
9c (1)	To complete a transport services expenditure mapping exercise for all contracts and services provided by HCC and Districts and Boroughs by March 2023.	March 2023
9c (2)	Develop an action plan for all contracts and services to achieve cost efficiency savings by September 2023.	September 2023
9d	To redesign our approach to mobility hubs to make it scalable and appropriate to rural areas, and engage with the private sector and local communities to allow for a financially viable model to be developed and monitor the impact of hubs.	March 2023
9e	To, funding dependent, work with providers to trial first mile last mile options and other community transport solutions connecting communities around our market towns and evaluate and monitor the impact and effectiveness of these trials on rural connectivity and ridership.	March 2025

Ambition	Target	Date Measured
9f (1)	To widely promote the Hampshire wide RTPI app (Hants RTI) specifically in rural areas to raise awareness of this form of information provision for bus passengers living in such areas with fewer journey opportunities	July 2022
9f (2)	To introduce new and improved technological solutions to HCC supported community transport services and taxishares by April 2023.	April 2023
9g	To improve the accessibility and perception of safety of public transport infrastructure in rural areas where investment is made to local bus services.	September 2024
10a	Each BRT system developed will be bespoke to the local area. The local authority commits to developing a suite of targets, aligned with the ambition outlined in Section 3, which is relevant for each specific corridor as an integral part of the development of each BRT Scheme (list BRT Schemes to be developed)	As required
10b	We will embed stronger public transport accessibility tests into development planning processes and will facilitate developers to better engage with their local bus at the pre-application and pre-master-planning stage. Bus operators will be a consultee on all planning applications involving >50 new dwellings and significant new office or retail floorspace. A new set of standards as to the expectation of a minimum standard of provision of infrastructure and bus services that will be required for different sizes of new development will be developed in partnership with developers and local planning authorities by September 2023. In discussions with LPAs and developers there will be a strong focus on enhancing the existing bus network first rather than developing new dedicated services, to maximise the wider community benefit.	September 2023

For the headline and area-based targets measurement will be through continual monitoring of a selection of routes across each area that are representative of the different types of services operating in the particular urban area. Therefore, the routes that make up the target include peak urban-services, flagship inter-urban routes, covering both commercial and subsidised services and including all the main operators in the area. Several cross-boundary routes are also included in the pool, but the sections of route listed below are largely within Hampshire. For the Countywide target this will be supplemented by rural operations and demand responsive transport, to ensure that all types of services in Hampshire are included within these targets.

The list of routes chosen is contained in Table 9 below. It is intended that this selection of routes will be reviewed annually to ensure remains representative of bus services.

Table 9 - Routes selected for target monitoring

Bus Number and Route Section	Area	Operator
Bluestar 1 - Chandler's Ford Precinct to Silver Hill, Winchester	Southampton TTWA	Bluestar
Bluestar 2 - Derby Road to St Nicholas Church, North Stoneham	Southampton TTWA	Bluestar
Bluestar 2 - Eastleigh Bus Station to Clock Inn	Southampton TTWA	Bluestar
Bluestar 3 - Eastleigh Bus Station to Clock Inn, Fair Oak	Southampton TTWA	Bluestar
Bluestar 4 - The Balmoral, Rownhams - Tadfield Road	Southampton TTWA	Bluestar
Bluestar 9 - Rushington Roundabout- Foxcroft Drive, Holbury	Southampton TTWA	Bluestar
1 - Totton-Millbrook, Southampton	Southampton TTWA	First City Red
7 - Hamble-Woolston	Southampton TTWA	First City Red
9- Hedge End – Bitterne	Southampton TTWA	First City Red
X4/X5 - Fareham-Lowford-Woolston	Southampton TTWA	First
X4 - Mansbridge-Hedge End	Southampton TTWA	Xelabus
X6/X7 – Eastleigh-Velmore	Southampton TTWA	Xelabus
3 - Cosham-Portchester-Fareham	Portsmouth & SE Hants	First
8 - Clanfield-Waterlooville-Cosham	Portsmouth & SE Hants	First

Bus Number and Route Section	Area	Operator
7 – Wecock Farm-Waterlooville-Cosham	Portsmouth & SE Hants	First
E1/E2 - Fareham-Gosport (BRT)	Portsmouth & SE Hants	First
X5 - Fareham-Lee on Solent-Gosport	Portsmouth & SE Hants	First
21 - Eastern Road - Farlington, Bedhampton - Leigh Park - West Leigh - Havant Bus Station	Portsmouth & SE Hants	Stagecoach
23 – Cosham – Drayton - Farlington - Bedhampton - Havant - Leigh Park	Portsmouth & SE Hants	Stagecoach
39 - Wecock Farm – Waterlooville – Purbrook - Crookhorn - Leigh Park - Havant Bus Station	Portsmouth & SE Hants	Stagecoach
700 – Emsworth – Warblington – Havant – Langstone - Hilsea	Portsmouth & SE Hants	Stagecoach
Gold 1 – Frimley High Street to Aldershot Bus Station	Blackwater Valley	Stagecoach
3/Kite – Tongham - Ash Road - Aldershot Bus Station	Blackwater Valley	Stagecoach
2 – Tadley - North Hants Hospital - Aldermaston Road - Basingstoke Bus Station	Basingstoke	Stagecoach
1 - Brighton Hill - Winchester Road - Basingstoke Bus Station	Basingstoke	Stagecoach
7 - Chineham Village - Chineham Centre – Lychpit – Daneshill - Basings View - Basingstoke Bus Station	Basingstoke	Stagecoach
8 & 76 - Hatch Warren – Buckskin - Churchill Way - Basingstoke Bus Station	Basingstoke	Stagecoach
5/46/66/P&R - Battery Hill/Romsey Road junction - Royal County Hospital - Winchester Bus Station/ Silver Hill	Winchester	Stagecoach
3 – Harestock - Stockbridge Road - Winchester Bus Station/ Silver Hill	Winchester	Stagecoach
Spring & 67 - Kings Worthy - Worthy Road - Andover Road - Winchester Bus Station/ Silver Hill	Winchester	Stagecoach
1 & 69 - St Cross - St Cross Road - Southgate Street - High Street - Winchester Bus Station/ Silver Hill	Winchester	Stagecoach
1 – King Arthurs Way - Andover Bus Station	Andover	Stagecoach
Activ 8 – Weyhill Road-Andover Bus Station	Andover	Stagecoach
P20 & 76 - London Road - Andover Bus Station	Andover	Stagecoach



Section 4 – Delivery

This section sets out how Hampshire County Council and local bus operators will work together to deliver the improved and enhanced bus network in Hampshire, in order to realise the planned growth in bus use.

The Covid-19 pandemic has led to shifts in travel behaviour, such as more home working for those who work in office-based roles and substitution of some journeys previously made by bus to instead travel by private car.

We need solutions to recover and build back better from the pandemic, while restoring faith in our bus network and improving it further. We know there is room for improvement, and we intend to do this by working collaboratively in partnership to improve the bus offer in Hampshire.

We share the same ambition - we want to deliver a bus network where buses offer Hampshire residents an attractive alternative to the private car.

This means that buses will be more frequent, more reliable, easier to understand and use, better coordinated and cheaper, providing a fully integrated service with simple, multi-modal tickets, more bus priority measures, high-quality information for all passengers in more places, and better turn-up and-go frequencies that keep running into the evenings and at weekends.



4.1 Our Proposed Vision

HCC and operators have a shared vision for improving bus services in Hampshire:

“Within Hampshire, the County Council and bus operators recognise that the bus has huge untapped potential to cater for a larger share of everyday journeys. Through a programme of co-ordinated and sustained investment, over the next decade we will deliver a renaissance in bus passenger travel, which will see the number of journeys made by bus increase year-on-year. This EP Plan will be a catalyst for bus passenger growth across the whole of Hampshire by creating the conditions to achieve a virtuous circle of investment and passenger growth. This will be a process of positive, sustained change. Growing bus use will contribute to a wide range of other policy objectives, such as de-carbonising travel, reducing inequalities and using road-space much more efficiently.”

4.2 The ten Hampshire commitments – how we will achieve our vision

This section is structured using the ten ambitions set by the DfT in part three of their BSIP guidance. Our headline Hampshire EP Plan Commitments are in blue boxes. Under each Commitment, we have set out the steps we will take to achieve the ambition, and our targets in the orange boxes.

BBB Ambition 1 - Deliver intensive services and investment on key corridors, with routes that are easier to understand

Hampshire Commitment 1: We commit to delivery of intensive services and focussing investment on our flagship bus corridors in Hampshire, and to ensure that bus routes and networks that serve the county are made easier to understand. We will:

- a) **Categorise the Hampshire Bus Network into the following three categories**, to ensure that the majority of investment secured will be focussed towards bus routes that have the greatest potential to serve and retain existing bus passengers and grow new markets:
 - i) **“Flagship” bus routes**, wholly commercial bus corridors with very strong growth potential carrying around 50% of total passengers in Hampshire which will be our focus for future investment;
 - ii) **“core” bus routes** that are largely commercial carrying around 35% of total passengers where we will invest to boost passenger growth to enhance overall viability and levels of service; and
 - iii) **“Non-core/ non-commercial” bus route network** carrying around 15% of total passengers, but a higher share of mileage, that has no prospect of operating on a commercial footing, which will continue to require ongoing revenue support to deliver bus or DRT services that meet social/ accessibility needs (adopting new innovations and cost-efficient models for delivery).

Target 1a: To complete the categorisation of bus services in Hampshire into the three above categories in partnership with bus operators by May 2022, then the categories will be reviewed annually.

- b) **Prioritise capital and vehicle investment on the most intensively used bus corridors** (our flagship routes e.g. Eclipse, The Star, 23 Leigh Park-Portsmouth, Gold 1 linking Camberley and Aldershot, Bluestar 1 and 2, the 2 Basingstoke-Basingstoke, 1 Brighton Hill-Basingstoke, 1 Stanmore-Winnall, Winchester), but also deliver tangible improvements for passengers across the wider network.



- c) Ensure that **spare vehicles** released as a result of lower peak vehicle requirements following investment in bus priority measures (see Ambition 2) **will be redeployed to bolster frequencies** on other key routes that have strong potential for passenger growth.

Target 1b: Ensure at least 75% of new capital and vehicle investment is related to the Flagship or Core bus network and economically important tourist services annually from May 2022 onwards.

- d) **Deliver a consistent high standard and specification for bus stop infrastructure** across Hampshire with a level of information (real time and printed bus journey information) that is commensurate with the level of usage of each stop. This will also include maintaining the highway surface and pavements in the vicinity of each bus stop to ensure that kerbing, lining is of a high standard and that rutting of the carriageway surface is minimised through regular maintenance.

Target 1c: By May 2022 agree a specification for a minimum level of bus stop infrastructure and maintenance for all bus stops commensurate with their Hampshire Bus Network categorisation.

- e) Pro-actively market the Hampshire bus network as a viable alternative to travelling by private car via regular co-ordinated multi-operator marketing initiatives (*target provided under Ambition 6 below*)
- f) Ensure that each bus operators' and Local Transport Authority network maps are updated to also include information on complementary services provided by other operators that highlight the journey opportunities available from each neighbourhood. (*target provided under Ambition 6 below*)

Target 1d: Carry out annual bus user perception survey by December 2022, then each year thereafter – and include question asking them to score how easy the bus network in their area is to understand, to measure and track this metric.

BBB Ambition 2: There must be significant increases in bus priority

Hampshire Commitment 2: Reducing journey times will not only increase the attractiveness of services and drive up demand, but also improve efficiency and help bus operators to maximise fleet utilisation. Therefore, we commit to delivering comprehensive bus priority measures along bus corridors within our main urban areas, to speed up and improve reliability of bus services on well-used corridors. We will:

- a) **Develop prioritised plans for bus priority** for the most well-used urban bus network corridors (which will see high use by flagship and core bus route services) that taken together will form a coherent series of complementary measures to enable improved bus journey times and bus reliability.
- b) **Where there is the physical highway space available to do so, we will install bus lanes** that continue past traffic congestion hotspots (e.g. through junctions) and ensure that these are in operation all day, evening and night.
- c) **Provide bus gates and traffic signal prioritisation** in locations where there is not sufficient highway space to provide physical bus lanes.



Target 2a: Reduce bus journey times by 10% by March 2025 on corridors where investment is made in bus priority. Once funding levels are known, corridors will be defined within EP Scheme(s).

Target 2b: Improve journey time reliability by 5% on corridors where investment is made in bus priority.

- d) Ensure that **all existing and new bus lanes and bus gates are effectively enforced** once Hampshire is given the necessary legal powers to issue penalties for moving traffic offences under Part 6 of the Traffic Management Act 2004.



Target 2c: If support is shown via public consultation, HCC will look to introduce camera enforcement at four existing bus gates or bus only sections of road (at Norn Hill, Basingstoke, Alencon Link, Basingstoke, Waterlooville Precinct, Waterlooville and Station Hill, Winchester) and send bus operators monthly data showing the fines issued for contraventions at these hotspots.

- e) **Ensure that in accordance with HCC’s [Traffic Management Policy guidance use of bus lanes is restricted to local bus services, emergency service vehicles, taxis and pedal cycles only, to maximise their effectiveness.](#)** Taxis should normally be allowed in bus lanes unless there are operational reasons not to, such as where they could cause undue delay to buses and/or on high frequency bus routes. Where Selective Vehicle Detection is in operation it will generally not be possible to allow taxis to use bus priority measures. Pedal cycles may use bus lanes unless there is a particular safety issue.

Target 2d: Achieve a reduction in response times for emergency vehicles of 10% by 2024/25 on corridors where bus priority measures have been introduced.

- f) Ensure that **all that all bus priority infrastructure** and the associated highway is **maintained** to a high standard.

BBB Ambition 3: Fares must be better value and simpler

Hampshire Commitment 3: We will make ticket options easier to understand and improve the affordability of bus travel across Hampshire, but we will do this in a way that grows demand without undermining the viability of services. We commit to initiatives that will greatly simplify and reduce the complexity of tickets and fares, developing tap-on tap-off capped fares as the centrepiece of a clear, ticketing strategy that provides bus customers with improved clarity on fares and better value for money.

- a) We will **deliver tap-on tap-off readers and related technology upgrades on all of the bus fleet** operating timetabled local bus services in Hampshire, so that current Tap-On Tap-Off capped fares trials can be expanded to cover all of Hampshire. This would be an important first step towards offering a simpler range of single-operator bus fares that are priced attractively (with daily and weekly ticket fare capping in place) to meet the different travel needs of different kinds of bus passengers recognising that not everyone is a frequent bus user.



Target 3a: Install tap-on tap-off card readers on every bus and offer capped daily fares within each bus operators’ own operating area by autumn 2022.

- b) Tap On / Tap Off contactless **single operator daily and weekly ticket capping** is already possible, and **will be provided once buses are fitted with a second reader.** Multi-operator capping will follow once back office systems (developed by the bus industry through the DfT’s ‘Project Coral’) are complete. Fare capping will help to make fares much simpler and easier for customers to understand.



- c) We will work to **harmonise the upper age limit for child fares** across all bus operators, (recognising that for areas of high cross-boundary bus travel, differences may need to remain to achieve local harmonisation within such bus operating areas).

Target 3b: Develop a consistent upper age limit for child fares common to all main bus operators for each bus operating area (subject to reaching agreement with neighbouring LTAs) by Autumn 2023.

- d) We will work towards a regional **discounted travel product for younger people (16-21)**.

Target 3c: Deliver a discounted travel product for young people (16-21), with delivery through external funding to kick start the programme, by autumn 2023.

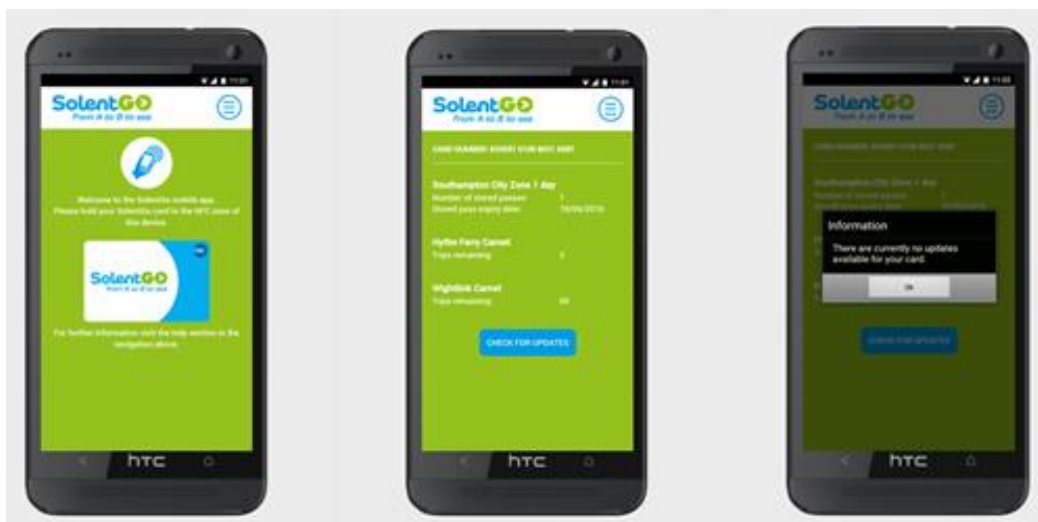
- e) We will **develop tools, videos and materials that help prospective bus passengers**, particularly young people, **to understand how easy it is to use bus services**, so as to break down perceived barriers that deter bus usage and help promote a positive image for bus use.

Target 3d: Develop a ‘how to use the bus’ awareness and information programme aimed at teenage children and young people, jointly with bus operators, to help promote and explain what travel by bus entails in simple easy to understand steps, by autumn 2022.

BBB Ambition 4: There must be seamless, integrated local ticketing between operators and this should be across all types of transport

Hampshire Commitment 4: We will improve the range of Solent Go multi-operator bus/ferry ticketing products covering the [South Hampshire area](#) including Southampton and Portsmouth (using the new Mobility as a Service platform) to meet the needs of customers, both through new markets arising from the pandemic, more use of technology and continuing integration to other modes (public bike and e-scooter hire schemes and passenger rail services). In other areas of Hampshire where there is overlap between operators, we will work with local bus operators to identify suitable joint ticketing arrangements.

- a) We will build on the existing Solent Go smartcard family of ticketing products that offer multi-operator combined bus and ferry tickets (including recently introduced carnet tickets that give customers discounts on bundles of 5 one-day tickets), by **developing additional integrated ticketing products** through the Solent Go Mobility as a Service platform.



These new products include:

- i. **new zonal tickets** for Southampton and Portsmouth city regions that will cover cross-boundary public transport trips;
- ii. **new ‘hopper’ tickets** to allow multiple trips in 60-minute period across operators;
- iii. provide **discounted Solent Go ticket products to jobseekers**; and
- iv. Expand Solent Go to also cover local rail services operated by South Western Railway (subject to Train Operating Company agreement).

Target 4a: The five new Solent Go ticketing products referenced above to be available via the Solent Go Mobility as a Service platform, operators websites, operators apps and promoted by HCC, Southampton and Portsmouth City Councils and bus and ferry operators across South Hampshire and the two cities by May 2022.

- b) We will **identify all areas in Hampshire where the lack of inter-available tickets, reduces the journey opportunities for bus passengers** and where this can result in a premium being paid for travel. For each of these locations we will **work with the local bus operators to identify joint ticketing arrangements** or resolve this through multi-operator capped ticketing delivered through Project Coral.

Target 4b: To identify all locations in Hampshire where there are not fully inter-available tickets by March 2022 and develop a strategy to provide passengers with a solution by March 2023.

- c) We will **review the need for fully-integrated ticketing across bus, rail and ferry across** Hampshire to help inform whether there is demand for such a ticket to be introduced, or whether the existing offer of Solent Go (covering South Hampshire) and Plusbus tickets elsewhere is sufficient for users’ needs.

Target 4c: To work closely with major bus, rail and ferry operators to investigate the demand and opportunity for further integration of tickets across all modes by October 2022.

BBB Ambition 5: Service patterns must be integrated with other modes

Hampshire Commitment 5: In extending the reach of bus services beyond current service patterns, we commit to ensuring that new early morning, evening and weekend services link in effectively to rail and ferry services and that mobility hubs are designed and located so as to encourage and enable easy onward travel by bus.

- a) Good two-way integration between bus, National Rail and ferry services is key to getting people to choose public transport for their whole journey. Within the main urban areas of Hampshire, bus-rail and bus-ferry integration is already very good, with bus services operating via station forecourts and ferry terminals (for local ferries linking Gosport and Portsmouth). In extending the reach of bus services to cover early morning, later evening and additional weekend services, consideration will be given to **enabling reliable connections with rail services**, recognising the needs of bus users travelling to other town centre destinations so these people are not inconvenienced as a result.



- b) With significant changes in the way many people work and changing shift patterns, buses have an important role to play in getting people to employment. We will work to **ensure bus services operate to align with demand of key workers at hospitals etc and investigate opportunities for buses to operate via business parks and major employment areas** where this currently is not the case.
- c) Learning from experience gained through TCF projects, HCC will work to **deliver new mobility hubs** at key interchange locations such as rail and bus stations within urban areas and village centres in rural areas, to provide a range of smart mobility, commercial and employment services tailored to the needs of that area (which could include EV charging points, remote delivery lockers, e-bike/ e-scooter hire, secure bike storage and collaborative workspaces that can be used for remote and flexible working) in one place, so as to improve the attractiveness and convenience of sustainable mobility relative to the private car.

Target 5a: That all new Local Mobility Hubs and community services hubs developed by HCC and partners are designed in a way that encourages and enables increased levels of travel by bus. This will be monitored by annual surveys of hub users to understand numbers of people using facilities and making onward travel journeys by bus from hubs.

BBB Ambition 6: The local bus network is presented as a single system that works together, with clear passenger information

Hampshire Commitment 6: We commit to ensuring that the local bus network is presented as a single system that works together, with clear passenger information. We will achieve this by:

- a) Building on the Back to Bus Covid-19 recovery industry-wide marketing initiatives, we will **carry out joint multi-operator marketing initiatives** to actively market and promote use of the bus as a travel mode, as a complementary overlay to operators’ own marketing and promotional campaigns. As part of this joint marketing, HCC will fully support these joint campaigns via its’ own social media and other communication channels.
- b) **Bus operators for their route networks in Hampshire will include bus services provided by other operators** that complement or serve the same radial corridors as

their own bus service networks **on their town network bus maps** to make clear the additional journey opportunities available by bus from using local bus services.

Target 6a: By March 2023 all publicity material produced by the local authority and bus operators will clearly indicate other operators' services within the relevant area.

- c) There are some locations where more than one operator uses the same service numbers on different routes running in the same area (e.g. Fleet, and Winchester.) We will identify these locations and **look to amend service numbers where appropriate if there is evidence that this is a cause of confusion, to provide clarity for passengers.**

Target 6b: We will identify all locations with common route numbers and agree a strategy to amend these where appropriate by September 2022.

- d) HCC will seek funding from new developments and from Bus Back Better to **deliver a rolling programme of providing real-time information screens at bus stops** to help provide customer reassurance and confidence in bus arrival times. We will look to **install 100 new or upgraded real time units and approximately 200 new real time units** in bus stop flags by March 2025.



- e) HCC and operators will work together to **deliver co-ordinated bus timetable changes**, so that these happen **at the same time of year within each depot operating area**. Emergency timetables in response to roadworks, tendered services to third parties other than HCC or Boroughs and Districts – such as UniLink (which have different vacation and term time timetables) and Park and Ride contracts or other services for schools, colleges or private bus contracts would be exempt from this.

Target 6c: By October 2022 two windows per year will be identified within each local bus market area when timetable changes (other than emergency timetables, those services operated under contract such as school/ university related services and seasonal summer uplifts) are made e.g. September/ October and March /April - and this will be publicised by both the local authority and operators.

- f) Operators commit to **share the information on timetable changes with sufficient lead-in time allowed** to ensure that HCC can ensure information can be publicised and accurate feeds are in place for real time information and Traveline journey planning information.

Target 6d: By April 2022 operators will commit to provide full details of all scheduled service changes 28 days prior to their introduction, and that they will update all at stop printed information, where it is provided, by the day of the change. The local authority will ensure that this is publicised on the HCC website and Traveline a minimum of 14 days prior to the introduction of service and is included in real time feeds from the day of operations.

BBB Ambition 7: Modern buses and decarbonisation

Hampshire Commitment 7: We commit to providing customers with a modern bus fleet with a high-quality on-bus environment that meets their needs and to working towards decarbonisation. We will:

- a) Ensure that we **provide next stop audio visual announcements and USB charging points on every bus** by 2025 to help improve the bus travel experience for customers.
- b) **Ensure that all buses that operate in Clean Air Zones are compliant with Euro VI or better emissions standards for NO₂ as soon as possible** and that services operating in the Blackwater Valley, Basingstoke, Winchester and Andover meet this standard by March 2025, provided funding for retrofitting vehicles is secured, and that remaining vehicles operating in remaining parts of Hampshire meet this standard by March 2028.
- c) **Work towards** realising the targets set by the three largest bus operators in Hampshire - Stagecoach, First Bus and Go-South Coast - **to achieve a fully zero-emission bus fleet by 2035, including giving full support to the current Portsmouth and Southampton ZEBRA bids.**



- d) First Bus, who operate extensive networks of bus services in the Southampton and Portsmouth travel to work areas have pledged not to purchase any new diesel buses after December 2022.
- e) Work with Xelabus to fully **decarbonise all their bus services in Hampshire by 2030 and all other operators of HCC tendered bus services by 2035.**

- Target 7a: To ensure that the large local bus operators deliver on their decarbonisation commitments and by October 2022 develop a programme to support local bus operators in their current and future bids for ZEBRA funding to enable them to decarbonise their own fleets.
- Target 7b: HCC will develop a minimum Euro VI emissions specification to include within all future tenders for supported services, and work towards a requirement for zero emission vehicles in all tenders to become the norm by 2030.

BBB Ambition 8: Give bus passengers more of a voice and a say (and bus services should also be safe and perceived to be safe by all)

Commitment 8: We commit to working to meet and exceed the needs and expectations of bus passengers in Hampshire and give them a stronger voice. We will:

- a) **Produce a Hampshire Bus Customer charter** for all bus services operating in the county that sets out clear provisions on punctuality, vehicle cleanliness, proportion of services operated, information and redress.

Target 8a: To introduce a new Customer Charter covering all bus services in Hampshire by September 2022.

- b) Fully **support other pro-passenger initiatives provided by operators** such as their dedicated phonelines for passengers to contact if their service doesn't turn up and **explore scope for a delay repay system.**
- c) We will **work with Bus Users UK towards establishing a Hampshire Bus Users Forum,** which will provide a forum for bus passengers to set out areas of the passenger experience that operators need to prioritise.

Target 8b: Establish a Hampshire Bus Users Consultative Forum by April 2023 which will discuss and give feedback on punctuality, vehicle cleanliness, proportion of services operated, information and redress.

- d) We will work with operators to **increase the proportion of buses operating in Hampshire with on-board CCTV.**

Target 8c: Ensure all buses operating by First Bus, Go-South Coast and Stagecoach in Hampshire have on-board CCTV by December 2023 and all operators by December 2026.

- e) We will work to **ensure that all bus shelters are maintained to a good standard of upkeep regardless of ownership.** We will also ensure that all future upgrades and improvements to bus shelters incorporate appropriate levels of lighting and will work with Boroughs and Districts so that where possible, well-used stops in town centre locations are covered by CCTV systems.



Target 8d: Work with Parish Councils and District/ Borough Councils to ensure maintenance regimes are in place for the upkeep of all bus shelters in the county by December 2022.

- f) We know that safety and security does not start and finish when people get on and off buses. We will therefore **work** within the local authority and through discussions with bus users, **to identify walking routes to key bus stops and ensure that they are direct, safe, accessible and well lit.**

Target 8e: Work with Parish Councils and District/ Borough Councils to invest in measures to improve walking routes to and from bus stops where safety and security issues are identified.

- g) We will **develop closer partnership working with the Police and Neighbourhood Watch groups in areas with high incidences of anti-social behaviour** and crime to help bus passengers feel safer whilst waiting at or walking to and from bus stops.

BBB Ambition 9: More 'socially necessary' and demand-responsive services

Hampshire Commitment 9: We commit to fully support bus operators as they seek to respond to challenges of short-term inflationary pressures and the need to increase revenues by attracting back customers who have stopped travelling by bus during the pandemic. This may require some form of short-term targeted revenue support, to retain current frequencies in order to provide a strong platform for achieving our shared ambitions for long-term sustainable passenger growth. Alongside this, we will trial innovative and value for money approaches to meeting the public transport travel needs of rural areas that cannot be viably served by conventional timetabled bus services through the Hampshire DRT Challenge Fund.

- a) Currently, bus passenger demand in Hampshire has recovered to between 60-73% of pre-Covid levels. In the short term, operators are facing inflationary pressures which the reduced levels of farebox income is likely to be insufficient to address. There is considerable uncertainty about the rate at which passenger numbers will continue to recover during the course of 2022, in light of the Omicron variant and continued hybrid and home working by some workers - and potentially beyond. Therefore, **some form of targeted short-term revenue support is likely to be required in order to safeguard bus service frequencies on routes where passenger numbers are recovering at a slower rate** and in order to avoid the need for above inflation fare increases which would run counter to Commitment 3. Such targeted and time-limited support would help to put our bus network in a strong position to subsequently realise our shared ambitions for long-term sustainable bus passenger growth.



- b) We will seek Bus Back Better funding to **secure revenue funding to deliver new or improved bus services where these meet a strong community economic or social need, where such services have reasonable prospects of becoming commercially viable in their own right** by the end of the funding period. We will endeavour to set tenders at a level that will enable operators to commit to invest in high quality vehicles. We will also expect our operators to provide an appropriate level of support, that would

see the subsidy profile reduce over time to demonstrate our shared ambition and commitment to commercially viable services.

Target 9a: Agree set of criteria and design a demand prediction tool for funding new socially and economically necessary bus services and subject to securing BBB revenue funding, tender for these by October 2022.

- c) We will **encourage** private sector **innovation and community-led bottom-up solutions** to meet the travel needs of rural areas effectively **via the Hampshire DRT Challenge Fund**. The creation of the Challenge Fund will allow for schemes of varying designs and scales to be trialled to enable us to respond to the individual needs of a range of rural communities. We will explore the potential of innovative use of Section 106 funding for rural areas where there is evidence that DRT could be more appropriate than conventional bus. Through this mechanism, we will seek to identify DRT models with the most chance of commercial viability.

Target 9b: Run rounds competitive bidding for DRT Challenge Fund each September where each successful scheme would receive sufficient funding for a two year period and hold annual lessons learned reviews from each project that receives funding.

- d) We will **develop stronger relationships within different departments of HCC with an interest in transport provision and with the NHS and Clinical Commissioning Groups (CCGs) and Boroughs and Districts**, in order to develop a more strategic and holistic approach to transport provision. We will seek to identify where journey duplication exists through multiple commissioners and promote more efficient and joined up approaches for meeting the transport needs of home-to-school transport, Dial-a-Ride, community transport, hospital-related transport and adult social care transport **to make better use of available vehicle resource and spending power for contracted services**. We will aim to reinvest any capacity this process releases back into improving the availability and efficiency of socially and economically necessary transport.

Target 9c: To complete a transport services expenditure mapping exercise for all contracts and services provided by HCC and Districts and Boroughs by March 2023, and develop an action plan to achieve cost efficiency savings by September 2023.

- e) We will **revise how we will tender contracts, moving towards longer contracts** (within procurement regulations) so as to help achieve consistency in quality across supported 'socially necessary' services and to **help provide enough certainty for the operators of these services to be able to invest in newer, cleaner vehicles**



- f) We will look to **reduce the number of longer journeys that need to be made from rural communities by championing** the introduction of **mobility hubs** funded through the private sector and owned within local communities to better connect communities and enable seamless interchange points.

Target 9d: To redesign our approach to mobility hubs to be relevant and appropriate to rural areas, engage with the private sector and local communities to allow for a financially viable model to be developed and monitor the impact of hubs.

- g) We will seek to promote improved mobility within rural areas of Hampshire by working in partnership with private sector micro-mobility / demand responsive transport providers in addition to the voluntary sector. We will firstly seek to **develop first mile last mile solutions suitable for rural areas**. Where these are not viable, we will seek to bring together local communities and community transport operators to **explore the opportunities for smaller minibus sized vehicles to provide services**. These will allow passengers to connect onto commercially viable bus services and rail / ferry services promoting the availability of economically necessary journeys within rural communities and reducing transport poverty.

Target 9e: Depending on funding, work with providers to trial first mile last mile options and other community transport solutions connecting communities around our market towns and monitor the impact of these on rural connectivity and ridership.

- h) We will seek to **utilise the latest technology** to ensure **our services are as flexible and accessible as possible**. We will ensure that rural residents have access to the same Real Time Passenger Information that their urban counterparts have through the provision of a **RTPI app** increasing confidence in the reliability and the sense of safety whilst using less frequent services. We will bring new technology to our taxishare and community transport services which enable **smarter scheduling capabilities** for community transport and a more flexible offer to passengers for taxi share services.



Target 9f: To widely promote the Hampshire wide RTPI app (Hants RTI) specifically in rural areas to raise awareness of this form of information provision for bus passengers living in such areas with fewer journey opportunities – by July 2022; and To introduce new and improved technological solutions to HCC supported community transport services and taxishares by April 2023.

- i) In areas where we plan to invest in bus services, we will seek Bus Back Better funding to **establish a fund to improve rural infrastructure** to enable rural residents to have better access to their bus services and feel safe whilst using them. We will work with the local communities who own Hampshire’s rural bus shelters to encourage them to make improvements through our Framework.

Target 9g: To improve the accessibility and perception of safety of public transport infrastructure in rural areas where investment is made to local bus services.

BBB Ambition 10: Longer term transformation of networks through Bus Rapid Transit and other measures

Hampshire Commitment 10: We commit to preparing plans and funding bids to secure investment to enable the longer-term transformation of networks through delivery of Bus Rapid Transit and other significant measures. We will:

- a) **Develop a high-quality, distinctive Bus Rapid Transit offer for the flagship urban bus corridors in Hampshire** (and across boundaries into adjacent LTA areas) **where operators have identified the strongest passenger growth potential.**





Target 10a: Each BRT system developed will be bespoke to the local area. The local authority commits to developing a suite of targets, aligned with the ambition outlined in Section 3, which is relevant for each specific corridor as an integral part of the development of each BRT Scheme (list BRT Schemes to be developed).

- b) Work with Local Planning Authorities to **align transport planning and town planning work more closely**, developing new standards and guidance to ensure that new housing developments are built in locations that are straightforward and commercially viable to serve well by extending existing local bus services and are **future-proofed, with layouts that make it easy to operate a bus service through them** and that these are accessible with walking distances to the bus route minimised.

Target 10b: We will embed stronger public transport accessibility tests into development planning processes and will facilitate developers to better engage with their local bus at the pre-application and pre-master-planning stage. Bus operators will be a statutory consultee on all planning applications involving >50 new dwellings and new office or retail floorspace. A new set of standards as to the expectation of a minimum standard of provision of infrastructure and bus services that will be required for different sizes of new development will be developed in partnership with developers and local planning authorities by September 2022. In discussions with LPAs and developers there will be a strong focus on enhancing the existing bus network first rather than developing new dedicated services, to maximise the wider community benefit.

- c) Work pro-actively to ensure that HCC and bus operator efforts to improve the quality and attractiveness of bus services are not diminished or weakened as a result of policies the parking strategies of Districts and Boroughs, **working with lower tier authorities to seek to annually benchmark the cost of parking in main urban centres so this is aligned with the cost of travel by bus** and that this becomes a consideration that informs District and Borough decision making regarding increases in the cost of town centre parking charges.
- d) In order to realise the full benefits of BRT and a revised parking strategy **some form of car restraint may be needed** if buses are going to lead the change in culture advocated by Government towards use of cars and public transport. This is not something Hampshire County Council can lead alone as it needs a coordinated approach from central Government, but the authority is committed to **working positively with Government in this area of policy**.

4.3 – A Level of Government funding commensurate with our level of ambition is required to deliver a better Hampshire bus network

Hampshire County Council and local bus operators are ready and willing to deliver the wide-ranging ambitious plans set out within this Hampshire EP Plan. The delivery plans outlined above fully address the ten DfT ambitions set out in their BSIP guidance.

The County Council and our local bus operator partners are fully committed to delivering and meeting the challenge set by Government.

However, to achieve everything sets out here will require significant levels of investment, we will only be able meet the aspirations set out here if sufficient funding is made available by Government to the local authority and our partners.

The **ambition above and associated targets have been developed, assuming that everything in this EP Plan is funded**. If the necessary funding is not made available then the HCC will amend our approach and targets, to be proportionate to the funding that is made available.

4.4. Process followed to identify priority locations for new bus infrastructure

To deliver this level of ambition, we have been working with operators and other key stakeholders to identify the key interventions that are likely to be needed to reduce bus journey times and improve reliability.

Appendix 1 sets out HCC's priorities for both **bus infrastructure investment** (following a review of locations proposed by bus operators where bus services are currently experiencing regular delays due to queuing traffic and congestion), **other capital investment** (safety and security, ticketing and bus stop infrastructure measures), and **revenue measures**.

HCC undertook a sifting and prioritisation process from a 'long list' of bus infrastructure proposals that was published in the Hampshire BSIP, which bus operators put forward, which took the form of a feasibility assessment. This considered a range of factors such as any physical highway space constraints, the number of buses using the route, deliverability (assessing whether infrastructure schemes could be delivered either by Mar 2025 or post April 2025), whether HCC has undertaken feasibility work already (such as for TCF or as part of Basingstoke & Winchester Transport Strategies), expected contribution towards achieving BSIP targets and whether the facility or measure is in line with emerging LTP4 priorities.

The capital measures along with revenue measures (including fares support, bus service support marketing and LTA costs) and policy measures (such as measures to improve the management and use of kerbside space, loading/ unloading and changes to the cost of car parking) were prioritised and an outline funding ask for Hampshire was submitted to the Government separately from the published Hampshire BSIP.

The lists of prioritised proposed capital and revenue interventions in Appendix 1 will be regularly reviewed by the EP Forum and will be further developed and subject to engagement with stakeholders as part of the EP as funding certainty improves.

Section 5 – Reporting

HCC will publish a report every six months to show progress made against the targets set out in Table 8. As most targets have monitoring dates of either March or September of each year, to allow sufficient time for the collation, analysis of the data, and the writing up of Hampshire EP Plan and Scheme monitoring reports, the intention is that the progress reports to be published by the end of May and November of each year.

The reports will be published on the HCC website under the “National Bus Strategy” heading at this url:

<https://www.hants.gov.uk/transport/publictransport>



Section 6 – Overview table

Table 10 below summarises the key outputs of the EP Plan and how it meets requirements set out in the Bus Back Better Strategy.

The purpose of this section is to give readers, including bus passengers, stakeholders and the Department for Transport, an overview of the commitments in the EP Plan which HCC and operators, in conjunction with neighbouring LTAs and District and Borough Councils will work towards to improve local bus services.

Table 10: Summary table of key EP Plan outputs

Name of Local Transport authority:	Hampshire County Council
Franchising or Enhanced Partnership (or both):	Enhanced Partnership
Date of publication of Hampshire BSIP (which subsequently became the EP Plan):	31 October 2021
Date of next annual update:	31 October 2022
URL of published BSIP and EP Plan:	https://www.hants.gov.uk/transport/publictransport

Metric	Average recorded for 2018/19	Average recorded for 2019/20	EP Plan Target for by end March 2025	Description of how each will be measured
Journey time	Figure being calculated	Figure being calculated	4% reduction	From monitoring of journey times on a sample of 34 representative bus routes (listed in Table 8). 4% reduction in average bus journey times by March 2025 and a 9% reduction by March 2030.
Reliability (bus punctuality)	80% (on all routes)	tbc	87% of services (in Table 8) on time	From monitoring of journey time reliability on a sample of 34 representative bus routes (listed in Table 8). 87% of services running on time by March 2025 then achieve 92% on time by March 2030.
Passenger Numbers	31.1	28.9	5% growth (over period Apr 2023-Mar 2025 from 2022/23 baseline)	Operator data on passenger boardings will be collated to produce monthly totals. These will be averaged to provide a 12 monthly average figure. Seeking to recover passenger numbers to pre-Covid-19 levels by March 2023 (from 80% in April 2022 to 100% by March 2023), then achieve overall 5% growth between April 2023 and March 2025. Will then look to achieve a further 10% growth in bus passenger numbers between April 2025-March 2030.
Average passenger satisfaction	88%	89%	94%	Annual surveys will be commissioned to measure customer satisfaction of a sample of bus passengers regarding different aspects of their bus journey.

Delivery – Does your EP Plan detail policies to:	Yes/No	Explanation (max 50 words)
Make improvements to bus services and planning		
<i>More frequent and reliable services</i>		
Review service frequency	Yes	We will work closely with bus operators to seek to reduce their Peak Vehicle Requirement on bus corridors through bus priority measures. The buses that are freed up will be redeployed to improve frequencies on those routes that have the strongest prospects to achieve passenger growth.

Delivery – Does your EP Plan detail policies to:	Yes/No	Explanation (max 50 words)
Increase bus priority measures	Yes	We are sifting and prioritising the proposals for bus priority provided by bus operators set out in Appendix 1. We will then develop a programme of investment in those measures that perform strongest. Alongside bus lanes, will include restrictions on on-street parking where this delays buses. Both bus lanes and TROs will be actively enforced.
Increase demand responsive services	Yes	We will explore and trial innovative solutions to meeting the transport needs of areas of Hampshire that it is not cost-effective to serve via conventional bus services.
Consideration of bus rapid transport networks	Yes	We will use BBB funding to expand on the TCF funded BRT and 'Rapid Bus' corridor improvements that are now being delivered in the Southampton and Portsmouth/South East Hampshire areas, and begin delivery of a mass rapid transit network for a number of main bus corridors in Basingstoke.
Improvements to planning/ integration with other modes		
Integrate services with other modes	Yes	Bus/rail and bus/ferry integration is already good. We will continue to invest in real time information and waiting areas to improve the offer and operators will ensure that waiting times for connections are minimised where possible.
Simplify services	Yes	Operators will work together to ensure maps and publicity show all services within a local bus travel area, including those of competitors. Where possible, timetable changes will be undertaken during the same months of the year.
Review socially necessary services	Yes	Operators need support as passenger numbers recover, and to address short-term inflationary pressures. Socially necessary services will provide good value for money whilst providing access to key services. Additional funding secured for service improvements will be carefully prioritised so as to share risk and enable services to become commercially viable.
Invest in superbuses networks	Yes	HCC will invest to improve the quality of bus stops to offer an attractive waiting environment and expand provision of at-stop real time information, building on TCF investment underway.
Improvements to fares and ticketing		
Lower fares	Yes	Operators' existing range of products represents good value for money for regular bus users. Investment in 'Tap-on tap off' will help ensure that customers making multiple bus journeys do not pay more than the cap. Consistency in child fares and new Young Persons discounted fares are being pursued.
Simplify fares	Yes	'Tap-on tap off' will help make paying for bus travel simpler and easier for customers.
Integrate ticketing between operators and other public transport modes	Yes	New Solent Go smartcard multi-operator tickets being developed that cover South Hampshire will better meet travel needs of bus passengers making cross-boundary journeys and saving part-time workers money.
Make improvements to the bus passenger experience		
Higher spec buses		
Invest in improved bus specifications	Yes	In recent years, bus operators have invested heavily in their bus fleets (new buses, on-board wi-fi and next stop audio visual announcements), which will continue.
Invest in accessible and inclusive bus services	Yes	In recent years, bus operators have invested heavily in their bus fleets. All are step free, and most of which can kneel to aid boarding and the newest vehicles have ramps. A significant proportion of bus stops have raised easy access cassette kerbs, and more will be rolled out.

Delivery – Does your EP Plan detail policies to:	Yes/No	Explanation (max 50 words)
Protect personal safety of bus passengers	Yes	The vast majority of buses have on-board CCTV. HCC will work with local councils to invest in improvements to walking routes to and from bus stops and ensure that street lighting is well-maintained.
Improve buses for tourists	Yes	Bus operators see seasonal tourist services as an important growth market. They will continue to invest in marketing these services to support car-free sustainable tourism.
Invest in decarbonisation	Yes	We will work hard to de-carbonise local bus services as quickly as possible, seeking funding through ZEBRA bids to facilitate this.
Improvements to passenger engagement		
Passenger charter	Yes	A Hampshire bus Passenger Charter will be developed by September 2022, setting out clear provisions on punctuality, vehicle cleanliness, proportion of services operated, information and redress.
Strengthen network identify	Yes	We will deliver joint-marketing initiatives that promote travel by bus on all Hampshire bus operators' services.
Improve bus information	Yes	We will ensure that online, app and at stop information is up-to-date and is clear and easy to understand.
Other – Better land use planning and pricing of car parking		
Bus friendly design of new developments	Yes	We will encourage Local Planning Authorities to locate sites for development in places that are easy to extend existing frequent bus services and ensure that internal layouts enable easy access by bus.
Cost of car parking	Yes	Work with Districts and Boroughs to seek to ensure that the cost of long-stay and medium stay car parking in town centres is higher than the cost of bus travel.

Appendix 1: Prioritised Facilities and Measures that HCC and operators would like to deliver as part of the Hampshire EP

For both prioritised lists below, the number of schemes (both facilities and measures) that will be progressed and the timing of delivery will be dependent on the amount of NBS funding secured.

List of prioritised bus priority infrastructure capital facilities

A long list of potential bus priority facilities was assembled from discussions with bus operators. This shortlist has been arrived at following a sifting and prioritisation process to identify those bus priority facilities that would deliver the greatest benefits – *NB. these are listed in priority order*

Priority	Scheme Title	Local Bus Market Area
1	Basingstoke MRT Eastrop Roundabout – priority measures at Bus Station exit	Basingstoke
2	Basingstoke MRT New Street southbound contraflow bus lane	Basingstoke
3	Farnborough N-S Bus Priority Corridor	Blackwater Valley
4	Basingstoke MRT B3400 Corridor Phase 1 - West Ham to Worting Road roundabouts bus lanes	Basingstoke
5	Havant Town Centre to A3(M)/A27 Bus Priority Corridor	Portsmouth & SE Hants TTWA
6	Basingstoke MRT A30 SW Corridor Phase 1 - Brighton Hill Roundabout to Winchester Road Roundabout	Basingstoke
7	B3330 Chesil St Bus gate Winchester	Winchester
8	Basingstoke MRT - B3400 and A30 SW Corridors Phase 2	Basingstoke
9	Fareham Bus Interchange improvements	Portsmouth & SE Hants TTWA
10	Gosport Bus Priority Corridor	Portsmouth & SE Hants TTWA
11	Winchester City Centre Bus Priority	Winchester
12	Basingstoke MRT A33 Corridor	Basingstoke
13	Bus priority Purbrook Way to Crookhorn rdbt, Purbrook	Portsmouth & SE Hants TTWA
14	A27 Bus Priority Improvements Portchester	Portsmouth & SE Hants TTWA
15	Basingstoke MRT A340 Corridor	Basingstoke
16	Chandlers Ford-Otterbourne Bus Priority Corridor	Southampton TTWA
17	Andover Eastern Bus Priority corridor	Andover

List of other prioritised capital facilities/ measures and revenue measures

Priority	Theme	Title of Initiative	Capital/ Revenue/ Both	Description
1	Inclusion and Safety	Bus safety and inclusion	Both	Mapping tool for improving safety (especially for women) and inclusivity on PT services and infrastructure e.g. Commonplace or similar. Roll out of CCTV onboard vehicles
2	Ticketing reform	Tap on Tap off (TOTO)	Both	Back office and reader costs
3	Bus Service Support	Additional support for bus services	Revenue	Pump priming for commercial viability
4	Fares support	Unified child fare	Revenue	Having a single age (up to 16yrs) for child fare eligibility across Hampshire
		Young persons discount fare scheme	Revenue	Provision of a Hampshire wide discount for 16-21yr olds
5	Other infrastructure	Bus Priority at Traffic Signals	Capital	Priority along non TCF travel to work junctions
		Bus stop infrastructure	Both	Improvements to accessibility and information provision, and signage (non-TCF or previous QBP areas)
		Real Time Passenger Information	Both	Additional RTPI battery flag displays on key corridors.
		Outstanding contactless ticket machines	Capital	To purchase remaining machines to complete Xelabus fleet to support their growth in vehicles
6	EP delivery: LTA costs	Staff resource and capacity	Revenue	EP Project Management / ongoing scheme development / comms / data collection & analysis / rural initiative resource

7	Marketing	Joint cross operator marketing initiative	Revenue	To launch a consistent ongoing Hampshire Bus marketing campaign which would encompass all the schemes within BSIP
8	Rural Transport	DRT and first mile / last mile pilots	Both	Establish Challenge Fund to trial wide variety of First mile / last mile and DRT schemes of differing scales utilising taxi, CT and bus

Zero Emission Buses

We have not prioritised proposals for zero-emission bus investment as this would be subject to bidding for funding from the DfT’s Zero Emissions Bus Regional Area (ZEBRA) funding stream, which is awarded by a competitive bidding process. Two of the larger operators are at the time of writing part of ZEBRA bids (business cases being prepared), high level costings for further depot infrastructure for electric bus operation have been prepared and will be used in further future bids for ZEBRA funding.

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Priority	Theme	Title of Initiative	Capital/ Revenue/ Both	Description
n/a	Zero Carbon Electric Buses	Electric Vehicle & Depot Infrastructure	Capital – from ZEBRA fund	Conversion to EV depots & operation Local Bus Conversion of CT minibuses to EV

NATIONAL BUS STRATEGY
TRANSPORT ACT 2000
HAMPSHIRE ENHANCED PARTNERSHIP SCHEME
CONSULTATION DRAFT

**THE HAMPSHIRE ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN
ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY
HAMPSHIRE COUNTY COUNCIL**

This document sets out the legal obligations on Hampshire County Council and local bus operators and is the mechanism by which the commitments made in the Bus Service Improvement Plan (BSIP) and the Enhanced Partnership (EP) Plan are delivered ‘on the ground’. All parties are clear about their respective obligations and they are, as far as possible, comprehensively, accurately and unambiguously recorded.

The County Council recognises that it places an obligation on them, in its’ role as Local Transport Authority (LTA) for Hampshire, to deliver its requirements and that all bus operators agree to abide by the standards of service it imposes.

All parties understand that enforcement action can be taken by the registration authority if any bus operator fails to abide by such standards – including the cancellation of individual local bus service registrations.

The document also sets out the proposed bespoke variation agreement and operator objection mechanism that will enable the Enhanced Partnership (EP) Scheme to be varied without following the formal variation mechanism as set out in the Transport Act 2000. Under bespoke arrangements, only an operator objection mechanism is required.

Hampshire County Council has undertaken an assessment of the impacts of the EP Scheme [made on [date]] on competition and believes it will not or is unlikely to have a significantly adverse effect on competition, for the purposes of Part 1 of Schedule 10 of the Transport Act 2020.

The Competition and Markets Authority has also been consulted on the proposals as required by section 138F of the Transport Act 2000.

Whilst the EP Scheme does not list the bus operators or individual bus services that will need to comply with EP Scheme requirements, a separate list is maintained by Hampshire County Council, which will be available to all local bus operators.

Definitions used in this document

1985 Act	Transport Act 1985
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2000 Act	Transport Act 2000
2017 Act	Bus Services Act 2017
Bus Gate	A short stretch of road carriageway that is restricted to use by buses and (where specified) taxis and other authorised vehicles as indicated on appropriate signage on the approach.
Bus Lane	A signposted lane, designated for use by buses and (where specified) taxis and other authorised vehicles, at the times also indicated by signage
Bus Lane Enforcement	The action taken to ensure that bus lanes are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000
Commercial Services	Within the UK, since the Transport Act 1985, buses are a deregulated free market meaning that anyone (subject to minimum safety and operating standards) can start up a bus service. Bus operators are free to run whatever services they like as well as decide the fares they will charge and the vehicles they will use, subject to adhering to regulations set by the Traffic Commissioner. most bus services are provided by five large companies (Arriva, First, Go-Ahead, National Express and Stagecoach).
Enhanced Partnership Scheme Variation	This comprises either: A variation of the Enhanced Partnership Scheme as set out in the DfT EP Guidance (July 2021) with respect to Facilities and Measures or A variation of the EP Scheme agreed as a result of the bespoke variation mechanism set out in Section 6 of this EP Scheme. Each of which will then constitute a formal variation of the EP Scheme for the purposes of s.138E(1) of the 2000 Act.
Facilities	The physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000. Specific Facilities are referred to in Annexes A, B, C and D.
Enhanced Partnership Board	The committee of selected Hampshire Bus Operator representatives and Hampshire County Council representatives, responsible for considering recommendations put forward by the Enhanced Partnership Forum and making decisions including specific Enhanced Partnership Scheme Variations.

Enhanced Partnership	The Enhanced Partnership covering the geographic extent of the administrative boundary of the county of Hampshire shown for identification purposes only on the plan in Figure 1 of the EP Plan.
EP Stakeholder Forum	A stakeholder forum convened and chaired by Hampshire County Council, who will contribute to the development of EP Schemes and act as formal consultees.
EP Working Group	A working group chaired by Hampshire County Council officers, attended by representatives of bus operators and other partners as required. The functions are to lead and deliver EP work on the ground; make operational decisions and make recommendations to the EP Board on major or countywide decisions.
Large Operator or Smaller Operator	<p>A Large Operator is any bus operator that provides 10% or more of total scheduled bus service mileage within Hampshire (excluding tendered services where the tendering authority takes the revenue risk).</p> <p>Any other operators accounting for <10% of scheduled bus service mileage are Smaller Operators.</p> <p>Where Qualifying Bus Services are provided by multiple operating companies or subsidiaries of the same owning group, they are to be considered to be provided by one Operator.</p>
Local Bus Operators (or Bus Operators)	All bus operators running Qualifying Bus Services taken collectively.
Local Transport Authority (LTA)	<p>LTAs were established under the Transport Act 2000, with powers amended in the Local Transport Act 2008. The LTA is responsible for transport planning, passenger transport and maintaining and managing the local highway network within their areas (excluding motorways and trunk roads which are looked after by National Highways). LTAs may provide funding to run supported bus services. LTAs support bus services in other ways including:</p> <ul style="list-style-type: none"> • Information on, and promotion of, bus services; • Concessionary fares and multi-modal ticketing; • Developing and maintaining bus stops, shelters and interchanges
Measures	<p>Means the improvements with the aim of:</p> <ul style="list-style-type: none"> • Increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or • Improving the quality of local bus service. <p>Also cover the enforcement of the bus lanes and bus gates (measures) referred to in Annexes A and B.</p>
Non-qualifying Bus	Services excluded from classification as Qualifying Bus Services.

Services	
Operator Objection Mechanism	As defined at The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018
Qualifying Bus Service	<p>Those Registered Local Bus Services operating within the EP Scheme area that must meet the requirements and obligations set out in the EP Scheme document. The registered local bus services would have one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of:</p> <ul style="list-style-type: none"> • Any schools or works registered local bus service not eligible for Bus Service Operators Grant • Any services registered for a period of six consecutive weeks or less. • Any services operated under section 22 of the 1985 Act • Any registered local bus service which is an excursion or tour <p>In addition, any tendered service on which the tendering authority takes the revenue risk will not be subject to the Operator Objection mechanism, consistent with The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.</p>
Real Time Information (RTI)	Using technology to track the location of buses in real time, information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.
Registered Local Bus Service	Has the meaning set out in Section 2 of the Transport Act 1985
Solent Go	Is a public transport smartcard covering bus and ferry services within urban South Hampshire and the Isle of Wight. Customers can load electronic travel tickets on to their smartcard. The Solent Go travelcard is issued by Solent Transport for use on participating operators' services (participating operators may not include all services).
Supported Services	LTAs are only allowed to support bus services where no commercial service has been provided. They do this through tendering those services, with the private sector competing to provide them.
Tap-On Tap-Off (or TOTO)	Allows bus users to get the best value single fare by tapping their contactless card or mobile payment device on the card reader when they get on the bus, and by tapping off at the second card reader by the luggage rack as they leave the bus. TOTO is only available for single fares.
TRO	Means a Traffic Regulation Order, made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

Section 1 – EP Scheme Content

This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, the EP Scheme document sets out:

Section 2 - Scope of the EP Scheme and commencement date

Section 3 - Obligations on Hampshire County Council

Section 4 - Obligations on Local Bus Operators

Section 5 – Joint Obligations on Hampshire County Council and Local Bus Operators

Section 6 – Governance Arrangements

The EP Scheme should be considered alongside the associated EP Plan.

The EP Scheme has been developed by Hampshire County Council and those bus operators that provide local bus services in the EP Scheme area. It sets out obligations and requirements on both the Local Transport Authority and operators of local services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

Section 2 - Scope of the EP Scheme and Commencement Date

Description of Geographical Coverage

The EP Scheme will support the improvement of all local bus services operating in Hampshire. The area covered by the EP Scheme is the same as that covered by the EP Plan as shown in Figure 1.

Commencement Date

The EP Scheme is made on **[date of making the EP Scheme]**. The EP Scheme will have no specific end date but will be reviewed by Hampshire County Council annually.

Exempted Services

Long-distance coach services are exempt from the requirements of the EP Scheme.

Operators may have the option of exempting themselves from this EP Scheme, on the grounds that the majority of mileage they operate is within another LTA or that they only operate one or two bus services that are low frequency or operate demand responsive rural services. No operators have requested to be exempt from the Hampshire scheme, but if that situation changes, future exemptions will be managed through the variation mechanism detailed in Section 6.

Section 3 - Obligations on Hampshire County Council

In accordance with the requirements of the Highways Act 1980, Hampshire County Council will maintain the highway network so as to ensure, where reasonably practical, that safe passage along the highway for buses is maintained.

Hampshire County Council will recognise the function and usage characteristics of each road within its care to ensure that it is maintained effectively for the volume and type of bus use.

Hampshire County Council will also make adequate provisions to ensure that safety measures are in place for adverse weather conditions.

Hampshire County Council will make repairs as swiftly as possible to any known damages to the road and to ensure that any damage that isn't immediately fixed is communicated to bus operators.

Hampshire County Council will abide by Sections 508B and 508C of the Education Act 1996 and make provision to ensure that suitable travel arrangements are made, where necessary, to facilitate a child's attendance at school.

Facilities

Hampshire County Council currently provides and maintains a wide range of facilities to assist the ease of movement of buses and to provide information and infrastructure for passengers. The County Council commits to maintain these facilities within the limitations imposed by future budgets. The lists below will be updated when new or additional facilities are provided. Some of these are currently being delivered through funding from grants such as the Transforming Cities Fund and others it is hoped can be funded from Bus Back Better Grant, once funding award are announced. Full details of the facilities are included in a series of Annexes, as indicated below.

Existing Bus Lanes and Gates - Hampshire County Council will maintain the list of Bus Lanes and Bus Gates described in Annex A.

Traffic signal upgrades – Hampshire County Council will maintain in good working order traffic signals where bus priority and Selected Vehicle Detection has been provided to support bus operation as described in Annex B.

Bus Stops and Stand Infrastructure - Hampshire County Council will maintain bus stops and shelters for which it has direct responsibility to standards to be agreed with operators and then added to the EP Scheme under the bespoke variation mechanism. Responsibility for maintaining all bus stops in Hampshire rests Hampshire County Council. Responsibility for maintaining shelters in Hampshire predominantly resides with district and parish councils. Hampshire County Council will encourage them to maintain bus shelters which they are responsible for, to the same standards. (See Appendix C for the full list of bus stops in Hampshire).

Real-time information displays - Hampshire County Council will maintain existing real-time information displays as described in Annex D in a fit for purpose state and

repair screens when they stop working. This will be within 24 hours for critical faults and 60 hours for non-critical faults, as defined in the existing maintenance agreement or as amended in any future one.

New facilities can be added to the list at Annex A, Annex B, Annex C and Annex D, respectively using a bespoke variation, detailed in Section 6, under the powers at s.138E of the Transport Act 2000. All operators running local bus services along any part of the corridor that would be subject to the facilities can object to the proposals, through the EP Forum. Those proposals will be considered by the EP Board and will only go ahead if no admissible objections are received.

Measures

Hampshire County Council has agreed a Countywide Bus Priority Enforcement Policy to enable the civil enforcement of vehicle contraventions pertaining to bus priority measures at agreed locations. Hampshire County Council will use the discretionary powers granted in the Traffic Management Act 2004 to enforce the bus lanes at agreed locations, in line with the approved Code of Practice.

Annex A lists the bus lanes and bus gates currently existing in Hampshire. Hampshire County Council will work with bus operators and determine via the EP Board the locations where enforcement will be introduced in line with the available budget for a bus lane enforcement system used under this EP Scheme.

All operators running local bus services along any part of the corridor that would be subject to enforcement can object to the proposals. Those proposals will be considered by the EP Board and will only go ahead if all members of the Board agree (as detailed in the Section 6, related to changes to the EP Scheme.)

Hampshire County Council has established with local bus operators a mechanism to minimise disruption to local bus services from both planned and emergency roadworks. This includes liaison with bus operators to ensure that the co-ordination of works across the network minimises disruption, as well as setting out processes and procedures for the provision and management of street works permits in the EP Scheme area.

Hampshire County Council will continue to provide a section on the County Council's Website dedicated to public transport. This will provide links to a journey planner, travel guides, timetables & maps, information about concessionary bus passes and travel vouchers, guidance about Government Grants for Public Transport Services in Hampshire and summaries of infrastructure projects being delivered by Hampshire County Council.

Hampshire County Council will process all bus service registrations within the timescales as set out by the Office of the Traffic Commissioner and where those timescales are not met by operators, provide letters of support to accompany short notice registrations.

If operators provide full details of all scheduled service changes 28 days prior to their introduction, Hampshire County Council will ensure that all service changes proposed by local bus operators are uploaded to Traveline a minimum of 14 days

prior to the introduction of service and is included in real time feeds from the day of operations.

Hampshire County Council will fully comply with the Guidance for local authorities issued by Central Government on reimbursing bus operators and assessing passengers' eligibility for concessionary travel. This will allow those entitled to a concessionary bus pass to free travel on bus services throughout England from 9:30am to 11pm Monday to Friday and all day at weekends and on public holidays. Any enhancements to the national scheme will be detailed in publicity and listed on the Hampshire County Council website.

When responding to planning applications, Hampshire County Council will promote strong sustainable transport accessibility principles and encourage developers to engage with bus operators at an early stage of the planning process to ensure operators have the opportunity to inform the development of public transport proposals.

Hampshire County Council will work with bus operators and local planning authorities to develop a set of clear principles and objectives for the provision of bus infrastructure and bus services for all new developments, relative to their size, by September 2023.

Section 4 - Obligations on local bus operators

Bus operators commit to run all services in Hampshire registered with the traffic commissioner in line with the Traffic Commissioner guidance on local bus services except under exceptional circumstances such as industrial action, fuel availability or force majeure including, but not limited to, severe weather, pandemic (particularly where driver availability is affected) or significant damage to their property or fleet.

Bus operators commit to run all County Council tendered services in Hampshire in line with the relevant service specification and operate in accordance with the terms and conditions of the County Council's Dynamic Purchasing System (DPS).

Bus operators commit to ensuring that all their drivers undertake minimum level of training required, which is currently 35 hours of periodic training every 5 years to keep their Driver Certificate of Professional Competence.

Bus operators will agree to standardise the dates of timetable change dates for local operating areas, to two dates per year across the local bus network in Hampshire. Exceptions will be allowed for services where it is of benefit to customers to make changes outside of these dates. This could apply to school and tourism related services, coordination of services with other modes such as rail and ferry or in response to long term road works or unforeseen issues such as the pandemic and significant driver shortages.

Bus operators will ensure that network maps and timetables they produce, include information on complementary services provided by other operators that highlight the journey opportunities available from each neighbourhood.

Bus operators will identify all instances of multiple routes having the same number and will agree and implement changes to resolve any duplication, where it is demonstrated that there is confusion or potential for confusion amongst existing and potential passengers.

By April 2022 bus operators will commit to provide full details of all scheduled service changes 28 days prior to their introduction. The full details are needed to enable Traveline to be updated and this requirement will not apply to any unscheduled changes due to coordination of services with other modes such as rail and ferry or in response to long term road works or unforeseen issues such as the pandemic and significant driver shortages. Operators will also update all at stop printed information, where it is provided, by the day of the change.

Where bus operators provide contactless ticket machines, next stop audio visual announcements and USB charging points on their buses to help improve the bus travel experience for customers, they will commit to ensure these are operational and kept in good working order.

Bus operators will operate buses to meet the disability requirements outlined in the Public Service Vehicle Accessibility Regulations 2000.

Bus operators agree to the requirements of the following existing agreements, where not superseded that are now part of the Hampshire EP Scheme:

- Eclipse Bus Rapid Transit Scheme
- A3 Quality Bus Partnership
- Blackwater Valley Route 1 Quality Bus Partnership
- Ticketing initiatives including the Solent Go ticketing scheme

As the EP Scheme evolves separate route and corridor specific agreements may be developed, which will similarly be incorporated into this EP Scheme.

Bus operators will respond to data requests by Hampshire County Council in a timely manner where this may be required to fulfil the obligations of the EP Scheme including for monitoring and evaluation purposes. Such data will be used in accordance with any Non-Disclosure Agreements in place with operators.

Section 5 – Joint Obligations on Hampshire County Council and Local Bus Operators

Hampshire County Council and local bus operators that have agreed to accept Solent Go products will, through the Solent Transport partnership of LTAs, offer the range of Solent Go ticketing products within the ticket zones of South Hampshire set out in Annex E.

To produce and maintain a Hampshire Bus Customer charter for all bus services operating in the County by March 2023. The Charter, will be initially be developed

by the EP Working Group, setting out clear provisions on punctuality, vehicle cleanliness, proportion of services operated, information and redress.

Section 6 – Governance Arrangements

EP Board

The delivery of the EP Scheme will be overseen by the EP Board. Membership of the EP Board will be as follows:

- Hampshire County Council Executive Lead Member for Economy, Transport and Environment
- First Bus Hampshire & Dorset Managing Director
- Go South Coast Managing Director
- Stagecoach South Managing Director
- Xelabus Managing Director
- A Representative of other bus operators operating in Hampshire (on a rotating basis)

The EP Board will oversee work on delivery of the EP Scheme and monitor and review progress of delivery of facilities and measures. The EP Board will make recommendations for Hampshire County Council and the individual bus operators to make decisions of substance where there are direct financial implications.

Under delegated authority the EP Board will also consider and approve variations to, or the revocation of, the EP Scheme.

Decisions will be made on a simple majority basis, with the Hampshire County Council representative having the casting vote in the event of there being no majority but all members will have a power of veto on issues that have the potential to directly affect them financially.

The EP Board will meet quarterly either virtually or in person as agreed by the EP Board Members and be managed by officers of Hampshire County Council who will be responsible for notifying attendees, circulating papers and for convening additional non-scheduled meetings, for example, to deal with urgent issues. All information will be circulated electronically and notification will be by email. All members of the EP Board are therefore required to provide a single point of contact through which relevant information can be disseminated.

The EP Board can agree to add new members to the Board if considered appropriate and will be done so on a simple majority basis, with the Hampshire County Council representative having the casting vote in the event of there being no majority.

EP Forum

A Hampshire EP Forum will be established which will contribute to the monitoring of progress towards EP Plan targets and input into annual reviews/ updates of this document and provide oversight of progress with delivery of EP Scheme facilities

and measures and act as formal consultees to the future content and arrangements for the variation and revocation of the EP Scheme. Membership of the Forum will be open to:

- Representative(s) from Hampshire County Council
- Representative(s) from all bus operators who operate local bus services in Hampshire
- Representative(s) from local passenger train and ferry operators
- Representative(s) from Enterprise M3 and Solent Local Enterprise Partnerships
- Representative(s) from local planning authorities who provide funding towards the cost of supported local bus services
- Representative(s) from the Hampshire Bus Users Forum (once established)
- Representative(s) from local young peoples' forums
- Representative(s) from Hampshire Police

The EP Forum will review membership, at least annually and provision will be made to invite guests to attend specific meetings when it is considered appropriate. Membership of the Forum can be modified using a bespoke variation mechanism.

The Forum will meet at least twice per year either virtually or in person as agreed by the EP Forum Members. The EP Forum will be managed by officers of Hampshire County Council who will be responsible for notifying attendees, circulating papers and for convening additional non-scheduled meetings, for example, to deal with urgent issues. All information will be circulated electronically and notification will be by email. All members of the EP Forum are therefore required to provide a single point of contact through which relevant information can be disseminated.

The Forum will have no decision-making powers and therefore no formal objection process is proposed. The Forum will be able to make recommendations to the EP Board. Any votes taken on representations will be on a simple majority basis, based on those attending a meeting where an issue is considered. The Hampshire County Council representative having the casting vote in the event of there being no majority.

EP Working Group(s)

The EP Working Group(s) will have a membership consisting of representatives from each of the organisations represented on the EP Board. The EP Working Group(s) will make day-to-day operational decisions but will have no formal powers. Its role being to measure progress towards EP Plan targets and undertake reviews of the document, deliver the EP Scheme facilities and measures, and action requests from the EP Board. In the first instance the EP Working Group will develop the model for establishing a Hampshire Bus Users Forum, agree the questions and format for the annual bus user perception survey strategy and produce and maintain the first

version of the Hampshire Bus Customer Charter. It will also consider proposed variations to the EP Scheme, where the EP Forum is unable to reach consensus and suggest changes. Where appropriate these will be reported to the EP Board.

The EP Working Group(s) will meet as needed and will be managed by Hampshire County Council.

It is noted that a separate EP Working Group or groups may be set up for larger or area specific projects for example infrastructure improvements on a particular bus corridor, in this case some bus operators may choose not to be a member if it is not of relevance to them.

Review of EP Scheme

Once the EP Scheme is made, progress in its delivery will be reviewed by the EP Forum every six months following publication of data on progress towards targets, as required by the Hampshire EP Plan – this will ensure any necessary action is taken to deliver the targets set out in the EP Plan. Hampshire County Council will initiate each review. The EP Forum can also decide to review specific elements of the scheme on an ad-hoc basis. The results of both formal and ad hoc reviews will be considered by the EP Board.

EP Forum members should contact Hampshire County Council using the following email address Hampshire.bus.strategy@hants.gov.uk explaining what the issue is and its urgency. Hampshire County Council will then decide whether to table at the next scheduled meeting or make arrangements for all or the necessary EP Forum members to gather more quickly.

Bespoke Arrangements for Varying or Revoking the Enhanced Partnership Scheme

Bespoke arrangements for varying or revoking the EP Scheme will be used and will apply to the whole EP Scheme. These arrangements take the place of the formal variation or revocation procedures set out in section 138E of the Transport Act 2000.

The bespoke arrangements include a mechanism by which local bus operators can object to any proposed variations in line with the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.

Consideration will be given to potential EP Scheme variations highlighted either by a local authority, one of the organisations represented on the EP Forum, or by an operator of local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Such requests should be made in writing and submitted to Hampshire.bus.strategy@hants.gov.uk. Hampshire County Council will forward all requests onto all EP Forum members within a maximum of 10 working days.

Decision-making process and bespoke objection mechanism

On receipt of a request for a variation under this section, Hampshire County Council will convene the EP Forum, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operator representatives present, and if Hampshire County Council also agrees, then Hampshire County Council will make a recommendation that the EP Scheme variation is considered by the EP Board. If there is not consensus then the proposed variation will be considered by the EP Working Group further and referred back to the EP Forum for further consideration.

EP Forum members who are absent or not expressing a view at the meeting (either in person or in writing) will be deemed to be abstaining from the decision.

Once a variation is agreed by the EP Forum Hampshire County Council will convene the EP Board, giving at least 14 days' notice for the meeting, to consider the proposed variation.

The EP Board will consider the proposed variation and if it is agreed by all bus operator representatives present, and if Hampshire County Council also agrees, then within seven working days Hampshire County Council will publish the revised EP Scheme on its website.

Revocation of an EP Scheme

If Hampshire County Council or another member of the EP Forum believes it is necessary to revoke the EP Scheme, the EP Forum will be reconvened and follow the same process outlined above in relation to variations of the EP Scheme. Any final decision to revoke the EP Scheme will rest with the EP Board.

If at any point in the future, any area covered by this EP Scheme is included in a bus franchising scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the franchising scheme.

List of Annexes:

Annex A – Existing Bus Lanes and Bus Gates

Annex B – Traffic signals with Selected Vehicle Detection

Annex C – Bus Stops and Stand Infrastructure (attached as a separate document)

Annex D – Real Time Information Displays

Annex E – Solent Go ticketing products within the ticket zones of South Hampshire

Annex A – Existing Bus Lanes and Bus Gates

Borough/District	Road Name	Start Point	Finish Point	Approximate Length	Direction of Travel
Basingstoke	Alencon Link	Car Park Entrance Ramp	Braine L'Alleud Road	92m	bi-directional
Basingstoke	Norn Hill	Norn Hill	Oakridge Roundabout	-	bi-directional (with signal control)
East Hants	Pinehill Road	Apollo Drive	entrance to community centre car park	60m	bi-directional
East Hants	Portsmouth Road (A3 Corridor 7 of 8)	Keydell Avenue	south of Hazelton Way	289m	northbound only
East Hants	Portsmouth Road (A3 Corridor 8 of 8)	Catherington Lane	to a point 37m north.	37m	southbound only with signal control
Eastleigh	Winchester Road	opposite Hursley Road	-	27m	southbound only
Fareham	unnamed	Western Road	A27	15m	southbound only (with signal control)
Fareham	A27 Western Way	The Gillies overbridge	exit of Fareham Station bus stop Q	300m	westbound only
Fareham	West Street	Trinity Street	Osborne Road S	77m	eastbound only (with signal control)
Fareham	West Street	Quay Street	High Street	108m	westbound only (with signal control)
Fareham	Hamble Square				
Fareham/Gosport	Henry Cort Way	Tichbourne Way	Redlands Lane	3.5km	bi-directional (with signal control)
Gosport	Lees Lane North	Forton Road	Lees Lane	60m	southbound only
Gosport	Fareham Road	Rowner Road	Rowner Road	17m	northbound only
Gosport	Fareham Road	north of Rowner Rd rbt	Elson Road roundabout	160m	southbound only
Gosport	Fareham Road	Heritage Way off slip	Heritage Way	21m	southbound only
Gosport	Fareham Road	Heritage Way	Fareham Road on slip	29m	southbound only

Borough/District	Road Name	Start Point	Finish Point	Approximate Length	Direction of Travel
Havant	London Road (A3 corridor 1 & 8)	The Brow (Country Boundary)	Purbrook Heath Road	1.1km	bi-directional
Havant	London Road (A3 corridor 2 of 8)	north of Poppy Fields	Forest End	1.5km	bi-directional
Havant	London Road (A3 corridor 3 of 8)	Victoria Road	Stakes Hill Road	133m	bi-directional (with signal control)
Havant	Stakes Hill Road	Dukes Walk Service Road	London Road	53m	bi-directional (with signal control)
Havant	Fitzwygram Way	Fitzwygram Way	Woolston Road	228m	bi-directional
Havant	St. Georges Walk	Swiss Road	London Road	42m	bi-directional (with signal control)
Havant	St. Georges Walk	Portland Road	Maurepas Way	57m	northbound only (with signal controlled right turn for buses only)
Havant	Maurepas Way	-	St. Georges Walk	38m	eastbound only (with signal controlled right turn buses only)
Havant	London Road (A3 Corridor 4 of 8)	Highfield Ave	Hulbert Road	700m	southbound only (with signals)
Havant	London Road (A3 Corridor 5 of 8)	South of Hart Plain Avenue	Park Lane	245m	northbound only
Havant	London Road (A3 Corridor 6 of 8)	Milbeck Close	Padnell Road	182m	southbound only (with signals)
New Forest	Shrubbs Hill Lane	Gosport Lane	A35	600m	not a bus lane, advisory only
New Forest	Rushington Lane	Ibbotson Way	north of rail bridge	200m	northbound only
Rushmoor	Farnborough Road	Civic Offices	Pinehurst Roundabout	191m	northbound
Rushmoor	Farnborough Road	Pinehurst Roundabout	Civic Offices	308m	southbound
Rushmoor	Kingsmead	Eastmead	Pinehurst Roundabout	100m	southbound

Borough/District	Road Name	Start Point	Finish Point	Approximate Length	Direction of Travel
Rushmoor	Farnborough Road	Union Street	northern A325 exit arm	100m	northbound
Rushmoor	Farnborough Road	Empress Avenue bus stop	Farnborough Hill School Entrance	175m	southbound
Rushmoor	Farnborough Road	Napoleon Avenue	Prospect Avenue Bus Stops	250m	northbound
Rushmoor	Farnborough Road	Prospect Avenue	Bradfords Roundabout	280m	northbound with signal
Rushmoor	Victoria Road	Heathland Street	Gordon Road	100m	eastbound
Test Valley	Cutforth Way	Woodley Lane	point 25m north on Cutforth Way	25m	bus only access (currently stopped up)
Test Valley	Cricketers Way	Cricketers Way	River Way	82m	southbound bus tunnel (with signal control)
Test Valley	London Road	A3093 overbridge	Picket Twenty	210m	bi-directional with signal control
Test Valley	East Anton Farm Road	Community Centre Car Park	School	88m	southbound only
Winchester	Silver Hill	Upper Brook Street	Tanner Street	125m	westbound only
Winchester	Romsey Road	Pitt Roundabout (A3090 exit arm)	to a point approx 42m SW of Pitt Road	255m	NW-bound only
Winchester	Station Hill	Station Road	Sussex Street	20m	bi-directional (with signal control)
Fareham	Montefiore Way/Coldeast Drive	Columbus Way	Coldeast Drive	-	Bus Gate
Basingstoke	C123 (1998)	-	-	-	-
East Hants	(Var Rds) except for access	-	-	-	-
Eastleigh	Service Road (1969)	-	-	-	-

Borough/District	Road Name	Start Point	Finish Point	Approximate Length	Direction of Travel
East Hants	Ackender Road Area (Var Rds)	-	-	-	-
Hart	C24 (except for access and bus access) 1984	-	-	-	-
New Forest	High Street/West Street (timed port)	-	-	-	-

Annex B – Traffic signals with Selected Vehicle Detection

Address
[PUF178] Farnborough: A325 Farnborough Road / near Jubilee Hall Road
[PUF215] Farnborough: Kingsmead / near Firgrove Road
[SIG005] Farnborough: A325 Farnborough Road / B3403 Boundary Road / North Gate Road
[SIG023] Farnborough: A325 Farnborough Road / Prospect Avenue
[SIG038] Basingstoke: Eastrop Roundabout West / A3010 Churchill Way (J51112) / Alencon Link (J51113) / Bus Depot (J51111)
[SIG055] Winchester: B3420 Sussex Street / B3420 Andover Road / B3044 Stockbridge Road / B3330 City Road (J44131)
[SIG065] Gosport: B3333 Privett Road / B3333 Bury Road / Ann's Hill Road / The Avenue
[SIG066] Gosport: A32 Forton Road / Crossways / Lees Lane
[SIG086] Waterlooville: A3 Maurepas Way / St Georges Walk (Hambledon Road) / SVD011
[SIG094] Purbrook: A3 London Road Bus Gate / near Campbell Crescent / SVD014
[SIG095] Waterlooville: London Road / Stakes Hill Road / St Georges Walk (Hambledon Road) / SVD012
[SIG098] Waterlooville: A3 London Road Bus Gate / near Beaconsfield Road / SVD013
[SIG112] Fareham: A27 The Avenue / Redlands Lane / Gudge Heath Lane (J76121) (SVD015)
[SIG121] Portchester: Portchester Railway Station Bridge / Hill Road / Station Road
[SIG125] Eastleigh: A335 Leigh Road / Woodside Avenue / Passfield Avenue (J73121)
[SIG167] Romsey: A3057 Alma Road / A3057 Winchester Road / B3398 The Hundred
[SIG174] Park Gate: A27 Bridge Road / Coldeast Way / Ironbridge Crescent / (SVD020 & SVD021)

[SIG182] Fareham: BRT / Henry Cort Way / Palmerston Drive / SVD016
[SIG183] Bridgemaury: BRT / Henry Cort Way / Wych Lane / (SVD017)
[SIG184] Bridgemaury: BRT / Hutfield Link / Tichborne Way
[SIG185] Fareham: BRT / Henry Cort Way / Redlands Lane / (SVD019)
[SIG207] Rowner: Henry Cort Way / Henry Cort Way
[SIG215] Fareham: A27 Western Way / Bus Gate (J32161)
[SIG233] Andover: Cricketer's Way / River Way
[TOU035] Chandler's Ford: B3043 Bournemouth Road / near B3043 Hursley Road
[TOU075] Gosport: A32 Fareham Road / near Fort Brockhurst (Dual)
[TOU098] Eastleigh: A335 Southampton Road / near Eastleigh Railway Station

Annex C - Bus Stops and Stand Infrastructure

As at the 1st January 2022, there are a total of 6,994 bus stops in Hampshire, 2,636 with kerbs and 1,848 stops with shelters. Only a small number of these shelters are under the responsibility of Hampshire County Council. (See separate document for full list).

Annex D – Real Time Information Displays

Location	Stop Name / Summary Name	Area	Install Type
A3 London Rd nr The Brow n/b	The Brow	A3	Shelter
A3 London Rd nr The Brow sw/b	The Brow	A3	Shelter
A3 London Rd nr Park Ave ne/b	The Hampshire Rose	A3	Shelter
A3 London Rd nr Park Ave s/b	The Hampshire Rose	A3	Shelter
A3 London Rd nr Purbrook Church s/b	Church	A3	Shelter
A3 London Rd nr Purbrook Church n/b	Church	A3	Shelter
A3 London Rd nr Corbett Rd ne/b	Corbett Rd	A3	Shelter
A3 London Rd nr Mill Rd ne/b	Mill Rd	A3	Shelter
A3 London Rd nr Forest End ne/b	Forest End	A3	Shelter
A3 London Rd nr Forest End sw/b	Forest End	A3	Shelter
A3 London Rd nr Victoria Rd sw/b	The Wellington	A3	Shelter
St George's Wk (precinct) stop B nw/b	Precinct	A3	Shelter

Location	Stop Name / Summary Name	Area	Install Type
St George's Wk (precinct) stop A se/b	Precinct	A3	Shelter
St George's Wk (precinct) stop C nw/b	Precinct	A3	Shelter
A3 London Rd nr Hulbert Rd rbt n/b	Hulbert Rd rbt	A3	Shelter
A3 London Rd nr Hulbert Rd rbt s/b	Hulbert Rd rbt	A3	Shelter
A3 London Rd nr Jubilee Rd n/b	Jubilee Rd	A3	Shelter
A3 London Rd nr Jubilee Rd s/b	Jubilee Rd	A3	Shelter
A3 Drift Rd nr First Ave nw/b	Drift Rd Shops	A3	Shelter
A3 Portsmouth Rd (Horndean Precinct) stop B ne/b	Precinct	A3	Shelter
A3 Portsmouth Rd (Horndean Precinct) stop A sw/b	Precinct	A3	Shelter
A3 Portsmouth Rd nr Hazleton Way ne/b	Hazleton Way	A3	Shelter
A3 Portsmouth Rd nr Hazleton Way sw/b	Hazleton Way	A3	Shelter
A3 London Rd nr Kings Road ne/b	Cowplain Shops	A3	Shelter
A3 London Rd nr Kings Road sw/b	Cowplain Shops	A3	Shelter
A3 London Rd nr Hart Plain Ave ne/b	Hart Plain Ave	A3	Shelter
A3 London Rd nr Hart Plain Ave sw/b	Hart Plain Ave	A3	Shelter
A3 London Rd, Berewood s/b	Berewood	A3	Shelter
Fleet High Street nr Branksomewood Road ne/b	Branksomewood Road	Fleet	Shelter
Fleet High Street nr Branksomewood Road sw/b	Branksomewood Road	Fleet	Shelter
A340 Tadley Hill nr Rowan Rd se/b	Rowan Rd	Basingstoke	Shelter
Mulfords Hill opp The Parade se/b	The Parade	Basingstoke	Shelter
Mulfords Hill o/s The Parade nw/b	The Parade	Basingstoke	Shelter
Mulfords Hill nr Silchester Rd se/b	Silchester Rd	Basingstoke	Shelter
Bishopswood Rd nr Wigmore Rd n/b	Wigmore Rd	Basingstoke	Shelter
A340 Main Rd nr Fairlawn Rd se/b	Fairlawn Rd	Basingstoke	Shelter
Beggarwood Ln nr Wedderburn Ave w/b	Wedderburn Ave	Basingstoke	Shelter
Gershwin Rd nr Lennon Way n/b	Lennon Way	Basingstoke	Shelter
Gershwin Rd nr Bach Cl w/b	Bach Close	Basingstoke	Shelter
Gershwin Rd nr Novello Cl sw/b	Novello Close	Basingstoke	Shelter
A30 Winchester Rd nr Hill View Rd ne/b	Cobbett Green	Basingstoke	Shelter
A30 Winchester Rd opp Brighton Hill Retail Park ne/b	Brighton Hill Retail Park	Basingstoke	Shelter
Kingsclere Rd nr Joule Rd se/b	Joule Rd	Basingstoke	Shelter
Winklebury Way nr Watson Way nw/b	The Winkle	Basingstoke	Shelter
Winklebury Way nr Winklebury Centre e/b	Winklebury Centre	Basingstoke	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Winklebury Way nr Pembroke Rd e/b	Pembroke Rd	Basingstoke	Shelter
Ashwood Way nr Winklebury Way nw/b	Ashwood Way	Basingstoke	Shelter
North Hampshire Hospital nr main entrance se/b	North Hampshire Hospital	Basingstoke	Shelter
North Hampshire Hospital nr main entrance nw/b	North Hampshire Hospital	Basingstoke	Shelter
Basingstoke BS Stand C	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand D	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand E	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand F	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand G	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand H	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand J	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand M	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand N	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand P	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand Q	Bus Station	Basingstoke BS	Bus Station Roof Hung
Basingstoke BS Stand R	Bus Station	Basingstoke BS	Bus Station Roof Hung
Worting Rd opp White Hart Inn e/b	White Hart Inn	Basingstoke	Pole
Worting Rd nr White Hart Inn w/b	White Hart Inn	Basingstoke	Pole
Romsey BS Stand A	Bus Station	Romsey BS	Shelter
Romsey BS Stand B	Bus Station	Romsey BS	Shelter
Romsey BS Stand C	Bus Station	Romsey BS	Shelter
Romsey BS Stand D	Bus Station	Romsey BS	Shelter
Portchester, Castle St rbt n/w o/s precinct	Portchester Precinct	Fareham	Shelter
Fareham BS Stand A	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand B	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand C	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand D	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand E	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand F	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand G	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand H	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand J	Bus Station	Fareham BS	Bus Station Roof Hung
Fareham BS Stand K	Bus Station	Fareham BS	Bus Station Roof Hung

Location	Stop Name / Summary Name	Area	Install Type
Fareham BS Stand L	Bus Station	Fareham BS	Bus Station Roof Hung
Gosport BS Stand B - Display 1	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand C - Display 1	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand D - Display 1	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand E - Display 1	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand F - Display 1	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand G - Display 1	Bus Station	Gosport BS	Bus Station Roof Hung
Oakley Ln nr The Vale sw/b	Oakley School	Basingstoke	Shelter
Oakley Ln nr The Vale n/b	Oakley School	Basingstoke	Shelter
Beggarwood Ln nr Priestdown sw/b	Priestdown	Basingstoke	Shelter
Beggarwood Ln nr Aurora Dr ne/b	Aurora Dr	Basingstoke	Shelter
Danebury Rd nr Inglewood Dr sw/b	Inglewood Dr	Basingstoke	Shelter
Kempshott Ln nr Kestrel Rd South n/b	Kestrel Rd South	Basingstoke	Shelter
Worting Rd nr West Ham rbt w/b	Greenway	Basingstoke	Shelter
Worting Rd nr West Ham rbt e/b	Greenway	Basingstoke	Shelter
Winchester Rd nr Portacre Rise ne/b	Portacre Rise	Basingstoke	Shelter
Sarum Hill nr Winton Square nw/b	Winton Square	Basingstoke	Shelter
Worting Rd nr Deep Ln e/b	Deep Ln	Basingstoke	Shelter
Kingsclere Rd nr Lancaster Rd se/b	Eli Lilly	Basingstoke	Shelter
Norn Hill nr Bennet Cl sw/b	Bennet Close	Basingstoke	Shelter
Alencon Link nr Railway Stn e/b	Station	Basingstoke	Shelter
Alencon Link nr Railway Stn w/b	Station	Basingstoke	Shelter
Popley Way nr Abbey Court w/b	Abbey Court	Basingstoke	Shelter
Basingstoke BS nr Std D	Basingstoke Bus Station nr Std D	Basingstoke BS	Wall
Basingstoke BS nr Std M	Basingstoke Bus Station nr Std M	Basingstoke BS	Wall
Basingstoke BS nr Ticket Office	Basingstoke Bus Station nr Ticket Office	Basingstoke BS	Wall
Carpenter's Down nr Madeira Cl se/b	Madeira Close	Basingstoke	Shelter
Carpenters Down nr Barrington Dr n/b	Montserrat Rd	Basingstoke	Shelter
Cliddesden Ln nr Hatch Warren Ln ne/b	The Portsmouth Arms	Basingstoke	Shelter
Gresley Rd nr Daneshill rbt sw/b	Gresley Rd	Basingstoke	Shelter
Basingstoke Railway Station Concourse	Basingstoke Station	Basingstoke	Dedicated Freestanding Frame
Badger Farm Rd nr Olivers Battery Rd South w/b	Olivers Battery Rd	Winchester	Shelter
Ridgeway nr Elder Cl e/b	Elder Close	Winchester	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Meadow Way nr subway w/b	Meadow Way Subway	Winchester	Shelter
Wavell Way nr Somers Cl ne/b	Somers Close	Winchester	Shelter
Middle Brook Street nr High St ne/b	Marks & Spencer	Winchester	Shelter
P&R Barfield ne/b	Barfield Park & Ride	Winchester	Shelter
P&R St Catherines at north end of car park nw/b	St Catherines	Winchester	Shelter
Winnall Manor Rd nr Turnpike Down s/b	Turnpike Down	Winchester	Shelter
Firmstone Rd nr Baigent Cl e/b	Baigent Close	Winchester	Shelter
Upper High Street nr Romsey Rd stop Pb n/b	Westgate	Winchester	Shelter
Sussex Street nr Romsey Rd stop Pa s/b	Westgate	Winchester	Shelter
City Rd nr Sussex Street stop Rc w/b	City Rd	Winchester	Shelter
City Rd nr Sussex Street stop Rb w/b	City Rd	Winchester	Shelter
City Rd nr Sussex Street stop Ra w/b	City Rd	Winchester	Shelter
Jewry Street nr High St stop N sw/b	Jewry Street	Winchester	Shelter
Jewry Street o/s Discovery Centre stop Tb n/b	Discovery Centre	Winchester	Shelter
Cromwell Rd nr Airlie Corner e/b	Airlie Corner	Winchester	Shelter
Romsey Rd o/s Hospital w/b	Royal Hampshire County Hospital	Winchester	Shelter
Romsey Rd opp Hospital e/b	Royal Hampshire County Hospital	Winchester	Shelter
Romsey Rd nr Battery Hill sw/b	Battery Hill	Winchester	Shelter
Romsey Rd nr Battery Hill ne/b	Battery Hill	Winchester	Shelter
Stockbridge Rd nr Dean Ln se/b	Dean Ln Corner	Winchester	Shelter
Priors Dean Rd nr Woodgreen Rd s/b	The March Hare	Winchester	Shelter
Springvale Rd nr Hookpit Farm Ln n/b	Tesco Express	Winchester	Shelter
Fraser Rd nr Forbes Rd nw/b	Shopping Parade	Winchester	Shelter
P&R St Catherine's nr toilets ne/b	Park and Ride East	Winchester	Shelter
Pitt P&R	Pitt P&R	Winchester	Shelter
Winchester Bus Station Stand A	Bus Station	Winchester BS	Wall
Winchester Bus Station Stand B	Bus Station	Winchester BS	Wall
Winchester Bus Station Stand C	Bus Station	Winchester BS	Wall
Winchester Bus Station Stand D	Bus Station	Winchester BS	Wall
Winchester Bus Station Stand E	Bus Station	Winchester BS	Wall
Winchester Bus Station Stand F	Bus Station	Winchester BS	Wall
Winchester Bus Station Stand G	Bus Station	Winchester BS	Wall
P&R St Catherine's eastmost stop	St Catherines Car Park	Winchester	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Barfield Close n/b o/s depot/industrial estate	Barfield Park & Ride	Winchester	Shelter
South P&R Waiting Room n/b	South P&R Waiting Room	Winchester	Wall
South P&R Top (south) shelter n/b	South P&R Top (south) shelter	Winchester	Shelter
South P&R Bottom (north) shelter n/b	South P&R Bottom (north) shelter	Winchester	Shelter
Winchester Bus Station Café	Winchester Bus Station	Winchester BS	Wall
Winchester BS controller's office side	Winchester Bus Station	Winchester BS	Wall
Winchester BS opp controller's office	Winchester Bus Station	Winchester BS	Wall
Winchester Railway Station Concourse	Winchester Railway Station	Winchester	Dedicated Freestanding Frame
Waterlooville Precinct Stop A s/b	Waterlooville Precinct	A3	Shelter
Eastleigh BS nr Std F	Eastleigh Bus Station Summary nr Std C	Eastleigh BS	Wall
Eastleigh BS nr Std B (car park end)	Eastleigh Bus Station Summary nr Std F	Eastleigh BS	Wall
Southampton Airport Parkway Forecourt sw/b	Southampton Parkway Station	Eastleigh	Shelter
A343 Newbury Rd s/b nr archway	Enham Arch	Andover	Flag
Weyhill Rd w/b nr Colebrook Way	Colebrook Way	Andover	Flag
Walworth Rd e/b nr South Way	South Way	Andover	Flag
London Rd s/b opp Tyrells Croft	Tyrells Croft	Andover	Flag
Artists Way e/b opp Munnings Court	Munnings Court	Andover	Flag
Icknield Way se/b nr Venice Court	Venice Court	Andover	Flag
Weyhill Rd se/b East Portway	Gregorys Corner	Andover	Flag
Weyhill Rd nw/b East Portway	Gregorys Corner	Andover	Flag
Weyhill Rd e/b nr Hardyfair Cl	The Weyhill Fair	Andover	Flag
King Arthur's Way nw/b nr Galahad Cl	Galahad Close	Andover	Flag
King Arthur's Way nw/b nr Stuart Court	Stuart Court	Andover	Flag
Roman Way e/b o/s school	Primary School	Andover	Flag
Roman Way se/b nr Florence Court	Florence Court	Andover	Flag
Roman Way s/b nr Smannell Road	Smannell Road	Andover	Flag
East St n/b nr King's Yard	Kings Yard	Andover	Flag
Station Approach ne/b o/s station	Andover Station	Andover	Flag
Station Approach sw/b opp station	Andover Station	Andover	Flag
Weyhill Rd se/b nr The Drove	St Andrews Church	Andover	Flag
Charlton Rd se/b o/s War Memorial Hospital	Andover Hospital	Andover	Flag
Weyhill Rd se/b nr Short Lane	Short Lane	Andover	Flag

Location	Stop Name / Summary Name	Area	Install Type
London Rd se/b nr Admirals Way	Admirals Way	Andover	Flag
Artists Way sw/b nr Hepworth Close	Hepworth Close	Andover	Flag
Picket Twenty Way se/b nr Quicksilver Way	Quicksilver Way	Andover	Flag
BRT Redlands Ln s/b se/b	Redlands Ln BRT	BRT	Shelter
BRT Redlands Ln n/b nw/b	Redlands Ln BRT	BRT	Shelter
BRT Palmerston Dr s/b se/b	Palmerston Dr BRT	BRT	Shelter
BRT Palmerston Dr n/b nw/b	Palmerston Dr BRT	BRT	Shelter
BRT Hoeford s/b se/b	Hoeford BRT	BRT	Shelter
BRT Hoeford n/b nw/b	Hoeford BRT	BRT	Shelter
BRT Wych Ln s/b shelter se/b	Wych Ln BRT	BRT	Shelter
BRT Wych Ln n/b shelter nw/b	Wych Ln BRT	BRT	Shelter
BRT Gregson Ave s/b shelter se/b	Gregson Ave BRT	BRT	Shelter
BRT Gregson Ave n/b shelter nw/b	Gregson Ave BRT	BRT	Shelter
BRT Cameron Cl se/b	Cameron Close BRT	BRT	Shelter
BRT Cameron Cl nw/b	Cameron Close BRT	BRT	Shelter
BRT Hutfield Link to Gosport n/b	Hutfield Link	BRT	Shelter
BRT Hutfield Link to Fareham shelter s/b	Hutfield Link	BRT	Shelter
The Ave nr Fareham Stn stop Q w/b	Fareham Station	BRT	Shelter
Creek Rd stop U n/b	Creek Rd	BRT	Totem
BRT Wych Ln s/b totem s/b	BRT Wych Ln	BRT	Totem
BRT Wych Ln n/b totem n/b	BRT Wych Ln	BRT	Totem
BRT Gregson Ave s/b totem	BRT Gregson Ave	BRT	Totem
BRT Gregson Ave n/b totem	BRT Gregson Ave	BRT	Totem
BRT Hutfield Link to Fareham totem s/b	BRT Hutfield Link to Fareham	BRT	Totem
Fareham BS totem nr stands F & G	Fareham BS totem	Fareham BS	Totem
Gosport Bus Station Totem	Gosport Bus Station Totem	Gosport BS	Totem
Fareham BS large summary	Fareham BS large summary	Fareham BS	Wall
Fareham Railway Station Stop R	Fareham Rail Stn	Fareham	Totem
BRT Vian Close n/b	Vian Close	BRT	Shelter
BRT Vian Close s/b	Vian Close	BRT	Shelter
BRT Oakdene s/b	Oakdene	BRT	Shelter
Oakdeane n/b	Oakdene	BRT	Shelter
Leisure Centre s/b	Leisure Centre	BRT	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Leisure Centre n/b	Leisure Centre	BRT	Shelter
Water Ln nr Hammonds Green e/b	Hammonds Green	Totton	Shelter
Calmore Rd nr A336 Ringwood Rd nw/b	Calmore Corner	Totton	Shelter
A336 Ringwood Rd nr Calmore Rd e/b	Calmore Corner	Totton	Shelter
Ringwood Rd nr Bramtoco Way e/b	Abbotswood School	Totton	Shelter
Spicer's Hill nr Hounslow Ave s/b	Hounslow Ave	Totton	Shelter
Asda, Speedfields Park off Newgate Ln w/b	Asda Superstore	Fareham	Shelter
Beggarwood Ln nr Broadmere Rd s/b	Broadmere Rd	Basingstoke	Shelter
Oakridge Rd nr Scotney Rd e/b	Scotney Rd	Basingstoke	Shelter
Abbey Rd nr Popley Way se/b	Popley Way	Basingstoke	Shelter
Popley Way nr Tintern Cl sw/b	Tintern Close	Basingstoke	Shelter
Southampton Airport Parkway (Mitchell Way) n/b	Southampton Airport Parkway	Eastleigh	Shelter
Southampton Airport Terminal (Spitfire Loop) w/b	Southampton Airport Terminal	Eastleigh	Shelter
Centre Way nr Locks Heath Centre e/b	Locks Heath Centre	Fareham	Shelter
Stubbington Green nr Park Ln nw/b	Stubbington Village	Fareham	Shelter
Gosport Rd nr South Ways w/b	Crofton School	Fareham	Shelter
Gosport Rd nr Marks Rd e/b	Marks Rd	Fareham	Shelter
Newgate Ln nr retail pk o/s McDonalds s/b	HMS Collingwood	Fareham	Shelter
Newgate Ln nr retail pk opp McDonalds n/b	HMS Collingwood	Fareham	Shelter
Newgate Ln nr Longfield Av opp Retail Pk n/b	Collingwood Retail Park	Fareham	Shelter
Newgate Ln nr Longfield Av o/s Retail Pk s/b	Collingwood Retail Park	Fareham	Shelter
Greeshott Ave nr Greeshott Ave Shops w/b	Greeshott Ave Shops	Fareham	Shelter
Bedhampton Rd nr Brunswick Gardens nw/b	Brunswick Gardens	Havant	Shelter
Petersfield Rd nr Crossland Dr aka The Curlew sw/b	The Curlew	Havant	Shelter
Bucksin Ln nr Cambrian Way ne/b	Cambrian Way	Basingstoke	Shelter
Buckland Ave nr Stag Hill sw/b	Stag Hill	Basingstoke	Shelter
Lyndhurst Rd opp Brockenhurst College n/b	Brockenhurst College	New Forest	Shelter
Lyndhurst Rd o/s Brockenhurst College s/b	Brockenhurst College	New Forest	Shelter
Romsey BS large summary nr taxi office	Romsey BS large summary	Romsey BS	Wall
Meeting House Ln Stand A	Stand A	New Forest	Shelter
Meeting House Ln Stand B	Stand B	New Forest	Shelter
Meeting House Ln Stand C	Stand C	New Forest	Shelter
Meeting House Ln Stand D	Stand D	New Forest	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Lymington High St w/b o/s Peacocks clothes shop	Lymington Main Post Office	New Forest	Shelter
Brockenhurst Station	Brockenhurst Station	New Forest	Wall
Havant BS summary outside	Havant BS summary outside	Havant BS	Wall
Havant BS summary inside	Havant BS summary inside	Havant BS	Wall
Farnborough Rd nr Meudon Ave o/s Council Off n/b	Farnborough Park, Rushmoor Council Offices	Aldershot	Shelter
Fawley Rd nr Netley View n/b	Netley View	Hythe	Shelter
A35 Main Rd nr Chapel Ln ne/b	Chapel Lane	Totton	Shelter
A3024 Totton By-Pass nr Rushington rbt e/b	Rushington rbt	Totton	Shelter
A3024 Totton By-Pass nr Rushington rbt sw/b	Rushington rbt	Totton	Shelter
Long Ln nr Lime Kiln Ln nw/b	Lime Kiln Ln	Hythe	Shelter
Beaulieu Rd o/s Hythe Hospital w/b	Hythe Hospital	Hythe	Shelter
Hythe Ferry Yard	Ferry Yard	Hythe	Shelter
Ringwood Rd o/s Asda stop A sw/b	Asda	Totton	Shelter
Commercial Rd nr Shopping Centre stop B e/b	Shopping Centre	Totton	Shelter
Commercial Rd opp St Teresa's Church stop C w/b	St Teresas Church	Totton	Shelter
Commercial Rd nr Totton Stn stop D w/b	Totton Station	Totton	Shelter
Commercial Rd nr Totton Stn stop E ne/b	Totton Station	Totton	Shelter
Botley Rd nr Tadburn Rd e/b	Tadburn Rd	Romsey	Shelter
Botley Rd nr Chambers Ave e/b	Chambers Ave	Romsey	Shelter
Botley Rd nr Tadburn Rd w/b	Tadburn Rd	Romsey	Shelter
Botley Rd nr Chambers Ave w/b	Chambers Ave	Romsey	Shelter
Botley Rd nr Montfort Rd nw/b	Montfort Rd	Romsey	Shelter
Botley Rd nr Montfort Rd se/b	Montfort Rd	Romsey	Shelter
Rownhams Rd nr Brownhill Rd sw/b	Brownhill Rd	Romsey	Shelter
Bournemouth Rd o/s Asda s/b	Asda Superstore	Chandler's Ford	Shelter
Bournemouth Rd opp Asda n/b	Asda Superstore	Chandler's Ford	Shelter
Bournemouth Rd nr Leigh Rd sw/b	Leigh Rd	Chandler's Ford	Shelter
Bournemouth Rd nr Hut Farm Place n/b	The Hut	Chandler's Ford	Shelter
Winchester Rd nr Chandlers Ford Precinct sw/b	Chandlers Ford Precinct	Chandler's Ford	Shelter
Winchester Rd nr Peverells Wood Ave sw/b	Peverells Wood Ave	Chandler's Ford	Shelter
Bournemouth Rd nr Hut Farm Place sw/b	The Hut	Chandler's Ford	Shelter
Winchester Rd nr Chandlers Ford Precinct ne/b	Chandlers Ford Precinct	Chandler's Ford	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Winchester Rd o/s Methodist Church sw/b	Fryern Arcade	Chandler's Ford	Shelter
Winchester Rd nr Brownhill Rd ne/b	Fryern Hill	Chandler's Ford	Shelter
Nightingale Ave nr Magpie Ln w/b	Nightingale Bridge	Eastleigh	Shelter
Riverside nr Fair oak Rd s/b	The River Inn	Eastleigh	Shelter
Alan Drayton Way nr Manor Rd w/b	Manor Rd	Eastleigh	Shelter
Nightingale Ave nr Passfield Ave e/b	Nightingale Bridge	Eastleigh	Shelter
High Street nr Midlands Estate e/b	Midlands Estate	Hedge End	Shelter
High Street nr Midlands Estate w/b	Midlands Estate	Hedge End	Shelter
Botley Rd opp Moorgreen Hospital w/b	Moorgreen Hospital	Hedge End	Shelter
Dunsbury Way nr Bramdean Dr se/b	Bramdean Dr	Havant	Shelter
Dunsbury Way nr Park Parade stop C nw/b	Park Parade	Havant	Shelter
Dunsbury Way nr Park Parade stop A se/b	Park Parade	Havant	Shelter
New Rd o/s Havant College w/b	Havant College	Havant	Shelter
New Rd opp Havant College e/b	Havant College	Havant	Shelter
Barncroft Way opp Havant College n/b	Havant College	Havant	Shelter
Bedhampton Rd nr Lester Ave e/b	Lester Ave	Havant	Shelter
Eastleigh Bus Stn Stand A	Eastleigh Bus Station	Eastleigh BS	Pole
Eastleigh Bus Stn Stand B	Eastleigh Bus Station	Eastleigh BS	Bus Station Roof Hung
Eastleigh Bus Stn Stand C	Eastleigh Bus Station	Eastleigh BS	Bus Station Roof Hung
Eastleigh Bus Stn Stand D	Eastleigh Bus Station	Eastleigh BS	Bus Station Roof Hung
Eastleigh Bus Stn Stand E	Eastleigh Bus Station	Eastleigh BS	Bus Station Roof Hung
Eastleigh Bus Stn Stand F	Eastleigh Bus Station	Eastleigh BS	Bus Station Roof Hung
Station Hill o/s Railway Station	Eastleigh Station	Eastleigh	Shelter
Fair Oak Rd nr West Horton Ln nw/b	Welcome Inn	Eastleigh	Shelter
Rowner Rd nr Fareham Rd ne/b	Brune Medical Centre	Gosport	Shelter
Rowner Rd nr Fareham Rd sw/b	Brune Medical Centre	Gosport	Shelter
Fareham Rd o/s Fort Brockhurst se/b	Fort Brockhurst	Gosport	Shelter
Fareham Rd opp Fort Brockhurst nw/b	Fort Brockhurst	Gosport	Shelter
Brockhurst Rd nr Cambridge Rd nw/b	Cambridge Rd	Gosport	Shelter
Lees Ln North nr Forton Rd s/b	Crossways	Gosport	Shelter
The Crossways nr San Diego Rd n/b	The Glencoe	Gosport	Shelter
The Crossways nr San Diego Rd s/b	The Glencoe	Gosport	Shelter
Bury Rd o/s War Memorial Hospital se/b	War Memorial Hospital	Gosport	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Bury Rd opp War Memorial Hospital nw/b	War Memorial Hospital	Gosport	Shelter
The Crossways nr Forton Rd n/b	Forton Rd	Gosport	Shelter
A35 Spicers Hill nr path to Player's Crescent n/b	Spicers Hill	Totton	Shelter
Victoria Rd o/s Wellington Centre e/b	Wellington Centre	Aldershot	Shelter
Victoria Rd o/s Wellington Centre e/b	Wellington Centre	Aldershot	Shelter
Wellington Centre inside café area	Wellington Centre summary inside	Aldershot	Wall
Hampton Ln nr Blackfield Crossroads nw/b	Blackfield Crossroads	Hythe	Shelter
Hampton Ln nr Blackfield Crossroads se/b	Blackfield Crossroads	Hythe	Shelter
Blackfield Rd nr Blackfield Crossroads ne/b	Blackfield Crossroads	Hythe	Shelter
Blackfield Rd nr Foresters Rd sw/b	Foresters Rd	Hythe	Shelter
Hythe Rd nr Twiggs Ln nw/b	Twiggs Ln	Hythe	Shelter
Hythe Rd nr Lakeland Gardens s/b	Marchwood Station	Hythe	Shelter
Main Rd nr Mulberry Rd sw/b opp church	St Johns Church	Hythe	Shelter
Main Rd nr Mulberry Rd e/b o/s church	St Johns Church	Hythe	Shelter
A326 Marchwood By-Pass nr Jacobs Gutter Ln nw/b	Jacobs Gutter Ln	Totton	Shelter
A326 Marchwood By-Pass nr path to Parkside nw/b	Clay Meadow	Totton	Shelter
Havant Rd sw/b nr Rectory Avenue	Rectory Avenue	Havant	Shelter
Purbrook Way nr Dunsbury Way w/b	Purbrook Way	Havant	Shelter
Purbrook Way nr Riders Ln e/b	Riders Ln	Havant	Shelter
Purbrook Way nr Botley Dr sw/b	Botley Dr	Havant	Shelter
Havant Rd nr Bedhampton rbt w/b	Forty Acres	Havant	Shelter
Bedhampton Rd nr Lester Ave w/b	Lester Ave	Havant	Shelter
Calshot Rd nr Larkwhistle Walk nw/b	Larkwhistle Walk	Havant	Shelter
Strouden Court nr St Clare's Ave s/b	Strouden Court	Havant	Shelter
Havant Rd nr Rectory Ave n/b	Rectory Ave	Havant	Shelter
Redlands Ln nr The Ave s/b	The Avenue	Fareham	Shelter
New Rd B2149 nr James Rd e/b	James Road	Havant	Shelter
Gosport BS Stand B - Display 2	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand C - Display 2	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand D - Display 2	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand E - Display 2	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand F - Display 2	Bus Station	Gosport BS	Bus Station Roof Hung
Gosport BS Stand G - Display 2	Bus Station	Gosport BS	Bus Station Roof Hung

Location	Stop Name / Summary Name	Area	Install Type
Gosport BS Stand G - Display 3	Bus Station	Gosport BS	Bus Station Roof Hung
Fair Oak Rd nr Winchester Rd e/b	Fair Oak Square	Eastleigh	Pole
Fair Oak Rd nr Winchester Rd w/b	Fair Oak Square	Eastleigh	Pole
Beaulieu Rd nr Whinfield Rd opp church sw/b	St Andrews Church	Hythe	Shelter
Rownhams Ln nr Firgrove Rd nw/b	Firgrove Road	North Baddesley	Shelter
Rownhams Ln nr Firgrove Rd se/b	Firgrove Road	North Baddesley	Shelter
Fleming Ave nr Rownhams Rd opp shops nw/b	Avenue Shops	Romsey	Shelter
Fleming Ave nr Rownhams Rd o/s shops se/b	Avenue Shops	Romsey	Shelter
Cox Row w/b nr Kent Rd	Kent Road	Chandler's Ford	Shelter
Winchester Rd nr Kings Rd sw/b	Kings Road	Chandler's Ford	Shelter
Winchester Rd nr Kings Rd ne/b	Kings Road	Chandler's Ford	Shelter
Winchester Rd nr Perverells Wood Ave ne/b	Perverells Wood Avenue	Chandler's Ford	Shelter
Winchester Rd nr Hiltingbury Rd ne/b	Thornden School	Chandler's Ford	Shelter
Winchester Rd nr Hiltingbury Rd sw/b	Thornden School	Chandler's Ford	Shelter
Fair Oak Rd nr B3037 Alan Drayton Way w/b	Stoke Wood Surgery	Eastleigh	Shelter
Fair Oak Rd nr Blackberry Dr nw/b	New Clock Inn	Eastleigh	Shelter
Derby Rd nr Tennyson Rd w/b	Tennyson Road	Eastleigh	Shelter
Derby Rd nr Tennyson Rd w/b	Tennyson Road	Eastleigh	Shelter
Spring Lane nr Riverside n/b	Spring Lane Post Office	Eastleigh	Shelter
Belmont Rd e/b nr Somerset Cr	Somerset Crescent	Chandler's Ford	Shelter
High St nr Lower New Rd opp shops w/b	West End Post Office	West End	Shelter
High St nr Lower New Rd opp shops e/b	West End Post Office	West End	Shelter
Prospect Ln nr Baybridge Rd s/b	Baybridge Road	Havant	Shelter
Calshot Rd nr St Clares Avenue e/b	St Clares Avenue	Havant	Shelter
Beggarwood Ln nr Rycroft Meadow n/b	Rycroft Meadow	Basingstoke	Shelter
Claypits Ln nr Drapers Copse sw/b	Drapers Copse	Totton	Shelter
Chestnut Ave nr Stoneham Ln o/s Cricketers pub w/b	The Cricketers	Eastleigh	Shelter
Falkland Rd s/b o/s shops	Velmore Estate Shops	Chandler's Ford	Pole
Chestnut Ave o/s Eastleigh College e/b	Eastleigh College	Eastleigh	Pole
Chestnut Ave opp Eastleigh College w/b	Eastleigh College	Eastleigh	Pole
Hedge End Station	Hedge End Station	Hedge End	Shelter
Wildern Lane, opp Westward Rd n/b	Westward Road	Hedge End	Shelter
Wildern Lane, nr Westward Rd s/b	Westward Road	Hedge End	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Wildern Lane, Wildern Sch n/b	Wildern School	Hedge End	Shelter
Wildern Lane, Wildern Sch s/b	Wildern School	Hedge End	Shelter
Saint Johns Road s/b nr Upper Northam Rd	Village Centre	Hedge End	Shelter
Park Rd South s/b nr Solent Rd	Solent Road	Havant	Shelter
Park Rd South n/b nr Solent Rd	Solent Road	Havant	Shelter
Havant Rd w/b nr Beach Road	Beach Road	Havant	Shelter
Bedhampton Rd sw/b nr Nursery Rd	Brookside Road	Havant	Shelter
Wakefords Way se/b nr Worldham Road	Worldham Road	Havant	Shelter
Wakefords Way nw/b nr Worldham Road	Worldham Road	Havant	Shelter
Prospect Ln sw/b nr Burghclere Rd	Burghclere Road	Havant	Shelter
Prospect Ln ne/b nr Burghclere Rd	Burghclere Road	Havant	Shelter
St Albans Rd n/b nr Horsebridge Rd	Horsebridge Road	Havant	Shelter
St Albans Rd s/b nr Littlegreen Avenue	Littlegreen Avenue	Havant	Shelter
Barncroft Way s/b o/s college	Havant College	Havant	Shelter
Purbrook Way w/b nr Barncroft Way	Barncroft Way	Havant	Shelter
Purbrook Way e/b nr Barncroft Way	Barncroft Way	Havant	Shelter
St Clares Ave sw/b o/s St Clares Court	St Clares Court	Havant	Shelter
Crookhorn Ln sw/b nr Crookhorn Precinct	Crookhorn Precinct	Havant	Shelter
Crookhorn Ln ne/b nr Crookhorn Precinct	Crookhorn Precinct	Havant	Shelter
Barncroft Way se/b nr Hooks Farm Way	Hooks Farm Way	Havant	Shelter
B2149 Petersfield Rd n/b nr Wakefords Way	Wakefords Way	Havant	Shelter
Barncroft Way se/b nr Hazelholt Drive	Hazelholt Drive	Havant	Shelter
Barncroft Way se/b nr Woodgreen Avenue	Woodgreen Avenue	Havant	Shelter
A3 Portsmouth Rd sw/b nr Keydell Avenue	Keydell Avenue	A3	Shelter
A3 London Rd sw/b nr Lovedean Lane	Lovedean Lane	A3	Shelter
A3 London Rd sw/b nr Longwood Avenue	Longwood Avenue	A3	Shelter
A3 London Rd sw/b nr Highfield Avenue	Highfield Avenue	A3	Shelter
A3 London Rd sw/b nr Mill Road	Mill Road	A3	Shelter
A3 London Rd sw/b nr Corbett Road	Corbett Road	A3	Shelter
A3 London Rd sw/b nr Campbell Crescent	Campbell Crescent	A3	Shelter
Eagle Ave s/b o/s school	Rachel Madocks School	Waterlooville	Shelter
Milton Rd sw/b nr Oak Close	The Rainbow	Waterlooville	Shelter
Milton Rd sw/b nr Tennyson Crescent	Tennyson Crescent	Waterlooville	Shelter

Location	Stop Name / Summary Name	Area	Install Type
Milton Rd sw/b nr Jubilee Road	Jubilee Road	Waterlooville	Shelter
Hambledon Rd se/b nr Milton Rd	Milton Road Roundabout	Waterlooville	Shelter
Stakes Hill Road se/b nr Elmwood Avenue	Elmwood Avenue	Waterlooville	Shelter
Stakes Hill Road se/b nr Hurstville Dr	Stakes Lodge	Waterlooville	Shelter
Stakes Hill Road sw/b nr Westland Dr	Crookhorn College	Waterlooville	Shelter
Crookhorn Ln s/b nr Scatchface Ln	Crookhorn Corner	Waterlooville	Shelter
Stakes Hill Road nw/b nr Hurstville Dr	Stakes Lodge	Waterlooville	Shelter
Milton Rd ne/b nr Tennyson Crescent	Tennyson Crescent	Waterlooville	Shelter
High Street o/s Library Stop C w/b	High Street Library Stop C	Aldershot	Shelter
High Street w/b nr Short Street (Stop F)	Princes Gardens Stop F	Aldershot	Shelter
High Street w/b opp Princes Gardens (Stop E)	Princes Gardens Stop E	Aldershot	Shelter
Lynchford Rd A3011 nr St Albans Roundabout sw/b	Netley Street	Aldershot	Shelter
Alexandra Rd opp Buller Court s/b	Buller Court	Aldershot	Shelter
Alexandra Rd nr Queens Rd s/b	South Farnborough, Shaftesbury Court	Aldershot	Shelter
Farnborough Main Station Stop R	Farnborough Main Station Stop R	Aldershot	Shelter
Farnborough Rd nr Sycamore Rd o/s Tech Coll s/b	College of Technology	Aldershot	Shelter
Kingsmead South Stop A w/b	AL12 Kingsmead South Stop A	Aldershot	Shelter
Kingsmead South Stop B w/b	Kingsmead South Stop B	Aldershot	Shelter
Farnborough Main Station Stop S	Farnborough Main Station Stop S	Aldershot	Shelter
Farnborough Rd nr Napoleon Avenue n/b	Napoleon Avenue	Aldershot	Shelter
Farnborough Rd nr Empress Avenue s/b	Empress Avenue	Aldershot	Shelter
Farnborough Rd nr Prospect Avenue n/b	Farnborough Green, Prospect Avenue	Aldershot	Shelter
Farnborough Rd nr Bradfords Garage n/b	Bradfords Garage	Aldershot	Shelter
Farnborough Rd nr Prospect Avenue s/b	Prospect Avenue	Aldershot	Shelter
Wren Way nr Dunstall Park opp Jun School sw/b	Grange Community Junior School	Aldershot	Shelter
Hawley Lane nr Carmarthen Close sw/b	Carmarthen Close	Aldershot	Shelter
Hawley Lane nr Chaucer Road w/b	Chaucer Road	Aldershot	Shelter
Prospect Rd Cherrywood rbt o/s Jun School n/b	Mayfield Road	Aldershot	Shelter
Cherrywood Rd nr Bracklesham Cl n/b	Bracklesham Close	Aldershot	Shelter
Andover Bus Station café	Andover BS Café	Andover BS	Wall
Andover Bus Station concourse	Andover BS Wall Mounted	Andover BS	Wall
Andover Bus Station waiting area 1	Andover BS Ceiling Mounted 1	Andover BS	Bus Station Roof Hung
Andover Bus Station waiting area 1	Andover BS Ceiling Mounted 2	Andover BS	Bus Station Roof Hung

Location	Stop Name / Summary Name	Area	Install Type
Gordon Road ne/b nr Bury Road	Bury Road	Gosport	Flag
Stoke Road nw/b nr St Andrew's Road	The White Hart	Gosport	Flag
Stoke Road se/b nr St Andrew's Road	The White Hart	Gosport	Flag
Gordon Road s/b nr Carnarvon Road	Gypsy Queen	Gosport	Flag
Elson Road e/b nr Ham Lane	Ham Lane	Gosport	Flag
Elson Road w/b nr Ham Lane	Ham Lane	Gosport	Flag
Elson Road e/b nr Elson Lane	Elson Church	Gosport	Flag
Elson Road w/b nr Elson Lane	Elson Church	Gosport	Flag
Fareham Road nw/b nr Heritage Way	Leisure Centre	Gosport	Flag
Fareham Road se/b nr Heritage Way	Leisure Centre	Gosport	Flag
South Street w/b nr South Cross Street	Police Station	Gosport	Flag
Grove Road ne/b nr Fieldmore Road	Fieldmore Road	Gosport	Flag
Grove Road sw/b nr Fieldmore Road	Fieldmore Road	Gosport	Flag
Saint Thomas's Road nw/b nr Priory Road	Priory Road	Gosport	Flag
Saint Thomas's Road se/b nr Priory Road	Priory Road	Gosport	Flag
Grove Road s/b nr Saint Thomas's Road	Windsor Castle	Gosport	Flag
Stoke Road sw/b nr Stoke Gardens	Waitrose	Gosport	Flag
Rowner Road e/b nr Rowner Lane	Green Dragon	Gosport	Flag
Rowner Road w/b nr Rowner Lane	Green Dragon	Gosport	Flag
Rowner Road e/b nr Tichborne Way	Tichborne Way	Gosport	Flag
Grange Lane n/b nr Williams Close	Williams Close	Gosport	Flag
Grange Lane s/b nr Williams Close	Williams Close	Gosport	Flag
Howe Road s/b nr Rambler Drive	Howe Road	Gosport	Flag
Marine Parade West nw/b nr Pier Street	West Point	Gosport	Flag
Milvil Road n/b nr Marine Parade West	Milvil Road	Gosport	Flag
High Street se/b nr Pier Street	High Street Post Office	Gosport	Flag
Portsmouth Road nw/b nr Raynes Road	Inn by the Sea	Gosport	Flag
Portsmouth Road se/b nr Raynes Road	Inn by the Sea	Gosport	Flag
Tukes Avenue w/b nr Wych Lane	Meadow Walk	Gosport	Flag
Tukes Avenue e/b nr Wych Lane	Meadow Walk	Gosport	Flag
Tukes Avenue nw/b nr Pettycot Crescent	Tukes Avenue Shops	Gosport	Flag
Tukes Avenue se/b nr Pettycot Crescent	Tukes Avenue Shops	Gosport	Flag
Green Crescent n/b nr Beauchamp Avenue	Green Crescent	Gosport	Flag

Location	Stop Name / Summary Name	Area	Install Type
Green Crescent s/b nr Beauchamp Avenue	Green Crescent	Gosport	Flag
Green Crescent e/b nr Rowner Lane	Rowner Lane	Gosport	Flag
Green Crescent w/b nr Rowner Lane	Rowner Lane	Gosport	Flag
Carisbrooke Road nw/b nr Totland Road	Carisbrooke Shops	Gosport	Flag
Carisbrooke Road se/b nr Totland Road	Carisbrooke Shops	Gosport	Flag
The Avenue e/b nr Peak Lane	Peak Lane	Fareham	Flag
Church Road e/b nr Hunts Pond Road	St John's Mews	Fareham	Flag
Locks Road n/b nr Bridge Road	Park Gate	Fareham	Flag
Locks Road sw/b nr Bridge Road	Park Gate	Fareham	Flag
Portchester Road e/b nr Beaulieu Avenue	Beaulieu Avenue	Fareham	Flag
Portchester Road w/b nr Beaulieu Avenue	Beaulieu Avenue	Fareham	Flag
Portchester Road w/b nr Condor Avenue	Condor Roundabout	Fareham	Flag
Portchester Road nw/b nr Birdwood Grove	Birdwood Grove	Fareham	Flag
Portchester Road se/b nr Birdwood Grove	Birdwood Grove	Fareham	Flag
West Street e/b nr The Fairway	The Fairway	Fareham	Flag
West Street w/b nr The Fairway	The Fairway	Fareham	Flag
Cornaway Lane s/b nr White Hart Lane	Sandport Grove	Fareham	Flag
White Hart Lane w/b nr Sandport Grove	Sandport Grove	Fareham	Flag
Portchester Road nw/b nr Conway Lane	The Seagull	Fareham	Flag
Portchester Road se/b nr Conway Lane	The Seagull	Fareham	Flag
Warsash Road e/b nr Brook Lane	Warsash Village	Fareham	Flag
Brook Lane ne/b nr Warsash Road	Warsash Village	Fareham	Flag
Gosport BS Stand A	Bus Station	Gosport BS	Bus Station Roof Hung

Annex E – Solent Go ticketing products within the ticket zones of South Hampshire

Product	Brief description
Solent Go - 1 day tickets in Solent Region & 2x city zones	Unlimited daily travel on all buses within defined zone (map: http://solentgo.co.uk/travel-information/travel-maps). Tickets available on paper, ITSO smartcard, and via bus operators own apps. Priced at a premium above single operator products.
Solent Go- 7 day tickets in Solent Region & 2x city zones	Unlimited weekly travel on all buses within defined zone (map: http://solentgo.co.uk/travel-information/travel-maps). Tickets available on paper, ITSO smartcard, and via bus operators own apps. Priced at a premium above single operator products.
Solent Go- 28 day tickets in Solent Region & 2x city zones	Unlimited travel for 28 consecutive days on all buses within defined zone (map: http://solentgo.co.uk/travel-information/travel-maps). Tickets available on paper, ITSO smartcard, and via bus operators own apps. Priced at a premium above single operator products.
Solent Go- 90 day tickets in Solent Region & 2x city zones	Unlimited travel for 90 consecutive days on all buses within defined zone (map: http://solentgo.co.uk/travel-information/travel-maps). Tickets available on paper, ITSO smartcard, and via bus operators own apps. Priced at a premium above single operator products.
Solent Go- 5 day carnet ("saver5") tickets in Solent Region & 2x city zones	Pack of 5 day tickets for travel on all buses within defined zone (map: http://solentgo.co.uk/travel-information/travel-maps). Tickets available on paper, ITSO smartcard, and via bus operators own apps. Priced at a premium above single operator products.
Solent Go local ferry products	Multi-journey Smartcard carnet tickets on Gosport & Hythe ferries (2, 14 and 56 trip packs) are part of the Solent Go range (these are not combined bus & ferry tickets but are standalone ferry tickets).
Solent Go smart ticketing infrastructure and partnerships	Solent Go jointly managed by SHBOA, Solent Transport, and the LTAs. A legal agreement covers participation in the scheme and how it is managed/ implemented. Some physical infrastructure exists to enable current Solent Go smartcard systems, including card validators on ferries. Solent Go project (2011/12) also originally funded ticketer / other smart card capable ticket machines on buses. Plus web-based infrastructure including website and Unicard fulfilment website.

Annex C - Bus Stops and Stand Infrastructure

Draft for consultation

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Downton (Hants), opp Shorefield Road	N	SO41 0LH		
Downton (Hants), adj Shorefield Road	S	SO41 0LH		
Martin Drove End/Han, opp East Martin Turn	NE	SP5 5RD		
Martin Drove End/Han, adj East Martin Turn	SW	SP5 5RD		
Tufton (Whitchurch), Tufton, (NE-bound)	NE	RG28 7RF	height - Std	
Tufton (Whitchurch), Tufton, (S-bound)	S	RG28 7RF		
Tufton (Whitchurch), Shuttle Street, (SW-bound)	SW	RG28 7RB	height - Std	
Tufton (Whitchurch), Shuttle Street, (NE-bound)	NE	RG28 7RB	height - Std	
Whitchurch (Hants), Micheldever Road, (S-bound)	S	RG28 7JB	height - Std	Yes
Whitchurch (Hants), Micheldever Road, (N-bound)	N	RG28 7HP	height - Kassell	
Whitchurch (Hants), adjacent Micheldever Road	S	RG28 7HP		
Whitchurch (Hants), Silk Mill, (S-bound)	S	RG28 7AJ	height - Std	
Whitchurch (Hants), Silk Mill, (NW-bound)	NW	RG28 7AJ	height - Splay	
Whitchurch (Hants), The Bell, (NW-bound)	NW	RG28 7AE	height - Std	
Whitchurch (Hants), near Bell Street	NE	RG28 7BA	height - Std	
Whitchurch (Hants), Kingsley Park, (N-bound)	N	RG28 7BQ	height - Std	
Whitchurch (Hants), Whitchurch Station, (E-bound)	E	RG28 7ER	height - Std	Yes
Whitchurch (Hants), Bere Hill, (S-bound)	S	RG28 7EP	height - Std	Yes
Whitchurch (Hants), Square, (SW-bound)	SW	RG28 7DW	height - Std	
Whitchurch (Hants), Square, (NE-bound)	NE	RG28 7BS	height - Std	Yes
Whitchurch (Hants), outside Fire Station	SW	RG28 7AB	height - Splay	Yes
Whitchurch (Hants), Cemetery, (E-bound)	E	RG28 7RL	height - Std	
Whitchurch (Hants), Cemetery, (W-bound)	W	RG28 7RL	height - Splay	
Hurstbourne Priors, Longparish Road, (W-bound)	W	RG28 7SB		Yes
Hurstbourne Priors, Longparish Road, (E-bound)	E	RG28 7SB		Yes
Hurstbourne Priors, adj Apsley Lane	SE	RG28 7SD		
Hurstbourne Priors, opp Drury Close	SE	RG28 7SF	Yes	
Hurstbourne Priors, adj Drury Close	NW	RG28 7SF	height - Std	Yes
St Mary Bourne, o/s Middle Wyke Farm	SW	SP11 6AJ	Yes	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
St Mary Bourne, War Memorial, (NW-bound)	NW	SP11 6RE	Yes	
Swampton, St Mary Bourne School, (W-bound)	W	SP11 6EL	Yes	
Swampton, St Mary Bourne School, (SE-bound)	SE	SP11 6EL	Yes	
St Mary Bourne, opp Queens Cottages	SE	SP11 6EQ	Yes	
Swampton, Mulberry House, (SE-bound)	SE	SP11 6EF	Yes	
Swampton, Mulberry House, (NW-bound)	NW	SP11 6EF	Yes	
Stoke (Basingstoke), opp Chapel Lane	SE	SP11 0NE	Yes	
Stoke (Basingstoke), adj Chapel Lane	NW	SP11 0NE	Yes	
Stoke (Basingstoke), adj Stoke Gate	NW	SP11 0PB	Yes	
Stoke (Basingstoke), opp Stoke Gate	SE	SP11 0PB	Yes	
Whitchurch (Hants), Sheepcrook Cottages, (N-bound)	N	RG28 7PL		
Whitchurch (Hants), Sheepcrook Cottages, (S-bound)	S	RG28 7PL		
Hollington Cross, Three Legged Cross, (SW-bound)	SW	RG20 9QH		
Hollington Cross, Three Legged Cross, (NE-bound)	NE	RG20 9QH		
Crux Easton, Cross Lane, (NE-bound)	NE	RG20 9QH		
Crux Easton, Cross Lane, (SW-bound)	SW	RG20 9QH		
Ashmansworth, Doiley Bottom, (NE-bound)	NE	SP11 0ES		
Ashmansworth, Doiley Bottom, (SW-bound)	SW	SP11 0ES		
Ashmansworth, adj Barn Close Lane	NE	RG20 9SQ		
Ashmansworth, opp Barn Close Lane	SW	RG20 9SQ		
Hollington Cross, opposite Yew Tree Inn	SW	RG20 9SE		
Hollington Cross, outside Yew Tree Inn	NE	RG20 9SE		
Hollington Cross, Highclere Farm, (NE-bound)	NE	RG20 9SD		
Hollington Cross, Highclere Farm, (SW-bound)	SW	RG20 9SD		
Highclere, The Red House, (S-bound)	S	RG20 9QD		
Highclere, The Red House, (N-bound)	N	RG20 9QD		
Highclere, Star Lane, (S-bound)	S	RG20 9PL		
Highclere, Star Lane, (N-bound)	N	RG20 9PL		
Highclere, The Mount, (SW-bound)	SW	RG20 9QR		
Highclere, The Mount, (NE-bound)	NE	RG20 9QR		
Penwood, Blindmans Gate, (NE-bound)	NE	RG20 9XB		
Broad Laying, The Stores & PO, (NW-bound)	NW	RG20 9UB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Broad Laying, The Stores & PO, (SE-bound)	SE	RG20 9UB		
Woolton Hill, Greenways, (SW-bound)	SW	RG20 9TF		
Woolton Hill, Greenways, (NE-bound)	NE	RG20 9TF		
Woolton Hill, Gainsborough Stud Farm, (NE-bound)	NE	RG20 9UU		
Woolton Hill, Gainsborough Stud Farm, (SW-bound)	SW	RG20 9UU		
Woolton Hill, Old Post Office, (NE-bound)	NE	RG20 9UJ		
Woolton Hill, Old Post Office, (SW-bound)	SW	RG20 9UJ		
East End (E Woodhay), adjacent War Memorial	NW	RG20 0AB		
East End (E Woodhay), opposite War Memorial	SE	RG20 0AB		
Heath End (EWoodhay), Village Hall, (N-bound)	N	RG20 0AR		
Heath End (EWoodhay), Village Hall, (S-bound)	S	RG20 0AR		
Ball Hill, opposite Knights Lane	W	RG20 0NL		
Penwood, Penwood, (Stop 2)	NE	RG20 9EZ		
Penwood, Penwood, (Stop 3)	SE	RG20 9EZ		
Penwood, Old Police House, (NW-bound)	NW	RG20 9EF		
Burghclere Common, The Swan Inn, (S-bound)	S	RG20 9BH		
Burghclere Common, Yeomans Lane, (S-bound)	S	RG20 9BG		
Burghclere, Harts Lane, (S-bound)	S	RG20 9HF		
Burghclere, opp Primary School	W	RG20 9HT		Yes
Burghclere, Breachfield, (NE-bound)	NE	RG20 9JB		Yes
Burghclere, Breachfield, (SW-bound)	SW	RG20 9HZ		
Burghclere, Carpenters Arms, (W-bound)	W	RG20 9JT		
Sydmonton, o/s Sydmonton Court Estate	E	RG20 9NJ		
Sydmonton, opp Sydmonton Court	W	RG20 9NJ		
Ecchinswell, Royal Oak, (NE-bound)	NE	RG20 4UE		
Ecchinswell, Royal Oak, (SW-bound)	SW	RG20 4UG		
Bishop's Green, Ash Road, (N-bound)	N	RG20 4HU	height - Std	Yes
Bishop's Green, opp Ash Road	S	RG20 4HU		
Bishop's Green, adj Four Oaks	S	RG20 4HU		
Bishop's Green, opp Four Oaks	N	RG20 4HU		
Headley (EHants), Knightsbridge Farm, (NW-bound)	NW	RG19 8HR		
Headley (EHants), Knightsbridge Farm, (SE-bound)	SE	RG19 8JZ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Headley (EHants), Knightsbridge Drive, (NW-bound)	NW	RG19 8JY		
Headley (EHants), Knightsbridge Drive, (SE-bound)	SE	RG19 8JY		
Headley (EHants), adj Ashford Hill Road	SE	RG19 8AB		
Headley (EHants), opp Ashford Hill Road	NW	RG19 8AB		Yes
Headley (EHants), o/s The Harrow	SE	RG19 8FH		
Headley (EHants), The Harrow, (NW-bound)	NW	RG19 8FH		
Mill Green (Hants), Galley Lane, (N-bound)	N	RG19 8FD		Yes
Mill Green (Hants), Galley Lane, (S-bound)	S	RG19 8FD		Yes
Headley (EHants), Catts Farm, (N-bound)	N	RG19 8LQ		
Headley (EHants), Catts Farm, (S-bound)	S	RG19 8LQ		
Headley (EHants), Strattons Farm, (N-bound)	N	RG20 4SZ		
Headley (EHants), Strattons Farm, (S-bound)	S	RG20 4SZ		
Ecchinswell, Cottismore Farm, (N-bound)	N	RG20 4SY		
Ecchinswell, Cottismore Farm, (S-bound)	S	RG20 4SY		
Ecchinswell, The Star, (NW-bound)	NW	RG20 4TA		
Ecchinswell, The Star, (SE-bound)	SE	RG20 4TA		
Kingsclere, Coldridge Farm, (NW-bound)	NW	RG20 4SU		
Kingsclere, o/s Coldridge Farm	SE	RG20 5EU		
Kingsclere, Wellmans Meadow, (N-bound)	N	RG20 5TJ		
Kingsclere, Wellmans Meadow, (S-bound)	S	RG20 5TJ		Yes
Kingsclere, St Mary's Church, (SE-bound)	SE	RG20 5ND		
Kingsclere, Library, (W-bound)	W	RG20 5NB		
Kingsclere, Library, (E-bound)	E	RG20 5NU		
Kingsclere, Fawconer Road, (SW-bound)	SW	RG20 5SA		Yes
Kingsclere, Fawconer Road, (NE-bound)	NE	RG20 5SA		Yes
Kingsclere, Sandford Springs, (W-bound)	W	RG26 5RT		
Kingsclere, Sandford Springs, (SE-bound)	SE	RG26 5RT		
Wolverton (Hants), Wolverton Pond, (W-bound)	W	RG26 5RS		Yes
Wolverton (Hants), Wolverton Pond, (SE-bound)	SE	RG26 5RU		Yes
Wolverton (Hants), Hannington Turn, (NW-bound)	NW	RG26 5RW		Yes
Wolverton (Hants), Hannington Turn, (SE-bound)	SE	RG26 5RW		Yes
Ramsdell, Pitt Hall Farm, (SE-bound)	SE	RG26 5RJ		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Ramsdell, Pitt Hall Farm, (NW-bound)	NW	RG26 5RJ		
Ibworth, Ibworth Turn, (NW-bound)	NW	RG26 5RH		
Ibworth, Ibworth Turn, (SE-bound)	SE	RG26 5RH		
Upper Wootton, Pithall, (NW-bound)	NW	RG26 5RH		
Upper Wootton, Pithall, (SE-bound)	SE	RG26 5RH		
Upper Wootton, Woodgarston Farm, (NW-bound)	NW	RG26 5TD		
Upper Wootton, Woodgarston Farm, (E-bound)	E	RG26 5TD		
Upper Wootton, Whitedown Farm, (W-bound)	W	RG26 5TD		
Upper Wootton, Whitedown Farm, (E-bound)	E	RG26 5TD		
Wootton St Lawrence, Ramsdell Turn, (W-bound)	W	RG26 5TB		
Wootton St Lawrence, Ramsdell Turn, (SE-bound)	SE	RG26 5TB		
Wootton St Lawrence, Shothanger Farm, (NW-bound)	NW	RG23 8TH		
Wootton St Lawrence, Shothanger Farm, (SE-bound)	SE	RG23 8TH		
Rooksdown, Rooksdown Crossroads, (SE-bound)	SE	RG24 9NH		Yes
Rooksdown, Rooksdown Crossroads, (NW-bound)	NW	RG24 9NH		
Wootton St Lawrence, St Lawrence's Church, (NW-bound)	NW	RG23 8PD		
Wootton St Lawrence, St Lawrence's Church, (SE-bound)	SE	RG23 8PD		
Worting, Roman Way, (E-bound)	E	RG23 8PW	height - Std	Yes
Worting, Roman Way, (W-bound)	W	RG23 8PW		Yes
Worting, adj Manydown Farm	E	RG23 8PU	height - Std	
Worting, opp Manydown Farm	W	RG23 8PU	height - Std	
Newfound, Wootton St Lawrence Turn, (E-bound)	E	RG23 7HH		
Newfound, Wootton St Lawrence Turn, (SW-bound)	SW	RG23 7HH		
Newfound, nr The Old Chapel	NE	RG23 7HH		
Newfound, opp The Old Chapel	SW	RG23 7HH		
Newfound, opp The Fox	E	RG23 7HH		Yes
Newfound, o/s The Fox	SW	RG23 7HH		
Oakley (Basingstoke), Dell Farm, (NE-bound)	NE	RG23 7HE		
Oakley (Basingstoke), Dell Farm, (SW-bound)	SW	RG23 7HE		
Oakley (Basingstoke), Station Road, (E-bound)	E	RG23 7HD		Yes
Oakley (Basingstoke), Station Road, (W-bound)	W	RG23 7HD		
Oakley (Basingstoke), Beach Arms Hotel, (SW-bound)	SW	RG23 7EP		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Oakley (Basingstoke), Rectory Road, (NE-bound)	NE	RG23 7EP		
Oakley (Basingstoke), Rectory Road, (SW-bound)	SW	RG23 7EP		
Oakley (Basingstoke), Pond, (NE-bound)	NE	RG23 7HP		
Oakley (Basingstoke), Pond, (SE-bound)	SE	RG23 7HP		
Oakley (Basingstoke), Junior School, (SW-bound)	SW	RG23 7JZ		Yes
Oakley (Basingstoke), Junior School, (NE-bound)	NE	RG23 7JY		Yes
Oakley (Basingstoke), Croft Road, (NE-bound)	NE	RG23 7LA		
Oakley (Basingstoke), Croft Road, (SW-bound)	SW	RG23 7LA		
Newfound, Pack Lane Crossroads, (SW-bound)	SW	RG23 7BX		
Newfound, Pack Lane Crossroads, (NE-bound)	NE	RG23 7BX		Yes
Oakley (Basingstoke), Springfield, (NW-bound)	NW	RG23 7DR		
Oakley (Basingstoke), Springfield, (SE-bound)	SE	RG23 7DR		Yes
East Oakley, St Johns Church, (N-bound)	N	RG23 7DB		
East Oakley, Breach Farm, (S-bound)	S	RG23 7DX		
East Oakley, Pardown, (E-bound)	E	RG23 7JJ		
East Oakley, Pardown, (W-bound)	W	RG23 7JJ		
East Oakley, Sainfoin Lane, (SE-bound)	SE	RG23 7HU		Yes
East Oakley, Sainfoin Lane, (NW-bound)	NW	RG23 7HU		Yes
East Oakley, Barn Lane, (NW-bound)	NW	RG23 7HS		
East Oakley, Barn Lane, (SE-bound)	SE	RG23 7HS		
Deane (Hants), Deane Cottages Lane, (NE-bound)	NE	RG25 3AU		
Deane (Hants), Deane Cottages Lane, (SW-bound)	SW	RG25 3AU		
Deane (Hants), adjacent Manor Farm Lane	NE	RG25 3AX		Yes
Deane (Hants), opposite Manor Farm Lane	SW	RG25 3AX		
Ashe, Ashe Corner, (E-bound)	E	RG25 3AQ		
Ashe, Ashe Corner, (SW-bound)	SW	RG25 3AQ		Yes
Overton (Hants), Berrydown Lane, (SE-bound)	SE	RG25 3AB		Yes
Overton (Hants), adj Berrydown Lane	NW	RG25 3AB		
Overton (Hants), Pond Close, (S-bound)	S	RG25 3LJ		
Overton (Hants), Lion Close, (S-bound)	S	RG25 3HL		
Overton (Hants), Library, (W-bound)	W	RG25 3NW		Yes
Overton (Hants), Library, (E-bound)	E	RG25 3HA		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Foxdown (Hants), Overton Station, (E-bound)	E	RG25 3JJ		
Overton (Hants), Harveys Field, (NE-bound)	NE	RG25 3HP		Yes
Overton (Hants), Harveys Field, (SW-bound)	SW	RG25 3BZ		Yes
Southington, adj Southington Close	NE	RG25 3DD		Yes
Southington, opp Southington Close	SW	RG25 3DD		Yes
Laverstoke, Laverstoke Mill, (E-bound)	E	RG28 7PH		Yes
Laverstoke, Laverstoke Mill, (NW-bound)	NW	RG28 7PH		Yes
Freefolk, opp Manor Cottages	NW	RG28 7NN		Yes
Freefolk, o/s Manor Cottages	SE	RG28 7NN		Yes
Lynch Hill, Wells-in-the-field, (E-bound)	E	RG28 7NQ		
Lynch Hill, Wells-in-the-field, (W-bound)	W	RG28 7NG		
Lynch Hill, Hillside, (NW-bound)	NW	RG28 7LT		
Lynch Hill, Hillside, (E-bound)	E	RG28 7LT		
Whitchurch (Hants), Test Road, (W-bound)	W	RG28 7LJ	height - Splay	
Whitchurch (Hants), Test Road, (E-bound)	E	RG28 7LJ	height - Std	
Oakley (Basingstoke), Summer Down Farm, (W-bound)	W	RG23 7ES		
Oakley (Basingstoke), Summer Down Farm, (E-bound)	E	RG23 7ES		
Hannington (Hants), All Saints Church, (N-bound)	N	RG26 5TZ		
Steventon (Hants), Village Hall, (SE-bound)	SE	RG25 3BB		
North Waltham, Village Pond, (NE-bound)	NE	RG25 2BG		Yes
North Waltham, Village Pond, (SW-bound)	SW	RG25 2BG		
Dummer, Tower Hill, (E-bound)	E	RG25 2AL		
Dummer, Tower Hill, (W-bound)	W	RG25 2AL		
Dummer, All Saints Church, (NE-bound)	NE	RG25 2AG		
Dummer, All Saints Church, (SW-bound)	SW	RG25 2AG		
Dummer, Chapel Close, (N-bound)	N	RG25 2AB		
Dummer, Chapel Close, (S-bound)	S	RG25 2AB		
North Waltham, The Sun Inn, (SW-bound)	SW	RG25 2DH		
North Waltham, The Sun Inn, (SE-bound)	SE	RG25 2DH		
Dummer, Southwood Farm, (SW-bound)	SW	RG23 7LU		
Hatch Warren, Beggarwood Lane, (SW-bound)	SW	RG23 7NL		
Hatch Warren, Beggarwood Lane, (NE-bound)	NE	RG23 7NL		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Cliddesden, Southlea, (NE-bound)	NE	RG25 2JW		
Cliddesden, Southlea, (SW-bound)	SW	RG25 2JN		
Cliddesden, Village Pond, (N-bound)	N	RG25 2JE		
Cliddesden, Village Pond, (S-bound)	S	RG25 2JE		
Broadmere, Broadmere Junction, (N-bound)	N	RG25 2JA		Yes
Broadmere, Broadmere Junction, (S-bound)	S	RG25 2JA		
Farleigh Wallop, adj Village Hall	E	RG25 2HU		
Farleigh Wallop, opp Village Hall	W	RG25 2HU		
Ellisfield, adj Church Lane	SW	RG25 2QS		Yes
Ellisfield, opp Church Lane	NE	RG25 2QS		
Upper Common, opposite The Fox	S	RG25 2QW		
Upper Common, adjacent The Fox	N	RG25 2QW		
Lower Common/Hants, Ellisfield Village sign, (NE-bound)	NE	RG25 2QQ		
Lower Common/Hants, near Ellisfield Village sign	SW	RG25 2QQ		
Axford (Hants), Axford House, (N-bound)	N	RG25 2DX	Yes	Yes
Axford (Hants), Axford House, (S-bound)	S	RG25 2DX		
Preston Candover, The Purefoy Arms, (NE-bound)	NE	RG25 2EH		Yes
Preston Candover, The Purefoy Arms, (SW-bound)	SW	RG25 2EH		
Chilton Candover, Dunbridge Lane, (SW-bound)	SW	SO24 9TX		Yes
Brown Candover, Moth Farm, (NE-bound)	NE	SO24 9TS		
Brown Candover, Moth Farm, (SW-bound)	SW	SO24 9TS		
Brown Candover, Gunners Lane, (SW-bound)	SW	SO24 9TP		Yes
Brown Candover, Gunners Lane, (NE-bound)	NE	SO24 9TP		
Southrope, Fur and Feathers, (S-bound)	S	RG25 2PN		Yes
Southrope, Fur and Feathers, (N-bound)	N	RG25 2PN		Yes
Nashes Green, Herriard Crossroads, (SE-bound)	SE	RG25 2PX		
Bagmore, Herriard Crossroads, (NW-bound)	NW	RG25 2PY		Yes
Herriard, St Mary's Church, (SE-bound)	SE	RG25 2PH		
Herriard, St Mary's Church, (NW-bound)	NW	RG25 2PH		
Winslade (Hants), nr St Mary's Church	N	RG25 2NF		
Winslade (Hants), opp St Mary's Church	S	RG25 2NF		
Cliddesden, Audleys Wood, (S-bound)	S	RG25 2JU		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Cliddesden, Audleys Wood, (N-bound)	N	RG25 2JU		
Mapledurwell, Tunworth Road, (W-bound)	W	RG25 2LW		Yes
Mapledurwell, Tunworth Road, (E-bound)	E	RG25 2LW		
Up Natley, Up Natley Crossroads, (E-bound)	E	RG27 9PJ		
Up Natley, Up Natley Crossroads, (W-bound)	W	RG27 9PJ		
Nately Scures, adj The Baredown	W	RG27 9JT		Yes
Nately Scures, opp The Baredown	E	RG27 9JT	height - Std	
Nately Scures, opp Blackstocks Lane	E	RG27 9AR		Yes
Nately Scures, adj Blackstocks Lane	W	RG27 9PH		Yes
Water End (Hants), o/s Water End Park	E	RG24 7BB		Yes
Water End (Hants), opp Water End Park	W	RG24 7BB		Yes
Old Basing, The Hatch, (NE-bound)	NE	RG24 7NZ		Yes
Old Basing, The Hatch, (SW-bound)	SW	RG24 7NZ		Yes
Hatch (Hants), adj Byfleet Avenue	E	RG24 7BN		
Hatch (Hants), opp Byfleet Avenue	W	RG24 7JD	height - Std	Yes
Old Basing, Dickens Lane, (E-bound)	E	RG24 7JB		
Old Basing, Dickens Lane, (W-bound)	W	RG24 7JB		
Old Basing, Lingfield Close, (SE-bound)	SE	RG24 7EE		
Old Basing, Lingfield Close, (NW-bound)	NW	RG24 7EE	height - Std	
Old Basing, Fiveways, (NW-bound)	NW	RG24 7DL		
Old Basing, Fiveways, (SE-bound)	SE	RG24 7DN		
Old Basing, Belle Vue Road, (N-bound)	N	RG24 7DT		
Old Basing, Fraser Close, (SE-bound)	SE	RG24 7JU	height - Std	Yes
Old Basing, Fraser Close, (NW-bound)	NW	RG24 7JU	height - Std	Yes
Old Basing, Bramble Way, (W-bound)	W	RG24 7JS	height - Std	
Old Basing, Bramble Way, (E-bound)	E	RG24 7JS	height - Std	
Hatch (Hants), adj Cavalier Road	SE	RG24 7JP	height - Std	Yes
Old Basing, Batchelor Drive, (NE-bound)	NE	RG24 7JN		
Old Basing, Batchelor Drive, (SW-bound)	SW	RG24 7JN		
Old Basing, The British Legion, (NW-bound)	NW	RG24 7DN		
Old Basing, The British Legion, (SE-bound)	SE	RG24 7DN		
Old Basing, o/s The Crown	W	RG24 7BP		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Old Basing, nr The Crown	E	RG24 7BH		
Old Basing, The Bakehouse, (W-bound)	W	RG24 7BS		
Old Basing, Pyotts Hill, (SE-bound)	SE	RG24 8AW		
Upton Grey, o/s The Hoddington Arms	SW	RG25 2RL		
Upton Grey, opp The Hoddington Arms	NE	RG25 2RL		
Chineham, Simons Road, (E-bound)	E	RG24 8DF	height - Kassell	Yes
Chineham, Simons Road, (NW-bound)	NW	RG24 8EG		
Chineham, adjacent Hartswood	SW	RG24 8HD		Yes
Chineham, opposite Hartswood	NE	RG24 8RQ		
Chineham, Chineham Surgery, (W-bound)	W	RG24 8ND		Yes
Chineham, Chineham Surgery, (E-bound)	E	RG24 8LT		
Chineham, adjacent Merrydown Lane	NE	RG24 8LU		
Chineham, opposite Merrydown Lane	SW	RG24 8LU		Yes
Chineham, opposite Cibbons Road	W	RG24 8TA	height - Kassell	
Chineham, Kings Pightle, (W-bound)	W	RG24 8XY		
Chineham, Mayflower Close, (W-bound)	W	RG24 8XU	height - Kassell	
Chineham, opp Southlands	W	RG24 8XW	height - Kassell	Yes
Chineham, Larchwood, (NE-bound)	NE	RG24 8TX	height - Kassell	Yes
Chineham, Four Lanes School, (E-bound)	E	RG24 8SZ	height - Kassell	Yes
Chineham, opposite Bowman Road	N	RG24 8XT	height - Kassell	Yes
Chineham, Thyme Close, (E-bound)	E	RG24 8XG	height - Kassell	Yes
Chineham, adjacent Fennel Close	SE	RG24 8XF	height - Kassell	
Chineham, Woodlands, (E-bound)	E	RG24 8XH		
Chineham, Longstock Close, (S-bound)	S	RG24 8WR	height - Kassell	Yes
Chineham, Bowman Road, (W-bound)	W	RG24 8RB	height - Std	Yes
Chineham, Village Hall, (SW-bound)	SW	RG24 8YE	height - Kassell	Yes
Sherfield Park, Sherfield Hill, (S-bound)	S	RG27 0SJ		
Sherfield Park, Sherfield Hill, (N-bound)	N	RG27 0SJ		
Church End (Hants), opp Wildmoor Lane	NE	RG27 0JB		Yes
Church End (Hants), adj Wildmoor Lane	SW	RG27 0JB		Yes
Church End (Hants), adj Sherfield School	SW	RG27 0HX		
Church End (Hants), opp Sherfield School	NE	RG27 0HX		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Sherfield on Loddon, Wildmoor, (S-bound)	S	RG27 0HP		
Sherfield on Loddon, Goddards Close, (W-bound)	W	RG27 0EF		Yes
Sherfield on Loddon, Goddards Close, (E-bound)	E	RG27 0EF		
Sherfield on Loddon, Bow Gardens, (N-bound)	N	RG27 0EQ		
Sherfield on Loddon, Carpenters Close, (SW-bound)	SW	RG27 0EJ		
Sherfield on Loddon, Poplar Close, (SW-bound)	SW	RG27 0DT		
Sherfield on Loddon, Bullsdown Close, (N-bound)	N	RG27 0EJ		
Sherfield on Loddon, Bow Bridge, (NW-bound)	NW	RG27 0DG		Yes
Sherfield on Loddon, Sherfield Post Office, (E-bound)	E	RG27 0BT		Yes
Bramley Green, Campbell Road, (E-bound)	E	RG26 5UX		Yes
Bramley Green, Campbell Road, (W-bound)	W	RG26 5UX		Yes
Bramley Green, Bramley Green Road, (E-bound)	E	RG26 5BB		Yes
Bramley Green, adj Bramley Green Road	W	RG26 5BB		
Bramley (Hants), adj Jibbs Meadow	NW	RG26 5AQ		
Bramley (Hants), adj Strawberry Fields	SE	RG26 5AG		
Bramley (Hants), Minchens Lane, (W-bound)	W	RG26 5BS		
Bramley (Hants), Minchens Lane, (E-bound)	E	RG26 5BS		
Bramley (Hants), Beaurepaire Close, (NE-bound)	NE	RG26 5BP		
Bramley (Hants), Beaurepaire Close, (SW-bound)	SW	RG26 5BP		
Bramley (Hants), Cufaude Lane, (NE-bound)	NE	RG26 5DD		
Bramley (Hants), Cufaude Lane, (W-bound)	W	RG26 5DE		
Bramley (Hants), St James Church, (E-bound)	E	RG26 5DE		
Bramley (Hants), St James Church, (W-bound)	W	RG26 5DW		
Pamber Green, Little London, (SE-bound)	SE	RG26 5ER	Yes	Yes
Pamber Green, Little London, (NW-bound)	NW	RG26 5ER	Yes	
Silchester, Calleva Arms, (SE-bound)	SE	RG7 2ND		Yes
Silchester, Calleva Arms, (NW-bound)	NW	RG7 2ND		
Silchester, Silchester Common, (E-bound)	E	RG7 2NY		Yes
Silchester, Silchester Common, (W-bound)	W	RG7 2NX		
Pamber Heath, Impstone Road, (E-bound)	E	RG26 3EF		
Pamber Heath, Impstone Road, (W-bound)	W	RG26 3EF		
Pamber Heath, The Pelican, (E-bound)	E	RG26 3EE		Yes

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Pamber Heath, The Pelican, (W-bound)	W	RG26 3EA	height - Std	Yes
Pamber Heath, Church Road, (N-bound)	N	RG26 3DP		
Pamber Heath, adj Bethany Oaks	NE	RG26 3TH		
Tadley (Hants), Bowmont's Bridge, (E-bound)	E	RG26 3SD		
Tadley (Hants), New Inn, (NE-bound)	NE	RG26 3TT		Yes
Tadley (Hants), Rowan Road, (SE-bound)	SE	RG26 3PW	height - Std	Yes
Tadley (Hants), Rowan Road, (NW-bound)	NW	RG26 3PW		Yes
Tadley (Hants), Mulfords Hill, (SE-bound)	SE	RG26 3RU		Yes
Tadley (Hants), Mulfords Hill, (NW-bound)	NW	RG26 3LL		
Tadley (Hants), The Parade, (SE-bound)	SE	RG26 3HZ	height - Std	Yes
Tadley (Hants), The Parade, (NW-bound)	NW	RG26 3LG	height - Kassell	Yes
Tadley (Hants), Silchester Road, (SE-bound)	SE	RG26 3XJ	height - Std	Yes
Tadley (Hants), Silchester Road, (NW-bound)	NW	RG26 3XJ	height - Std	Yes
Baughurst, Furze Road, (NE-bound)	NE	RG26 4QJ	height - Kassell	Yes
Baughurst, Furze Road, (SW-bound)	SW	RG26 4QJ	height - Kassell	
Baughurst, Bishopswood Road Shops, (NW-bound)	NW	RG26 4HD	height - Kassell	Yes
Baughurst, Bishopswood Road Shops, (SE-bound)	SE	RG26 4HF	height - Std	
Baughurst, Wigmore Road, (N-bound)	N	RG26 4HQ	height - Kassell	Yes
Baughurst, Huntsmoor Road, (SW-bound)	SW	RG26 4DQ		
Baughurst, Hartshill Road, (E-bound)	E	RG26 4DD	height - Kassell	Yes
Baughurst, Hartshill Road, (NW-bound)	NW	RG26 4DD	height - Std	
Baughurst Common, Sheridan Crescent, (E-bound)	E	RG26 5HQ		
Baughurst Common, Sheridan Crescent, (W-bound)	W	RG26 5HQ		
Baughurst Common, Badgers Wood, (SW-bound)	SW	RG26 5LR	height - Std	
Baughurst Common, Badgers Wood, (NE-bound)	NE	RG26 5PN	height - Kassell	Yes
Inhurst, adj Heathlands	NE	RG26 5NF		
Baughurst Common, Portway, (NW-bound)	NW	RG26 5NZ		Yes
Baughurst Common, Fair oak Way, (SW-bound)	SW	RG26 5NS		Yes
Baughurst Common, Brimpton Road, (SW-bound)	SW	RG26 5NP	height - Kassell	Yes
Tadley (Hants), Fairlawn Road, (NW-bound)	NW	RG26 3PJ	height - Std	Yes
Tadley (Hants), Fairlawn Road, (SE-bound)	SE	RG26 3PJ		Yes
Tadley (Hants), Manse Lane, (NW-bound)	NW	RG26 3NJ		

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Pamber Green, Skates Lane, (N-bound)	N	RG26 3AJ		
Pamber Green, Skates Lane, (S-bound)	S	RG26 3AE		
Pamber Green, opp New Road	N	RG26 3AE	height - Std	Yes
Pamber Green, adj New Road	S	RG26 3AE	height - Std	Yes
Pamber End, adj Wakeford Farm	N	RG26 5QN	height - Std	
Pamber End, opp Wakeford Farm	S	RG26 5QN	height - Std	
Pamber End, Elm Park Garden Centre, (NW-bound)	NW	RG26 5QN		
Pamber End, Elm Park Garden Centre, (SE-bound)	SE	RG26 5QN		
Pamber End, Queens College Arms, (NW-bound)	NW	RG26 5QR		Yes
Pamber End, Queens College Arms, (SE-bound)	SE	RG26 5QR		Yes
Salters Heath, Salters Heath Road, (NW-bound)	NW	RG26 5JA		
Salters Heath, Salters Heath Road, (SE-bound)	SE	RG26 5JA		
Monk Sherborne, opposite Morgaston Road	N	RG26 5HA		
Monk Sherborne, adjacent Morgaston Road	S	RG24 9LE		
Sherborne St John, West End, (adj jct)	N	RG24 9LE		
Sherborne St John, West End, (To Village)	S	RG24 9LE		Yes
Sherborne St John, Dixons Corner, (opp 1)	SW	RG24 9LA		Yes
Sherborne St John, Dixons Corner, (o/s 5)	NE	RG24 9LA		
Sherborne St John, o/s The Limes	N	RG24 9JZ		
Sherborne St John, opp The Limes	S	RG24 9JZ		
Sherborne St John, Sherborne Road, (S-bound)	S	RG24 9JL		Yes
Sherborne St John, Tyfield, (SE-bound)	SE	RG24 9HY		
Sherborne St John, o/s Crane's Farm	E	RG24 9LJ		
Sherborne St John, opp Crane's Farm	W	RG24 9LJ		
Ashford Hill, The Pineapple Inn, (W-bound)	W	RG7 4RU		
Ashford Hill, The Pineapple Inn, (E-bound)	E	RG7 4RU		
Ashford Hill, opp Primary School	NW	RG19 8BB	height - Std	Yes
Ashford Hill, St Paul's Church, (SE-bound)	SE	RG19 8AZ		
Ashford Hill, St Paul's Church, (NW-bound)	NW	RG19 8AZ		
Kingsclere Woodlands, Riddings Lane, (SE-bound)	SE	RG19 8AU		
Kingsclere Woodlands, Riddings Lane, (NW-bound)	NW	RG19 8AU		
Goose Hill, Hill House Lane, (SE-bound)	SE	RG19 8AT		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Goose Hill, Hill House Lane, (NW-bound)	NW	RG19 8AT		
Mill Green (Hants), opp Common Road	E	RG19 8AW		
Mill Green (Hants), adj Common Road	W	RG19 8AW		
Headley (EHants), Thornford Road, (E-bound)	E	RG19 8BF		
Headley (EHants), Thornford Road, (W-bound)	W	RG19 8BF		
North Oakley, Freemantle Farm, (NW-bound)	NW	RG26 5TP		
North Oakley, Freemantle Farm, (SE-bound)	SE	RG26 5TP		
Ibworth, White Lane, (N-bound)	N	RG26 5TL		
Ibworth, White Lane, (S-bound)	S	RG26 5TL		
Kingsclere, St Mary's Church, (NW-bound)	NW	RG20 5ND		Yes
Basingstoke, Queen Marys College, (E-bound)	E	RG21 3ER		
Sherfield on Loddon, Sherfield Post Office, (W-bound)	W	RG27 0BT		
Ashford Hill, o/s Primary School	SE	RG19 8BB	height - Std	
Oakley (Basingstoke), Beach Arms Hotel, (NE-bound)	NE	RG23 7EP		
Overton (Hants), Harveys Field, (N-bound)	N	RG25 3BZ		
Oakley (Basingstoke), Lightsfield, (W-bound)	W	RG23 7BJ		
Oakley (Basingstoke), Lightsfield, (E-bound)	E	RG23 7BJ		
Ball Hill, adjacent Knights Lane	E	RG20 0NL		Yes
Penwood, Penwood Road, (NE-bound)	NE	RG20 0LR		
Penwood, Penwood Road, (SW-bound)	SW	RG20 0LR		
Eastrop (Hants), Costello Technology College, (S-bound)	S	RG21 4AL		
South Ham, Bishop Challoner Grounds, (W-bound)	W	RG22 6TY		
Inhurst, opp Heathlands	SW	RG26 5LZ		
Rooksdown, opp Vitellius Gardens	NE	RG24 9SG		
Rooksdown, opposite Harness Court	E	RG24 9RJ		
Rooksdown, Parklands & Hospice, (Opp Layby)	NE	RG24 9RH		
Hatch Warren, Sainsburys, (S-bound)	S	RG22 4TW		Yes
Hatch Warren, Meadowridge, (NE-bound)	NE	RG22 4UX		
Hatch Warren, The Crofts, (NW-bound)	NW	RG22 4RF		
Hatch Warren, Inglewood Drive, (SW-bound)	SW	RG22 4DD	height - Kassell	Yes
Hatch Warren, St Mark's Primary School, (NW-bound)	NW	RG22 4TR	height - Kassell	Yes
Kempshott, Lavender Road, (NE-bound)	NE	RG22 5RG	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Kempshott, Lavender Road, (SW-bound)	SW	RG22 5RA	height - Std	Yes
Kempshott, Aster Road, (E-bound)	E	RG22 5NS	height - Kassell	Yes
Kempshott, Aster Road, (W-bound)	W	RG22 5NR	height - Std	Yes
Kempshott, Fuzzy Drove, (S-bound)	S	RG22 5NU	height - Std	
Kempshott, Fuzzy Drove, (N-bound)	N	RG22 5QU	height - Std	Yes
Kempshott, Buckingham Parade, (S-bound)	S	RG22 5RR		Yes
Kempshott, Buckingham Parade, (N-bound)	N	RG22 5NA		
Kempshott, Kestrel Road South, (N-bound)	N	RG22 5LB	height - Std	Yes
Kempshott, Fiveways, (S-bound)	S	RG22 5LE		
Kempshott, Fiveways, (N-bound)	N	RG22 5LA	height - Std	Yes
Buckskin, Fiveways, (SW-bound)	SW	RG22 5AP		
Buckskin, Fiveways, (NE-bound)	NE	RG22 5AP		
Buckskin, Dalewood, (E-bound)	E	RG22 5BP		
Buckskin, Sidlaw Close, (W-bound)	W	RG22 5BJ		
Buckskin, Pentland Close, (S-bound)	S	RG22 5BQ		
Buckskin, Pentland Close, (N-bound)	N	RG22 5ES		
Buckskin, Wicklow Close, (SW-bound)	SW	RG22 5BE		
Buckskin, Mourne Close, (S-bound)	S	RG22 5BD		
Worting, White Hart Inn, (W-bound)	W	RG22 5EB	height - Std	Yes
Worting, White Hart Inn, (E-bound)	E	RG22 5EQ	height - Std	Yes
Worting, Worting Road Roundabout, (W-bound)	W	RG22 5DR	height - Std	
Worting, Worting Road Roundabout, (E-bound)	E	RG22 5DY	height - Std	Yes
Buckskin, Edgehill Close, (NE-bound)	NE	RG22 5AB	height - Std	Yes
Buckskin, Cambrian Way, (NE-bound)	NE	RG22 5AZ	height - Std	Yes
Buckskin, Cambrian Way, (SW-bound)	SW	RG22 5AN	height - Std	Yes
Kempshott, Fiveways, (NW-bound)	NW	RG22 5HR		
Kempshott, Fiveways, (SE-bound)	SE	RG22 5HR		
Kempshott, adjacent Kendal Gardens	NW	RG22 5HL	height - Std	Yes
Kempshott, opposite Kendal Gardens	SE	RG22 5HL	height - Std	Yes
Kempshott, Down Grange, (W-bound)	W	RG22 5HG		
Kempshott, Down Grange, (E-bound)	E	RG22 5HG		
Brighton Hill, opp Brighton Hill Centre	NE	RG22 4EH	height - Kassell	Yes

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Brighton Hill, adj Brighton Hill Centre	SW	RG22 4EH	height - Kassell	Yes
Brighton Hill, nr Baptist Church	E	RG22 4HJ	height - Kassell	Yes
Brighton Hill, adj Baptist Church	W	RG22 4HL	height - Std	Yes
Brighton Hill, Stanford Road, (NE-bound)	NE	RG22 4JY	height - Kassell	Yes
Brighton Hill, Lennon Way, (N-bound)	N	RG22 4NJ	height - Kassell	Yes
Brighton Hill, Lennon Way, (S-bound)	S	RG22 4NZ	height - Kassell	Yes
Brighton Hill, Ellington Drive, (NW-bound)	NW	RG22 4EX	height - Kassell	Yes
Brighton Hill, Ellington Drive, (SE-bound)	SE	RG22 4EX	height - Kassell	Yes
Brighton Hill, nr Bach Close	E	RG22 4LD	height - Kassell	Yes
Brighton Hill, opp Bach Close	W	RG22 4LD	height - Kassell	Yes
Brighton Hill, Novello Close, (SW-bound)	SW	RG22 4LF	height - Kassell	Yes
Brighton Hill, Novello Close, (NE-bound)	NE	RG22 4LF	height - Kassell	Yes
Brighton Hill, Manor Field School, (NW-bound)	NW	RG22 4JQ	height - Std	Yes
Brighton Hill, Beethoven Road, (SW-bound)	SW	RG22 4JA	height - Std	Yes
Brighton Hill, Berkeley Drive, (SW-bound)	SW	RG22 4NP	height - Std	Yes
Brighton Hill, Borodin Close, (SE-bound)	SE	RG22 4HW		Yes
Brighton Hill, opp Chalk Ridge Primary School	SW	RG22 4ER	height - Std	Yes
Cranbourne (Hants), Grainger Close, (E-bound)	E	RG22 4DY		Yes
Brighton Hill, opposite Greig Close	NE	RG22 4DU	height - Kassell	Yes
Brighton Hill, opp Sullivan Road Surgery	SE	RG22 4LR	height - Std	Yes
Cranbourne (Hants), Golden Lion, (N-bound)	N	RG21 3HL		
Cranbourne (Hants), Cliddesden Road, (E-bound)	E	RG21 3HX	height - Std	Yes
Cranbourne (Hants), Stocker Close, (E-bound)	E	RG21 3JD	height - Std	Yes
Cranbourne (Hants), Morley Road, (W-bound)	W	RG21 3JD		
Cranbourne (Hants), Kingsmill Road, (E-bound)	E	RG21 3JE		
Cranbourne (Hants), opp Stratton Road	S	RG21 3NU	height - Std	Yes
Cranbourne (Hants), adj Stratton Road	N	RG21 3NY	height - Kassell	Yes
Cranbourne (Hants), Skippets Lane, (SW-bound)	SW	RG21 3HJ	height - Kassell	Yes
Cranbourne (Hants), Skippets Lane, (NE-bound)	NE	RG21 3AU	height - Kassell	Yes
Black Dam, Venture Roundabout, (S-bound)	S	RG21 3EE		
Black Dam, Venture Roundabout, (N-bound)	N	RG21 3BA		
Black Dam, opp Hilton Hotel	SW	RG21 3PR		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Eastrop (Hants), adjacent The Riverdene	E	RG21 4BX	height - Std	Yes
Eastrop (Hants), Crossborough Hill, (NE-bound)	NE	RG21 4AQ	height - Std	
Eastrop (Hants), Park Gates, (S-bound)	S	RG21 3AE		
Eastrop (Hants), Applegarth Close, (NW-bound)	NW	RG21 3AF		
Eastrop (Hants), Applegarth Close, (SE-bound)	SE	RG21 3AH		
Black Dam, opp Westfield Road	NW	RG21 3AR	height - Std	Yes
Black Dam, adj Westfield Road	SE	RG21 3AR	height - Std	
South Ham, Mansfield Road, (N-bound)	N	RG22 6EZ		Yes
South Ham, Mansfield Road, (S-bound)	S	RG22 6EY	height - Std	Yes
South Ham, Stag Hill, (NE-bound)	NE	RG22 6JA		
South Ham, Brackley Way, (SW-bound)	SW	RG22 6LN		
South Ham, Brackley Way, (NE-bound)	NE	RG22 6JX		
South Ham, opp St Michaels Road	W	RG22 6RW	height - Kassell	Yes
South Ham, Bishop Challoner School, (NE-bound)	NE	RG22 6TN	height - Kassell	Yes
South Ham, adj Salisbury Gardens	E	RG22 6TT		
South Ham, Paddock Road, (NE-bound)	NE	RG22 6TQ	height - Kassell	Yes
South Ham, Aldworth School, (S-bound)	S	RG22 6EX		
South Ham, Aldworth School, (N-bound)	N	RG22 6EX		
South Ham, St Andrew's Church, (S-bound)	S	RG22 6ER	height - Kassell	Yes
South Ham, St Andrews Church, (N-bound)	N	RG22 6ER	height - Kassell	
South Ham, St Paul's Road, (SW-bound)	SW	RG22 6DF	height - Kassell	Yes
South Ham, Charles Street, (E-bound)	E	RG22 6TB		
West Ham (Hants), Greenway, (SW-bound)	SW	RG22 6NZ	height - Std	Yes
West Ham (Hants), Greenway, (E-bound)	E	RG22 6PH	height - Std	Yes
West Ham (Hants), Old Worting Road, (SE-bound)	SE	RG22 6TE	height - Std	Yes
West Ham (Hants), Old Worting Road, (NW-bound)	NW	RG22 6TE	height - Std	Yes
South Ham, adj South Ham Road	W	RG22 6NN		
South Ham, opp South Ham Road	E	RG22 6NE	height - Std	Yes
South Ham, adj Aldworth Crescent	N	RG22 6AF		
South Ham, opp Aldworth Crescent	SE	RG22 6AG		
South Ham, King's Road, (E-bound)	E	RG22 6AJ		
South Ham, King's Road, (W-bound)	W	RG22 6AJ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
South Ham, opp Bolton Crescent	N	RG22 6AW		
South Ham, adj Bolton Crescent	S	RG22 6AW		
South Ham, Hill View Road Top, (NW-bound)	NW	RG22 6BG	height - Kassell	
South Ham, Hill View Road Top, (SE-bound)	SE	RG22 6BG	height - Kassell	Yes
South Ham, Cobbett Green, (NW-bound)	NW	RG22 6BL	height - Kassell	
South Ham, Cobbett Green, (SE-bound)	SE	RG22 6EP	height - Std	Yes
South Ham, Cobbett Green, (NE-bound)	NE	RG22 6EH	height - Kassell	Yes
South Ham, Cobbett Green, (SW-bound)	SW	RG22 6EH	height - Kassell	Yes
South Ham, Brighton Hill Retail Park, (NE-bound)	NE	RG22 6HB	height - Kassell	Yes
South Ham, Brighton Hill Retail Park, (SW-bound)	SW	RG22 6HB	height - Kassell	
King's Furlong, Portacre Rise, (NE-bound)	NE	RG21 8YR	height - Kassell	Yes
King's Furlong, Portacre Rise, (SW-bound)	SW	RG21 8YH	height - Kassell	
King's Furlong, Kings Furlong Drive, (NE-bound)	NE	RG21 8WE		
King's Furlong, King of Wessex, (SW-bound)	SW	RG21 8YS		
King's Furlong, King of Wessex, (NE-bound)	NE	RG21 8XR		
King's Furlong, Bounty Road, (SW-bound)	SW	RG21 8UL		
King's Furlong, Bounty Road, (NE-bound)	NE	RG21 8UL		
Basingstoke, Winton Square, (Stop U)	NE	RG21 8UG	height - Kassell	
Basingstoke, Winton Square, (Stop T)	W	RG21 8UG	height - Kassell	Yes
Eastrop (Hants), Victoria Street, (W-bound)	W	RG21 7EE	height - Kassell	Yes
Basingstoke, Winton Square, (Stop V)	NW	RG21 7YP	height - Kassell	Yes
Basingstoke, Winton Square, (Stop W)	SE	RG21 7YP	height - Std	
Basingstoke, The New Inn, (SE-bound)	SE	RG21 8SA		
Brookvale (Hants), BCOT, (W-bound)	W	RG21 8TN	height - Std	Yes
Brookvale (Hants), Deep Lane, (NE-bound)	NE	RG21 8YU	height - Std	Yes
Brookvale (Hants), Cemetery, (W-bound)	W	RG21 8YZ	height - Std	Yes
Basingstoke, Flaxfield Court, (NW-bound)	NW	RG21 8SW		
South View, o/s The Rising Sun	NW	RG21 5TB		
South View, opp The Rising Sun	SE	RG21 5TB		
Houndmills, opp Chapel Gate	SE	RG21 5UJ	height - Std	Yes
Houndmills, adj Chapel Gate	NW	RG21 5UD		
Houndmills, Merton Road, (SE-bound)	SE	RG21 5UG	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Houndmills, Joule Road, (NW-bound)	NW	RG21 6XH	height - Kassell	Yes
Houndmills, Joule Road, (SE-bound)	SE	RG21 6XG	height - Kassell	Yes
Houndmills, Houndmills Roundabout, (SW-bound)	SW	RG21 6XG	height - Std	Yes
Houndmills, Houndmills Roundabout, (NE-bound)	NE	RG21 6XG	height - Std	Yes
Houndmills, Telford Road, (N-bound)	N	RG21 6UA	height - Kassell	Yes
Houndmills, Telford Road, (S-bound)	S	RG21 6UA	height - Std	Yes
Houndmills, Houndmills Road, (W-bound)	W	RG21 6XQ	height - Kassell	Yes
Houndmills, Houndmills Road, (E-bound)	E	RG21 6XQ	height - Kassell	Yes
Winklebury, adj The Winkle	NW	RG23 8BA	height - Kassell	Yes
Winklebury, Hampton Court, (E-bound)	E	RG23 8AZ	height - Kassell	Yes
Winklebury, Dover Close, (E-bound)	E	RG23 8EQ	height - Kassell	Yes
Winklebury, Winklebury Centre, (E-bound)	E	RG23 8EB	height - Kassell	Yes
Winklebury, opp Pembroke Road	E	RG23 8QH	height - Kassell	Yes
Worting, Wayside Road, (N-bound)	N	RG23 8EY	height - Std	Yes
Worting, Wayside Road, (S-bound)	S	RG23 8EY		
Worting, Wykeham Drive, (N-bound)	N	RG23 8HS		
Worting, near Wykeham Drive	S	RG23 8HW		
Winklebury, adj Kenilworth Road	S	RG23 8HB	height - Kassell	Yes
Winklebury, Kenilworth Road, (SW-bound)	SW	RG23 8HE	height - Kassell	Yes
Winklebury, Arundel Gardens, (S-bound)	S	RG23 8HG	height - Kassell	Yes
Winklebury, Augustus Drive, (NW-bound)	NW	RG23 8HY		
Winklebury, adj Dunsford Crescent	NW	RG23 8HH		
Winklebury, adj Elmwood Way	NW	RG23 8AB	height - Kassell	Yes
Rooksdown, Vitellius Gardens, (SW-bound)	SW	RG24 9SG		
Rooksdown, near Harness Court	W	RG24 9RJ		
Rooksdown, Parklands & Hospice, (Layby)	SW	RG24 9RH		
Rooksdown, North Hampshire Hospital, (SE-bound)	SE	RG24 9LX	height - Splay	Yes
Rooksdown, North Hampshire Hospital, (NW-bound)	NW	RG24 9LX	height - Kassell	Yes
Rooksdown, Priestley Road, (NW-bound)	NW	RG24 9FB	height - Std	Yes
Rooksdown, Priestley Road, (SE-bound)	SE	RG24 9FB	height - Std	Yes
Oakridge (Hants), Osborne Close, (W-bound)	W	RG21 5TS	height - Std	Yes
Oakridge (Hants), Osborne Close, (E-bound)	E	RG21 5RP	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Oakridge (Hants), Stratfield Road, (SW-bound)	SW	RG21 5RR	height - Splay	
Oakridge (Hants), Stratfield Road, (NE-bound)	NE	RG21 5SE		
Oakridge (Hants), opp Scotney Road	E	RG21 5SG	height - Std	Yes
Oakridge (Hants), adj Scotney Road	W	RG21 5SH		
Oakridge (Hants), adj Oakridge Road	SE	RG21 5QJ		
Oakridge (Hants), nr Oakridge Road	NW	RG21 5QN		
Oakridge (Hants), adj Oakridge House	SW	RG21 5QU	height - Std	
Oakridge (Hants), Oakridge Road Subway, (W-bound)	W	RG21 5RA		
Oakridge (Hants), adj Walnut Way	NE	RG21 5QB	height - Std	Yes
Oakridge (Hants), opp Walnut Way	SW	RG21 5LE	height - Std	Yes
South View, Pemerton Road, (S-bound)	S	RG21 5LW		
South View, Pemerton Road, (N-bound)	N	RG21 5LN		
South View, Lyford Road, (N-bound)	N	RG21 5PP		
South View, nr Shooters Way	E	RG21 5PR		
South View, Norden Close, (E-bound)	E	RG21 5PS		
South View, Weale Court, (S-bound)	S	RG21 5NL		
South View, Vyne Road, (E-bound)	E	RG21 5NR		
South View, Merton Road, (SE-bound)	SE	RG21 5TG		
South View, Lancaster Road, (E-bound)	E	RG21 5UA		
South View, Bennet Close, (NE-bound)	NE	RG21 4RW	height - Kassell	
South View, Bennet Close, (SW-bound)	SW	RG21 5JR	height - Kassell	Yes
South View, adj Coronation Road	SW	RG21 4EY	height - Kassell	Yes
South View, opp Coronation Road	NE	RG21 4ER	height - Kassell	
Basingstoke, Basing View, (E-bound)	E	RG21 4YY		
Basingstoke, Basing View, (W-bound)	W	RG21 4YY		
Basingstoke, Railway Station, (Stop X)	E	RG21 5NE	height - Std	Yes
Basingstoke, Railway Station, (Stop Y)	W	RG21 7DW		Yes
Basingstoke, Bus Station, (Stop R)	undefined	RG21 7BF		
Basingstoke, Bus Station, (Stop Q)	undefined	RG21 7BF		
Basingstoke, Bus Station, (Stop P)	undefined	RG21 7BF		
Basingstoke, Bus Station, (Stop N)	undefined	RG21 7BF		
Basingstoke, Bus Station, (Stop M)	undefined	RG21 7GP		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Basingstoke, Bus Station, (Stop L)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop K)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop J)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop H)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop G)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop F)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop E)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop D)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop C)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop B)	undefined	RG21 7GP		
Basingstoke, Bus Station, (Stop A)	undefined	RG21 7GP		
Daneshill, Armstrong Road, (NW-bound)	NW	RG24 8NG	height - Std	Yes
Daneshill, Armstrong Road, (SE-bound)	SE	RG24 8UQ		
Daneshill, Daneshill Roundabout, (SE-bound)	SE	RG24 8UQ		
Daneshill, Daneshill Roundabout, (NW-bound)	NW	RG24 8NL	height - Std	Yes
Daneshill, Bartons Lane, (NW-bound)	NW	RG24 8QX		
Lychpit, Saxon Way, (SW-bound)	SW	RG24 8SB	height - Std	Yes
Lychpit, Saxon Way, (NE-bound)	NE	RG24 8SB		
Lychpit, Cromwell Inn, (SW-bound)	SW	RG24 8TF	height - Std	Yes
Lychpit, Cromwell Inn, (NE-bound)	NE	RG24 8TL	height - Std	Yes
Lychpit, Great Binfields Crescent, (W-bound)	W	RG24 8TQ		
Lychpit, Field Way, (W-bound)	W	RG24 8TJ		
Lychpit, Inkpen Gardens, (NE-bound)	NE	RG24 8YQ	height - Std	
Lychpit, Bartons Lane, (SW-bound)	SW	RG24 8YQ		
Lychpit, Bartons Lane, (N-bound)	N	RG24 8YU		
Lychpit, Pyotts Copse, (SE-bound)	SE	RG24 8YY		
Lychpit, Pyotts Copse, (NW-bound)	NW	RG24 8YY		
Lychpit, Centre Court, (E-bound)	E	RG24 8UJ		
Lychpit, Centre Court, (W-bound)	W	RG24 8AG		
Chineham, Chineham Centre, (W-bound)	W	RG24 8BG		Yes
Daneshill, Wade Road Top, (E-bound)	E	RG24 8AH		
Daneshill, Bond Close, (N-bound)	N	RG24 8PW	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Daneshill, Bond Close, (SW-bound)	SW	RG24 8PZ	height - Kassell	Yes
Daneshill, Intec Business Centre, (N-bound)	N	RG24 8GX	height - Kassell	
Daneshill, Intec Business Centre, (S-bound)	S	RG24 8GX	height - Kassell	Yes
Daneshill, Stroudley Road, (S-bound)	S	RG24 8FW		
Daneshill, Stroudley Road, (N-bound)	N	RG24 8NL		
Oakridge (Hants), Chineham Park, (SW-bound)	SW	RG24 8PD	height - Std	Yes
Popley, Chineham Park, (NW-bound)	NW	RG24 9UY	height - Kassell	Yes
Popley, Shakespeare Road, (W-bound)	W	RG24 9BN		
Popley, Shakespeare Road, (E-bound)	E	RG24 9DP		
Popley, Byron Close, (SW-bound)	SW	RG24 9BW		Yes
Popley, Shelley Close, (SW-bound)	SW	RG24 9DA		
Popley, Marlowe Close, (E-bound)	E	RG24 9DD		Yes
Popley, adjacent Health Centre	N	RG24 9DT	height - Kassell	Yes
Popley, Dryden Close, (NE-bound)	NE	RG24 9TT	height - Kassell	Yes
Popley, Carpenters Down, (W-bound)	W	RG24 9TW		Yes
Popley, Carpenters Down, (E-bound)	E	RG24 9TW		
Popley, Tewkesbury Close, (W-bound)	W	RG24 9TR	height - Kassell	Yes
Popley, Tewkesbury Close, (E-bound)	E	RG24 9PY	height - Kassell	Yes
Popley, Abbey Road, (S-bound)	S	RG24 9DY		
Popley, Abbey Road, (N-bound)	N	RG24 9DY		
Popley, Abbey Road Shops, (S-bound)	S	RG24 9ES	height - Std	
Popley, Abbey Road Shops, (N-bound)	N	RG24 9ES	height - Std	Yes
Popley, Abbey Road, (Stop 4)	W	RG24 9EG		
Popley, Abbey Road, (Stop 4)	E	RG24 9ER		
Popley, Abbey Road, (Stop 3)	W	RG24 9EP		
Popley, Abbey Road, (Stop 3)	E	RG24 9EP		
Popley, Abbey Road, (Stop 2)	E	RG24 9EW		
Popley, Abbey Road, (Stop 2)	W	RG24 9EJ		
Popley, Popley Way, (Stop)	NW	RG24 9EN	height - Splay	
Popley, Popley Way, (Stop)	SE	RG24 9EN	height - Kassell	Yes
Popley, Tintern Close, (SW-bound)	SW	RG24 9EN	height - Std	Yes
Popley, Tintern Close, (NE-bound)	NE	RG24 9HG	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Popley, adj Buckfast Close	SW	RG24 9HD	height - Std	Yes
Popley, opp Buckfast Close	NE	RG24 9HB	height - Kassell	Yes
Popley, Abbey Court, (W-bound)	W	RG24 9DX	height - Std	Yes
Popley, Abbey Court, (E-bound)	E	RG24 9DX	height - Kassell	Yes
Popley, Tobago Close, (S-bound)	S	RG24 9PD	height - Kassell	Yes
Popley, Tobago Close, (N-bound)	N	RG24 9PD	height - Kassell	Yes
Popley, near Falkland Road	SE	RG24 9PQ	height - Kassell	Yes
Popley, adjacent Falkland Road	NW	RG24 9PJ	height - Kassell	Yes
Popley, Community Centre, (NW-bound)	NW	RG24 9PN		
Popley, Community Centre, (SE-bound)	SE	RG24 9PJ	height - Kassell	Yes
Popley, Madeira Close, (SE-bound)	SE	RG24 9AX	height - Kassell	Yes
Popley, Madeira Close, (NW-bound)	NW	RG24 9AX	height - Std	Yes
Popley, opp Gaston's Wood Retail Park	N	RG24 9AR		
Popley, adj Gaston's Wood Retail Park	SW	RG24 9UU	height - Kassell	Yes
Chineham Business Pk, Parkview Business Park, (S-bound)	S	RG24 8NA		
Chineham Business Pk, Parkview Business Park, (N-bound)	N	RG24 8NA		
Chineham Business Pk, opp Oakwood	NE	RG24 8QZ		
Chineham Business Pk, opp Pinewood	SW	RG24 8QZ		
Chineham Business Pk, opp Gist	N	RG24 8UB		
Chineham Business Pk, adj Air Products	NE	RG24 8GA		
Chineham Business Pk, opp Shire	S	RG24 8GG		
Chineham Business Pk, adj Sauter	SW	RG24 8GQ		
Chineham Business Pk, opp Motorola	S	RG24 8UT		
South View, opp Warton Road	E	RG21 5LN	height - Std	Yes
St Mary Bourne, opp The George Inn	N	SP11 6BE	Yes	
St Mary Bourne, adj The George Inn	S	SP11 6BD	Yes	
Causeway (Hants), Victory Avenue, (N-bound)	N	PO8 9RS		
Causeway (Hants), Victory Avenue, (S-bound)	S	PO8 9YW		
Causeway (Hants), opp Hamilton Close	S	PO8 9HZ		
Horndean, Kings Mede, (SE-bound)	SE	PO8 9JJ		
Horndean, adj Hazleton Way	SW	PO8 9HP	height - Kassell	Yes
Horndean, opp Hazleton Way	NE	PO8 9LQ	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Horndean, opp Keydell Avenue	SW	PO8 9SZ	height - Kassell	Yes
Horndean, adj Keydell Avenue	NE	PO8 9SZ	height - Kassell	Yes
Horndean, Rosemary Way, (S-bound)	S	PO8 9DW		
Horndean, Rosemary Way, (N-bound)	N	PO8 9DW		
Horndean, Briars Close, (N-bound)	N	PO8 9DR		
Horndean, Briars Close, (S-bound)	S	PO8 9DX		
Horndean, Portsmouth Road, (SE-bound)	SE	PO8 9EB		
Horndean, Portsmouth Road, (NW-bound)	NW	PO8 9EB		
Horndean, adj Catherington Lane	NE	PO8 9JP	height - Kassell	Yes
Horndean, nr Merchistoun Hall	SW	PO8 9LH	height - Kassell	Yes
Horndean, adj Merchistoun Hall	NE	PO8 9LL	height - Kassell	Yes
Horndean, opp Napier Road	SW	PO8 9NL	height - Kassell	Yes
Horndean, adj Napier Road	NE	PO8 9NN	height - Kassell	Yes
Horndean, Precinct, (Stop A)	SW	PO8 9LA	height - Kassell	Yes
Horndean, Precinct, (Stop B)	NE	PO8 9LA	height - Kassell	Yes
Blendworth, Oakleaf Drive, (N-bound)	N	PO8 0DB		
Blendworth, Oakleaf Drive, (S-bound)	S	PO8 0DB		
Horndean, Wellington Close, (SE-bound)	SE	PO8 0UR		
Horndean, Wellington Close, (NW-bound)	NW	PO8 0UR		
Horndean, opp Anchor Terrace	NW	PO8 0FG	height - Kassell	
Horndean, o/s Anchor Terrace	SE	PO8 0FG	height - Kassell	
Horndean, nr Downwood Way	S	PO8 0UP	height - Kassell	Yes
Horndean, adj Downwood Way	N	PO8 0HQ	height - Kassell	
Horndean, South Road, (S-bound)	S	PO8 0HH	height - Kassell	Yes
Horndean, South Road, (N-bound)	N	PO8 0HH	height - Kassell	
Clanfield (Hants), opp St Michaels Way	S	PO8 0HN	height - Kassell	Yes
Clanfield (Hants), adj St Michaels Way	N	PO8 0HN	height - Kassell	
Clanfield (Hants), opp Viking Way	S	PO8 0HP	height - Kassell	
Clanfield (Hants), adj Viking Way	N	PO8 0HP	height - Kassell	
Clanfield (Hants), adj Snells Corner	N	PO8 0AT	height - Kassell	Yes
Clanfield (Hants), opp Snells Corner	S	PO8 0AT	height - Kassell	Yes
Clanfield (Hants), opp Drift Road Shops	NW	PO8 0JL	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Clanfield (Hants), adj Drift Road Shops	SE	PO8 0JL	height - Kassell	Yes
Clanfield (Hants), Green Lane, (E-bound)	E	PO8 0LS		
Clanfield (Hants), Green Lane, (W-bound)	W	PO8 0PP		
Clanfield (Hants), opp Sunderton Lane	E	PO8 0PR		
Clanfield (Hants), adj Sunderton Lane	W	PO8 0PR		
Clanfield (Hants), Clanfield Village, (SW-bound)	SW	PO8 0RB		
Clanfield (Hants), Clanfield Village, (NE-bound)	NE	PO8 0RA		
Clanfield (Hants), Sword Close, (NE-bound)	NE	PO8 0RX		
Clanfield (Hants), Sword Close, (SW-bound)	SW	PO8 0FL	height - Std	
Clanfield (Hants), Pipers Mead, (SW-bound)	SW	PO8 0ST	height - Splay	Yes
Clanfield (Hants), Pipers Mead, (NE-bound)	NE	PO8 0ST	height - Std	
Clanfield (Hants), Farm View Avenue, (SE-bound)	SE	PO8 0PN	height - Std	
Clanfield (Hants), Farm View Avenue, (NW-bound)	NW	PO8 0PN		
Clanfield (Hants), New Road, (SE-bound)	SE	PO8 0NX		
Clanfield (Hants), Sunderton Lane, (NW-bound)	NW	PO8 0NX		
Clanfield (Hants), New Road, (NW-bound)	NW	PO8 0NX		
Clanfield (Hants), Chalton Lane, (S-bound)	S	PO8 0QD		
Clanfield (Hants), Chalton Lane, (N-bound)	N	PO8 0QD		
Clanfield (Hants), adj The Hampshire Hog	N	PO8 0QD	height - Std	
Clanfield (Hants), Queen Elizabeth Country Park, (S-bound)	S	PO8 0QE		
Buriton, Queen Elizabeth Country Park, (N-bound)	N	PO8 0QE		Yes
Weston (EHants), opp Greenway Lane	SE	GU31 5SX	height - Std	
Weston (EHants), adj Greenway Lane	SW	GU31 5SX	height - Std	Yes
Weston (EHants), Bridgeways, (NW-bound)	NW	GU31 5SX	height - Std	
Weston (EHants), Bridgeways, (SE-bound)	SE	GU31 5SX	height - Std	
Buriton, adj Kiln Lane	NW	GU31 5SW		Yes
Buriton, opp Kiln Lane	SE	GU31 5SW		
Buriton, Village Pond, (SE-bound)	SE	GU31 5RT		
Weston (EHants), Bolinge Hill Farm, (SW-bound)	SW	GU32 3NJ		
Weston (EHants), Bolinge Hill Farm, (NE-bound)	NE	GU32 3NJ		
Petersfield, The Causeway, (SW-bound)	SW	GU31 4LP		
Petersfield, The Causeway, (NE-bound)	NE	GU31 4LP		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Petersfield, Kennet Road, (o/s 121)	NE	GU31 4LW		
Petersfield, opp Kennet Road	SW	GU31 4LT		
Petersfield, Cranford Road, (SW-bound)	SW	GU31 4JT		
Petersfield, Cranford Road, (NE-bound)	NE	GU31 4JT		
Petersfield, Petersfield School, (W-bound)	W	GU32 3LX		
Petersfield, Petersfield School, (E-bound)	E	GU32 3LX		
Petersfield, Borough Grove, (E-bound)	E	GU32 3NA		
Petersfield, Borough Grove, (W-bound)	W	GU32 3NA		
Petersfield, Grange Road, (SE-bound)	SE	GU32 3NB		
Petersfield, Grange Road, (N-bound)	N	GU32 3NB		
Petersfield, Borough Road, (S-bound)	S	GU32 3LG		
Petersfield, Borough Road, (N-bound)	N	GU32 3LG		
Petersfield, Alderfield, (NE-bound)	NE	GU32 3LR		
Petersfield, Alderfield, (W-bound)	W	GU32 3NX		
Petersfield, opp The Spain	W	GU32 3NQ		
Petersfield, adj The Spain	E	GU32 3NQ		
Petersfield, Dragon Street, (Stop C)	S	GU31 4JU		Yes
Petersfield, Dragon Street, (Stop D)	N	GU31 4JU		Yes
Petersfield, The Square, (Stop A)	E	GU32 3HQ	height - Std	Yes
Petersfield, The Square, (Stop B)	W	GU32 3HH	height - Std	Yes
Petersfield, Petersfield Hospital, (W-bound)	W	GU32 3AB		
Petersfield, Petersfield Hospital, (E-bound)	E	GU32 3AB		
Bell Hill, Gloucester Close, (W-bound)	W	GU32 3FH		
Bell Hill, Gloucester Close, (E-bound)	E	GU32 3BA		
Bell Hill, adj Kings Road	N	GU32 3BH		
Bell Hill, opp Kings Road	S	GU32 3BH		
Bell Hill, adj Stoneham Park	E	GU32 3BH		
Bell Hill, opp Stoneham Park	W	GU32 3BE		
Bell Hill, Frenchmans Road, (NW-bound)	NW	GU32 3BY		
Bell Hill, Frenchmans Road, (SE-bound)	SE	GU32 3DE		
Petersfield, Station, (Stop E)	NE	GU32 3EE		Yes
Petersfield, Station, (Stop F)	SW	GU32 3EQ		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Petersfield, Station, (Stop G)	SE	GU32 3EF		
Petersfield, King George Avenue, (W-bound)	W	GU32 3EN		
Petersfield, King George Avenue, (E-bound)	E	GU32 3EN		
Petersfield, Tor Way, (W-bound)	W	GU31 4BL		
Petersfield, Tor Way, (E-bound)	E	GU31 4BL		
Petersfield, Moggs Mead Co-op, (W-bound)	W	GU31 4PH		
Petersfield, Moggs Mead Co-op, (E-bound)	E	GU31 4PH		
Petersfield, Hoadlands, (SW-bound)	SW	GU31 4NX		
Petersfield, Hoadlands, (NE-bound)	NE	GU31 4NX		
Petersfield, Pulens Lane, (W-bound)	W	GU31 4NT		
Petersfield, Pulens Lane, (E-bound)	E	GU31 4NT		
Petersfield, Pulens Crescent, (S-bound)	S	GU31 4DE		
Petersfield, Pulens Crescent, (N-bound)	N	GU31 4DE		
Petersfield, Durford Road, (NE-bound)	NE	GU31 4ED		
Petersfield, Durford Road, (SW-bound)	SW	GU31 4HN		
Petersfield, Home Way, (W-bound)	W	GU31 4EE		
Petersfield, Durford Road Post Office, (W-bound)	W	GU31 4HF		
Petersfield, EHDC Penns Place, (main entrance)	S	GU32 9SB		
Petersfield, Harrier Way, (N-bound)	N	GU31 4RQ		
Petersfield, Thorn Close, (E-bound)	E	GU31 4HY		
Petersfield, Torberry Drive, (S-bound)	S	GU31 4HR		
Nursted, opp Rock Cottages	E	GU31 5RD		
Nursted, adj Rock Cottages	W	GU31 5RD		
Sheet (Petersfield), Old Mill Lane, (S-bound)	S	GU31 4DB		
Sheet (Petersfield), Old Mill Lane, (N-bound)	N	GU31 4DB		
Sheet (Petersfield), The Half Moon, (SW-bound)	SW	GU31 4BG		Yes
Sheet (Petersfield), adj The Half Moon	NE	GU31 4FF		
Petersfield, Churchers College, (SW-bound)	SW	GU31 4AT		
Petersfield, Churchers College, (NE-bound)	NE	GU31 4AR		
Petersfield, Madeline Road, (SW-bound)	SW	GU31 4AN		
Petersfield, Madeline Road, (NE-bound)	NE	GU31 4AP		
Bell Hill, Woodbury Avenue, (SE-bound)	SE	GU32 2EQ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bell Hill, Woodbury Avenue, (N-bound)	N	GU32 2EQ		
Bell Hill, Bell Hill Ridge, (N-bound)	N	GU32 2DY		
Bell Hill, Bell Hill Ridge, (S-bound)	S	GU32 2DY		
Stroud (Hants), Stroud Farm, (E-bound)	E	GU32 1AZ		Yes
Stroud (Hants), Stroud Farm, (W-bound)	W	GU32 3PG		
Stroud (Hants), opp The Seven Stars	E	GU32 3PL		Yes
Stroud (Hants), o/s The Seven Stars	W	GU32 3PL		
Stroud (Hants), North Stroud Lane, (SE-bound)	SE	GU32 3PS		Yes
Stroud (Hants), North Stroud Lane, (NW-bound)	NW	GU32 3PS		
Langrish, Manor Farm, (W-bound)	W	GU32 1RF		
Langrish, Manor Farm, (E-bound)	E	GU32 1RF		
Langrish, The Pillar Box, (NE-bound)	NE	GU32 1QX		Yes
Langrish, The Pillar Box, (SW-bound)	SW	GU32 1QX		
Langrish, Home Farm, (NE-bound)	NE	GU32 1RH		
Langrish, Home Farm, (S-bound)	S	GU32 1RJ		
Langrish, Langrish House, (NE-bound)	NE	GU32 1RN	height - Kassell	
Langrish, Langrish House, (SW-bound)	SW	GU32 1RN		
Langrish, Pidham Cottage, (NE-bound)	NE	GU32 1RN		
Langrish, Pidham Cottage, (SW-bound)	SW	GU32 1RN		
Langrish, Pidham Farm, (E-bound)	E	GU32 1HT		
Langrish, Pidham Farm, (W-bound)	W	GU32 1HT		
East Meon, Rookham Lodge Farm, (W-bound)	W	GU32 1HT		
East Meon, Rookham Lodge Farm, (E-bound)	E	GU32 1HT		
East Meon, Park Lodge, (Adj Park Rd)	E	GU32 1HT	Yes	
East Meon, Park Lodge, (Opp Park Rd)	W	GU32 1EY	height - Std	
East Meon, opp Old School House	W	GU32 1EY	Yes	
East Meon, o/s Old School House	E	GU32 1EY	Yes	
East Meon, opp All Saints Church	N	GU32 1NH	height - Std	
East Meon, o/s All Saints Church	E	GU32 1NL	Yes	
Drayton (East Meon), adj Drayton Bridge	NE	GU32 1PW	Yes	
Drayton (East Meon), nr Drayton Bridge	SW	GU32 1PW	Yes	
Steep, Stoner Hill, (SE-bound)	SE	GU32 1AW		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Steep, Stoner Hill, (NW-bound)	NW	GU32 1AW		
Warren Corner, Trooper Inn, (SE-bound)	SE	GU32 1BD		
Warren Corner, Trooper Inn, (NW-bound)	NW	GU32 1BD		
Warren Corner, Warren Lane, (NE-bound)	NE	GU32 1BJ		
Warren Corner, Warren Lane, (SW-bound)	SW	GU32 1BJ		
Warren Corner, Warren Corner, (SW-bound)	SW	GU32 1BL		Yes
High Cross (Hants), Dellfield, (W-bound)	W	GU32 1EH		Yes
Froxfield Green, The Green, (NE-bound)	NE	GU32 1DQ		
Filmore Hill, West Tisted Village Hall, (SE-bound)	SE	SO24 0HJ		
Filmore Hill, West Tisted Village Hall, (NW-bound)	NW	SO24 0HJ		
Ropley, Village Hall, (E-bound)	E	SO24 0DJ		
Ropley Dean, Darvill Road, (SW-bound)	SW	SO24 0BH		Yes
Ropley Dean, Darvill Road, (NE-bound)	NE	SO24 0BN		Yes
Ropley Dean, Petersfield Road, (SW-bound)	SW	SO24 0BG		
Ropley Dean, Petersfield Road, (NE-bound)	NE	SO24 0BG		Yes
Ropley Dean, adj Gascoigne Lane	SW	SO24 0BS		Yes
Ropley Dean, near Gascoigne Lane	NE	SO24 0BS		Yes
Four Marks, Travelodge, (SW-bound)	SW	GU34 5BE		
Four Marks, Travelodge, (NE-bound)	NE	GU34 5BE		
Four Marks, opp Kingswood Rise	SW	GU34 5HZ		Yes
Four Marks, Kingswood Rise, (NE-bound)	NE	GU34 5HZ		Yes
Four Marks, adjacent Lymington Bottom	SW	GU34 5XB		Yes
Four Marks, opposite Lymington Bottom	NE	GU34 5DN		Yes
Four Marks, The Gospel Hall, (o/s 64)	NE	GU34 5HR		
Four Marks, The Gospel Hall, (opp 70)	SW	GU34 5HS		Yes
Four Marks, opp Hazel Road	NE	GU34 5HG	height - Std	Yes
Four Marks, Telegraph Lane, (W-bound)	W	GU34 5BF		Yes
Four Marks, Telegraph Lane, (E-bound)	E	GU34 5BF		Yes
Medstead, opp War Memorial	NW	GU34 5LS		
Medstead, adj War Memorial	SE	GU34 5LP		
Upper Wield, The Green, (SW-bound)	SW	SO24 9RR		
Lower Wield, opposite Rushmoor Lane	N	SO24 9RX		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Lower Wield, adjacent Rushmoor Lane	S	SO24 9RX		
Bradley (Hants), Village Pond, (N-bound)	N	SO24 9SA		
Bradley (Hants), Village Pond, (SW-bound)	SW	SO24 9SA		
Lasham, St Mary's Church, (S-bound)	S	GU34 5SD		
Bentworth, opp Glebe Fields	S	GU34 5QT		
Bentworth, adj Glebe Fields	N	GU34 5QT		
Bentworth, The Star Inn, (NE-bound)	NE	GU34 5JU		
Bentworth, The Star Inn, (SW-bound)	SW	GU34 5JU		
Beech (Hants), Wellhouse Road, (NE-bound)	NE	GU34 4AH		Yes
Beech (Hants), Wellhouse Road, (SW-bound)	SW	GU34 4AH		
Alton (Hants), Highridge, (SE-bound)	SE	GU34 1PU		
Alton (Hants), Highridge, (NW-bound)	NW	GU34 1PU		
The Butts (Alton), opp Bolle Road	NW	GU34 1RW		
The Butts (Alton), adj Bolle Road	SE	GU34 1PL		
The Butts (Alton), Community Hospital, (SW-bound)	SW	GU34 1RQ		Yes
The Butts (Alton), Community Hospital, (NE-bound)	NE	GU34 1RQ		Yes
Alton (Hants), Sports Centre, (NE-bound)	NE	GU34 1ST		
Alton (Hants), Sports Centre, (SW-bound)	SW	GU34 1ST		
Chawton, Chawton Roundabout, (SE-bound)	SE	GU34 1SN	height - Std	
Chawton, Chawton Roundabout, (NW-bound)	NW	GU34 1SN		
Lower Farringdon, near Farringdon Business Park	N	GU34 3DL		Yes
Lower Farringdon, opposite Farringdon Business Park	S	GU34 3DL		
Upper Farringdon, o/s Rose and Crown	S	GU34 3EA		
Newton Valence, War Memorial, (SE-bound)	SE	GU34 3RB		
East Tisted, opposite Village Hall	N	GU34 3QW		Yes
East Tisted, adjacent Village Hall	S	GU34 3QW		
Four Marks, The Shrave, (SW-bound)	SW	GU34 5BH		
Four Marks, The Shrave, (NE-bound)	NE	GU34 5BH		
Alton (Hants), Brick Kiln Farm Lane, (SW-bound)	SW	GU34 5ET		
Alton (Hants), Brick Kiln Farm Lane, (NE-bound)	NE	GU34 5ET		
Chawton, o/s Jane Austen's House	NE	GU34 1SD		
Chawton, opp Jane Austen's House	SW	GU34 1SD		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Chawton, Eastfields Estate, (W-bound)	W	GU34 3HB		
Chawton, Eastfields Estate, (E-bound)	E	GU34 3HB		
The Butts (Alton), opp Lincoln Green	NE	GU34 1SX	height - Std	
The Butts (Alton), near Lincoln Green	SW	GU34 1SX	height - Std	
The Butts (Alton), Borovere Gardens, (NE-bound)	NE	GU34 1LW		
The Butts (Alton), Borovere Gardens, (SW-bound)	SW	GU34 1LL		
Alton (Hants), Windmill Hill, (Stop E)	E	GU34 1FP		
Alton (Hants), Sainsburys, (Stop G)	SW	GU34 1SS		Yes
Alton (Hants), Sainsburys, (Stop F)	N	GU34 1AU		Yes
Alton (Hants), Drayman's Way, (Stop D)	NE	GU34 1AW		
Alton (Hants), Normandy Street, (Stop N)	SW	GU34 1DD		Yes
Alton (Hants), High Street, (Stand C)	SW	GU34 1AW	height - Std	Yes
Alton (Hants), High Street, (Stand B)	SW	GU34 1FW		Yes
Alton (Hants), High Street, (Stand A)	SW	GU34 1FW		Yes
Alton (Hants), High Street, (Stop H)	NE	GU34 1AB		Yes
Alton (Hants), Northdown Way, (SE-bound)	SE	GU34 1QD		
Alton (Hants), Brandon Close, (NE-bound)	NE	GU34 2HX		
Alton (Hants), Wentworth Gardens, (SW-bound)	SW	GU34 2BJ		
Alton (Hants), Wentworth Gardens, (NE-bound)	NE	GU34 2EW		Yes
Alton (Hants), Greenfields Avenue, (S-bound)	S	GU34 2AA		
Alton (Hants), Greenfields Avenue, (N-bound)	N	GU34 2AA		
Alton (Hants), adj Lime Avenue	NW	GU34 2AB		
Alton (Hants), opp Lime Avenue	SE	GU34 2AG		
Alton (Hants), Old Odiham Road, (NE-bound)	NE	GU34 2AR		
Alton (Hants), Old Odiham Road, (SW-bound)	SW	GU34 2AS		
Alton (Hants), Rookswood, (NW-bound)	NW	GU34 2LW		
Alton (Hants), Finches Green, (SW-bound)	SW	GU34 2JN		
Alton (Hants), Wooteys Way Shops, (SW-bound)	SW	GU34 2LL		
Alton (Hants), Anstey Lane, (SW-bound)	SW	GU34 2NP		
Alton (Hants), Jenner Way, (SW-bound)	SW	GU34 2NW		
Alton (Hants), Manor Close, (N-bound)	N	GU34 2PB		
Alton (Hants), Link Road, (E-bound)	E	GU34 2PF		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Alton (Hants), opposite Allen Close	NE	GU34 2UG		
Alton (Hants), Lansdowne Road, (NE-bound)	NE	GU34 2EX		
Alton (Hants), Anstey Junior School, (NW-bound)	NW	GU34 2DW		
Alton (Hants), Alton House Hotel, (Stop Q)	SW	GU34 1DW		
Alton (Hants), Station, (Stop R)	SW	GU34 2PZ		Yes
Anstey (Hants), Health Centre, (SW-bound)	SW	GU34 2RF		Yes
Anstey (Hants), Health Centre, (NE-bound)	NE	GU34 2UU		
Anstey (Hants), opp Anstey Lane	SW	GU34 2RH	height - Std	
Anstey (Hants), adj Anstey Lane	NE	GU34 2RL	height - Std	
Holybourne, Eggars School, (NE-bound)	NE	GU34 4EQ		Yes
Holybourne, Eggars School, (SW-bound)	SW	GU34 4EQ		Yes
Holybourne, Upper Neatham Lane, (SW-bound)	SW	GU34 4EL		
Cuckoo's Corner/Hant, o/s The White Hart	SW	GU34 4ES		
Cuckoo's Corner/Hant, Vindomis Close, (SW-bound)	SW	GU34 4HA		
Cuckoo's Corner/Hant, Bonhams Close, (W-bound)	W	GU34 4HU		
Neatham, Neatham Mill Lane, (SW-bound)	SW	GU34 4NP		Yes
Neatham, Neatham Mill Lane, (NE-bound)	NE	GU34 4NP		Yes
Cuckoo's Corner/Hant, Cuckoos Corner, (NE-bound)	NE	GU34 4JA		Yes
Cuckoo's Corner/Hant, Cuckoos Corner, (SW-bound)	SW	GU34 4JA		Yes
Alton (Hants), Amery Hill, (N-bound)	N	GU34 2EB		
Golden Pot, o/s The Golden Pot	S	GU34 4DJ		
Golden Pot, opp The Golden Pot	N	GU34 4DJ		
Upper Froyle, opp Hen and Chicken	SW	GU34 4JH		Yes
Upper Froyle, adj Hen and Chicken	NE	GU34 4JH		Yes
Upper Froyle, West End Farm, (NE-bound)	NE	GU34 4JZ		
Lower Froyle, opposite Parish Hall	N	GU34 4LG		
Bentley (Hants), Isington Turn, (E-bound)	E	GU34 4NB		Yes
Bentley (Hants), Isington Turn, (W-bound)	W	GU34 4NB		
Bentley (Hants), Coldrey Lodge, (NE-bound)	NE	GU34 4NE		Yes
Bentley (Hants), Coldrey Lodge, (W-bound)	W	GU34 4NE		Yes
Bentley (Hants), opp Pax Hill	W	GU10 5NH		
Bentley (Hants), adj Pax Hill	E	GU10 5NH		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bentley (Hants), adj Bentley Crossroads	N	GU10 5NB	height - Std	Yes
Bentley (Hants), o/s The Star Inn	NE	GU10 5LN	height - Std	
Bentley (Hants), adj Gravel Hill Road	SW	GU10 5JH	Yes	
East Green (Hants), adj Marsh House Lane	NE	GU10 5JH		Yes
Bentley (Hants), Northbrook Farm, (NE-bound)	NE	GU10 5EU		
Bentley (Hants), Northbrook Farm, (SW-bound)	SW	GU10 5EU	Yes	
Blacknest, Crossroads, (SW-bound)	SW	GU34 4QD		
Binstead (Hants), adj Thurstons	W	GU34 4PD		
Neatham, Wyck Crossroads, (W-bound)	W	GU34 4NT		
Bucks Horn Oak, opp Alice Holt Forest	N	GU10 4LR		Yes
Bucks Horn Oak, adj Alice Holt Forest	S	GU10 4LR		Yes
Holt Pound, opp Gravel Hill Road	SW	GU10 4LG		
Holt Pound, adj Gravel Hill Road	NE	GU10 4LG		
Holt Pound, Birdworld, (NE-bound)	NE	GU10 4LE		
Holt Pound, Birdworld, (SW-bound)	SW	GU10 4LE		
Holt Pound, Fullers Road, (SW-bound)	SW	GU10 4LB		Yes
Holt Pound, Fullers Road, (NE-bound)	NE	GU10 4JZ		Yes
Frithend, Frith End, (N-bound)	N	GU35 0QU		Yes
Frithend, Frith End, (S-bound)	S	GU35 0QY		
Sleaford (Hants), adj Forge Road	N	GU35 9LH		
Sleaford (Hants), opp Forge Road	S	GU35 9LH		
Kingsley (Hants), Churchfields, (NE-bound)	NE	GU35 9LZ		Yes
Kingsley (Hants), Churchfields, (SW-bound)	SW	GU35 9PJ		Yes
Kingsley (Hants), adj The Cricketers Inn	SW	GU35 9ND		Yes
Kingsley (Hants), opp The Cricketers Inn	NE	GU35 9ND		
East Worldham, Three Horseshoes, (W-bound)	W	GU34 3AG		Yes
East Worldham, Three Horseshoes, (E-bound)	E	GU34 3AG		
West Worldham, Round House, (NW-bound)	NW	GU34 3HN		
West Worldham, Round House, (SE-bound)	SE	GU34 3HN		
Hartley Mauditt, Hartley Park Farm, (NW-bound)	NW	GU34 3HR		
Hartley Mauditt, Hartley Park Farm, (SE-bound)	SE	GU34 3HR		
Selborne, o/s The Selborne Arms	NW	GU34 3JT		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Selborne, opp The Selborne Arms	SE	GU34 3JT		
Selborne, Temple Turning, (SE-bound)	SE	GU34 3DB		
Selborne, Temple Turning, (NW-bound)	NW	GU34 3DB		
Empshott, opp Bradshott Turn	NW	GU33 6HX		
Empshott, adj Bradshott Turn	SE	GU33 6HX		
Empshott, adj Church Lane	NW	GU33 6HW		
Empshott, opp Church Lane	SE	GU33 6HW		
Greatham (Hants), Toll House Corner, (NW-bound)	NW	GU33 6HF		
Greatham (Hants), Toll House Corner, (NE-bound)	NE	GU33 6HF		
Greatham (Hants), Primary School, (NE-bound)	NE	GU33 6EZ		
Greatham (Hants), Primary School, (SW-bound)	SW	GU33 6EZ		
Greatham (Hants), The Oaks, (E-bound)	E	GU33 6AE		
Greatham (Hants), Todmore, (SW-bound)	SW	GU33 6AD	height - Std	Yes
Greatham (Hants), Todmore, (NE-bound)	NE	GU33 6AD		
Greatham (Hants), Digby Way, (SW-bound)	SW	GU33 6AT		
Bordon, opp Drift Road	E	GU35 9EB	height - Std	
Bordon, Hogmoor Caravan Site, (S-bound)	S	GU35 9HN		Yes
Shortheath (Hants), adj Hogmoor Road	W	GU35 9HF		
Bordon Camp, Eco Station, (N-bound)	N	GU35 0QF	height - Std	Yes
Bordon Camp, adj Royal Drive	NE	GU35 0QF		Yes
Bordon Camp, opp Eco Station	S	GU35 0LH	height - Std	Yes
Sleaford (Hants), Lion Court, (S-bound)	S	GU35 0NF		
Sleaford (Hants), Lion Court, (N-bound)	N	GU35 0NF		
Bordon, o/s Post Office	N	GU35 5BD	height - Std	Yes
Bordon, nr Community Centre	S	GU35 0HJ	height - Std	Yes
Bordon, opp Canada Way	NE	GU35 0HS	height - Std	Yes
Bordon, adj Canada Way	SW	GU35 0JT	height - Std	
Bordon, opp Catholic Church	S	GU35 0TL	height - Std	Yes
Bordon, adj Highview Business Centre	NE	GU35 0BA	height - Std	Yes
Bordon, opp Oldfield Close	NE	GU35 0FD	height - Std	
Bordon, nr Oldfield Close	SW	GU35 0UR	height - Std	
Whitehill (Hants), inside Bus Turning Circle	N	GU35 9BT	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Whitehill (Hants), Forest Road, (E-bound)	E	GU35 9BB		
Whitehill (Hants), Forest Road, (W-bound)	W	GU35 9BB		
Whitehill (Hants), opp Forest Road	W	GU35 9PU	height - Std	Yes
Whitehill (Hants), adj Forest Road	E	GU35 0XQ	height - Std	Yes
Whitehill (Hants), opp Garnet Road	W	GU35 9QY	height - Std	Yes
Whitehill (Hants), adj Garnet Road	E	GU35 0XF	height - Std	Yes
Bordon, opp Nightingale Road	SW	GU35 0XU	height - Std	Yes
Bordon, adj Nightingale Road	NE	GU35 0XU	height - Std	Yes
Bordon, nr Norman Close	S	GU35 0DR	height - Std	Yes
Bordon, adj Norman Close	N	GU35 0DR	height - Std	Yes
Bordon, adj Forest Centre	E	GU35 0BS	height - Std	Yes
Bordon, opp Forest Centre	W	GU35 0BS	height - Std	Yes
Bordon, adj Branson Road	E	GU35 0DQ	height - Std	Yes
Bordon, nr Branson Road	W	GU35 0EG	height - Std	Yes
Bordon, opp Saville Crescent	W	GU35 0DD	height - Std	
Bordon, adj Saville Crescent	E	GU35 0BQ	height - Std	
Bordon, nr Chalet Hill Shops	W	GU35 0BG	height - Std	
Lindford, Lindford Bridge, (E-bound)	E	GU35 0JX		
Lindford, Lindford Bridge, (W-bound)	W	GU35 0JX		
Lindford, The Royal Exchange, (N-bound)	N	GU35 0QA		Yes
Lindford, The Royal Exchange, (S-bound)	S	GU35 0QA		
Lindford, Imadene Crescent, (N-bound)	N	GU35 0PN		
Lindford, Imadene Crescent, (S-bound)	S	GU35 0PN		
Lindford, Elderberry Road, (NW-bound)	NW	GU35 0PF		
Lindford, Elderberry Road, (SE-bound)	SE	GU35 0PF		
Headley (Bordon), Church Fields, (E-bound)	E	GU35 8PE		Yes
Headley (Bordon), Church Fields, (W-bound)	W	GU35 8PE		Yes
Headley (Bordon), adjacent Badgerswood Drive	W	GU35 8LH		
Arford, opposite Glebe Road	E	GU35 8QB		Yes
Arford, Headley Green, (E-bound)	E	GU35 8QH		Yes
Arford, Headley Green, (W-bound)	W	GU35 8QF		Yes
Headley Down, adj Eddeys Lane	S	GU35 8BD		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Headley Down, opp Beech Hill Garage	SE	GU35 8HT		Yes
Headley Down, Wilsons Road, (NW-bound)	NW	GU35 8JY		Yes
Headley Down, opp Carlton Road	SE	GU35 8JZ		Yes
Headley Down, adj Carlton Road	NW	GU35 8JZ		Yes
Headley Down, adjacent Hammer Lane	E	GU26 6JE		
Headley Down, near Hammer Lane	W	GU26 6JE		
Grayshott, Waggoners Wells, (E-bound)	E	GU26 6EA		Yes
Grayshott, Waggoners Wells, (W-bound)	W	GU26 6DP		
Grayshott, School Road, (E-bound)	E	GU26 6LP		
Grayshott, School Road, (W-bound)	W	GU26 6LL		
Grayshott, adj The Fox and Pelican	E	GU26 6HJ		Yes
Grayshott, opp The Fox and Pelican	W	GU26 6HJ		Yes
Grayshott, o/s Village Hall	W	GU26 6UA		
Grayshott, opp Village Hall	E	GU26 6TT		
Hollywater, o/s Whitehill Park	E	GU35 9DS		
Standford, Standford Hill Bus Shelter, (W-bound)	W	GU35 8QX		Yes
Standford, Standford Hill Bus Shelter, (E-bound)	E	GU35 8QX		
Passfield, The Green, (SE-bound)	SE	GU30 7RB		Yes
Passfield, The Green, (NW-bound)	NW	GU30 7RB		
Conford, opp Conford Moor Turn	SE	GU30 7RT		
Liphook, The Mead, (NE-bound)	NE	GU30 7AU		
Griggs Green, Bircholt Road, (N-bound)	N	GU30 7XA		
Liphook, The Avenue, (E-bound)	E	GU30 7QS		
Liphook, The Avenue, (W-bound)	W	GU30 7QS		
Liphook, adj The Co-op	S	GU30 7NX		
Liphook, opp The Co-op	N	GU30 7NX		
Liphook, The Square, (N-bound)	N	GU30 7AH		Yes
Liphook, Haslemere Road, (S-bound)	S	GU30 7AQ		Yes
Liphook, adj Shipley Court	N	GU30 7ED		
Liphook, opp Shipley Court	S	GU30 7TN		
Liphook, Station Road, (S-bound)	S	GU30 7GG		
Liphook, Newtown Road, (NE-bound)	NE	GU30 7DW		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Liphook, Station, (W-bound)	W	GU30 7GQ	height - Std	
Liphook, Admers Crescent Circle, (SE-bound)	SE	GU30 7HL		
Liphook, Malthouse Meadows, (W-bound)	W	GU30 7TS		Yes
Liphook, Malthouse Meadows, (E-bound)	E	GU30 7TS		
Liphook, The Maltings, (W-bound)	W	GU30 7BT		
Liphook, The Maltings, (E-bound)	E	GU30 7BT		
Liphook, adj Collyers Crescent	W	GU30 7BX		
Liphook, opp Collyers Crescent	E	GU30 7BX		
Hill Brow, Jolly Drover, (S-bound)	S	GU33 7QD		
Hill Brow, Jolly Drover, (N-bound)	N	GU33 7QD		
Hill Side (Liss), Woodlands Lane, (E-bound)	E	GU33 7PS		
Hill Side (Liss), Woodlands Lane, (W-bound)	W	GU33 7PS		
Liss, adj Whistle Stop	S	GU33 7LA		Yes
Liss, Whistle Stop, (N-bound)	N	GU33 7RL		
Liss, Mint Road, (NW-bound)	NW	GU33 7BH		
Liss, Mint Road, (SE-bound)	SE	GU33 7BH		Yes
Liss Forest, adjacent Pine Walk	S	GU33 7BP		Yes
Liss Forest, opposite Pine Walk	N	GU33 7BP		
Hill Brow, Upper Furze Field, (E-bound)	E	GU31 5AJ		
Hill Brow, Pruetts Lane, (SW-bound)	SW	GU31 5AP		
Hill Brow, Pruetts Lane, (NE-bound)	NE	GU31 5AP		
Sheet (Petersfield), Durford Wood, (SW-bound)	SW	GU31 5AE		
Sheet (Petersfield), Durford Wood, (NE-bound)	NE	GU31 5AE		
Sheet (Petersfield), Adhurst Junction, (SW-bound)	SW	GU31 5AD		
Sheet (Petersfield), Adhurst Junction, (NE-bound)	NE	GU31 5AD		
Sheet (Petersfield), Adhurst Junction, (SE-bound)	SE	GU31 5AT		
Sheet (Petersfield), Adhurst Junction, (NW-bound)	NW	GU31 5AT		
Lasham, Lasham Cross Roads, (NW-bound)	NW	GU34 5RX		
Lasham, Lasham Cross Roads, (SE-bound)	SE	GU34 5RX		
Holybourne, Alton College, (SE-bound)	SE	GU34 2LX		
Rowlands Castle, Uplands Green, (SW-bound)	SW	PO9 6BT		
Rowlands Castle, The Green, (W-bound)	W	PO9 6BW		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Rowlands Castle, The Green, (E-bound)	E	PO9 6BW		
Durrants, Staunton Arms, (S-bound)	S	PO9 6BA		
Durrants, Staunton Arms, (N-bound)	N	PO9 6BA		
Causeway (Hants), Horndean Community School, (S-bound)	S	PO8 9HJ		
Red Hill (Hants), Wellsworth Lane, (S-bound)	S	PO9 6BS		
Red Hill (Hants), Wellsworth Lane, (N-bound)	N	PO9 6BS		
Stoner Hill, Wyke Green Farm, (N-bound)	N	GU32 1DY		
Alton (Hants), Amery Hill School, (W-bound)	W	GU34 2BY		
Alton (Hants), Alton House Hotel, (Stop P)	NE	GU34 1DW		
Froxfield Green, Broadhanger, (E-bound)	E	GU32 1DW		
Bentley (Hants), Turning Area, (E-bound)	E	GU10 5JA		
Upper Wield, The Green, (NE-bound)	NE	SO24 9RR		
Bordon Camp, nr The Phoenix Theatre	W	GU35 0GY		
Oakhanger (Hants), o/s The Red Lion	N	GU35 9JQ		
Liss, opp Whistle Stop	E	GU33 7DS		
Liphook, Bohunt School, (NW-bound)	NW	GU30 7NT		
Liphook, Malthouse Meadows, (SE-bound)	SE	GU30 7BH		
Liphook, Manor Fields, (N-bound)	N	GU30 7BS		Yes
Chandler's Ford, adjacent Asda Superstore	S	SO53 3YJ		Yes
Chandler's Ford, opposite Asda Superstore	N	SO53 3RY		Yes
Chandler's Ford, Hampshire Corporate Park, (SE-bound)	SE	SO53 3NU		
Chandler's Ford, Hampshire Corporate Park, (NW-bound)	NW	SO53 3NU		
Chandler's Ford, The Hut, (SW-bound)	SW	SO53 3DJ		Yes
Chandler's Ford, The Hut, (NE-bound)	NE	SO53 3DJ		Yes
Chandler's Ford, Chandlers Ford Precinct, (SW-bound)	SW	SO53 2GB		Yes
Chandler's Ford, Chandlers Ford Precinct, (NE-bound)	NE	SO53 2RT	height - Std	Yes
Chandler's Ford, Rail Station, (SE-bound)	SE	SO53 2TA		
Chandler's Ford, Rail Station, (NW-bound)	NW	SO53 2TA		
Chandler's Ford, adj Park Road	S	SO53 2RP		
Chandler's Ford, opp Park Road	N	SO53 2RP		
Flexford (Hants), nr Sutherlands Court	SE	SO53 2PQ		
Flexford (Hants), opp Sutherlands Court	NW	SO53 2PQ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Flexford (Hants), Kelburn Close, (NW-bound)	NW	SO53 1PZ		
Flexford (Hants), Kelburn Close, (SE-bound)	SE	SO53 1PZ		
Flexford (Hants), Rusland Close, (SW-bound)	SW	SO53 1SD		
Flexford (Hants), Rusland Close, (NE-bound)	NE	SO53 1JB		
Chandler's Ford, Ramalley Lane, (NW-bound)	NW	SO53 1HD		
Chandler's Ford, Ramalley Lane, (SE-bound)	SE	SO53 1HD		
Chandler's Ford, Cuckoo Bushes Lane, (SE-bound)	SE	SO53 1JN		
Chandler's Ford, Cuckoo Bushes Lane, (NW-bound)	NW	SO53 1JN		
Flexford (Hants), adj Lauriston Drive	E	SO53 1TA		
Flexford (Hants), near The Deanery	S	SO53 1TY		
Flexford (Hants), adj The Deanery	N	SO53 1TS		
Flexford (Hants), Nature Reserve, (N-bound)	N	SO53 1TU		
Flexford (Hants), Nature Reserve, (S-bound)	S	SO53 1TU		
Flexford (Hants), Ashbridge Rise, (SE-bound)	SE	SO53 1SX		
Flexford (Hants), Ashbridge Rise, (NW-bound)	NW	SO53 1SX		
Flexford (Hants), Baddesley Bridge, (NE-bound)	NE	SO52 9BH	height - Kassell	Yes
Flexford (Hants), Baddesley Bridge, (S-bound)	S	SO52 9JU	height - Kassell	Yes
Hiltingbury, opposite Hiltingbury Court	E	SO53 5NN		
Hocombe, Hocombe Drive, (SE-bound)	SE	SO53 5LS		
Hocombe, Hocombe Drive, (NW-bound)	NW	SO53 5LS		
Hiltingbury, Heathfield Road, (NE-bound)	NE	SO53 5QH		
Hiltingbury, Heathfield Road, (SW-bound)	SW	SO53 5QH		
Hiltingbury, opp Ashdown Shops	NE	SO53 5RB		
Hiltingbury, adj Ashdown Shops	SW	SO53 5RB		Yes
Hiltingbury, Schools, (E-bound)	E	SO53 5EL		
Hiltingbury, Hiltingbury Road, (NE-bound)	NE	SO53 5AR		
Hiltingbury, Pine Road, (SE-bound)	SE	SO53 5NQ		
Hiltingbury, Nichol Road, (W-bound)	W	SO53 5RL		
Hiltingbury, Nichol Road, (E-bound)	E	SO53 5RN		
Hiltingbury, adjacent Pine Crescent	N	SO53 1LQ		
Hiltingbury, adj Linden Grove	N	SO53 1HS		
Chandler's Ford, Valley Road, (N-bound)	N	SO53 1GA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Chandler's Ford, Lakewood Road, (SE-bound)	SE	SO53 1ET		
Chandler's Ford, Lakewood Road, (NW-bound)	NW	SO53 1ET		
Chandler's Ford, Kingsway, (NW-bound)	NW	SO53 1EJ		
Fryern Hill, adj Kendal Close	NW	SO53 1TZ	height - Kassell	
Fryern Hill, opp Kendal Close	SE	SO53 1TZ	height - Kassell	
Fryern Hill, Peverells Wood Avenue, (SW-bound)	SW	SO53 2AW	height - Kassell	Yes
Fryern Hill, Fryern Hill, (o/s Co-Op)	NE	SO53 2ZA	height - Kassell	Yes
Fryern Hill, Fryern Hill, (o/s church)	SW	SO53 2ZB	height - Kassell	Yes
Chandler's Ford, Kings Road, (SW-bound)	SW	SO53 2GF		Yes
Fryern Hill, Peverells Wood Avenue, (NE-bound)	NE	SO53 2DT	height - Kassell	Yes
Chandler's Ford, Thornden School, (SW-bound)	SW	SO53 1FG		Yes
Chandler's Ford, Kingsway Gardens, (NW-bound)	NW	SO53 5SW		
Hiltingbury, Kingsway Shops, (NW-bound)	NW	SO53 5SS		
Hiltingbury, Kingsway Shops, (SE-bound)	SE	SO53 5SS		
Chandler's Ford, Lakewood Road, (W-bound)	W	SO53 5AE		
Chandler's Ford, Lakewood Road, (E-bound)	E	SO53 5AE		
Fryern Hill, opp Constantine Avenue	NW	SO53 2AD	height - Kassell	
Fryern Hill, nr Constantine Avenue	SE	SO53 2LN	height - Kassell	
Fryern Hill, Fryern Hill, (opp Waitrose)	SE	SO53 2LH	height - Kassell	Yes
Fryern Hill, Fryern Hill, (o/s Waitrose)	NW	SO53 2LH	height - Kassell	Yes
Fryern Hill, adj Fernhill	NE	SO53 2ER	height - Kassell	
Fryern Hill, opp Fernhill	SW	SO53 2HY	height - Kassell	
Fryern Hill, Hillcrest Avenue, (SW-bound)	SW	SO53 2LX	height - Kassell	
Fryern Hill, Hillcrest Avenue, (NE-bound)	NE	SO53 2LU	height - Kassell	
Fryern Hill, Toynbee School, (E-bound)	E	SO53 2JB	height - Kassell	
Fryern Hill, Toynbee School, (W-bound)	W	SO53 2JB	height - Kassell	
Fryern Hill, Cherwell Gardens, (SE-bound)	SE	SO53 2NP	height - Kassell	
Fryern Hill, Cherwell Gardens, (NW-bound)	NW	SO53 2NP	height - Kassell	
Fryern Hill, Craven Road, (NW-bound)	NW	SO53 2HA	height - Kassell	
Fryern Hill, Regent Road, (SE-bound)	SE	SO53 2GX	height - Kassell	
Chandler's Ford, Midhurst Court, (SE-bound)	SE	SO53 3DY		
Chandler's Ford, Southdene Road, (S-bound)	S	SO53 3EF		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Chandler's Ford, Southdene Road, (N-bound)	N	SO53 3EF		
Chandler's Ford, Shaftesbury Avenue, (SW-bound)	SW	SO53 3EJ		
Chandler's Ford, Shaftesbury Avenue, (NE-bound)	NE	SO53 3EJ		
Chandler's Ford, Leigh Road, (N-bound)	N	SO53 3AJ		
Chandler's Ford, Leigh Road, (SW-bound)	SW	SO53 3AE		Yes
Chandler's Ford, adj Meadow Grove	SE	SO53 3AT		
Chandler's Ford, opp Meadow Grove	NW	SO53 3AT		
Chandler's Ford, Chalvington Road, (NW-bound)	NW	SO53 3GX		
Chandler's Ford, Chalvington Road, (SE-bound)	SE	SO53 3EJ		
Chandler's Ford, Ford Avenue, (E-bound)	E	SO53 3AW		
Chandler's Ford, Ford Avenue, (W-bound)	W	SO53 3AX		
Chandler's Ford, Belmont Road, (E-bound)	E	SO53 3AY		
Velmore, opp Falkland Court	NE	SO53 3FZ	height - Std	
Velmore, adj Falkland Court	SW	SO53 3FZ	height - Std	Yes
Velmore, nr Belmont Road	S	SO53 3FL		
Velmore, opposite Suffolk Drive	SW	SO53 3HX	height - Std	
Eastleigh (Hants), Falkland Road, (SE-bound)	SE	SO53 3LG		
Eastleigh (Hants), Falkland Road, (NW-bound)	NW	SO53 3LG		
Eastleigh (Hants), Golf Driving Range, (NW-bound)	NW	SO50 9JN	height - Splay	
Eastleigh (Hants), Golf Driving Range, (SE-bound)	SE	SO50 9JN	height - Kassell	
Eastleigh (Hants), The Cricketers, (W-bound)	W	SO53 3HN	height - Kassell	Yes
Eastleigh (Hants), The Cricketers, (E-bound)	E	SO50 9JF	height - Kassell	Yes
Eastleigh (Hants), Nightingale Bridge, (W-bound)	W	SO50 9PY	height - Kassell	Yes
Eastleigh (Hants), Nightingale Bridge, (E-bound)	E	SO50 9PY	height - Std	Yes
Eastleigh (Hants), Linnet Square, (E-bound)	E	SO50 9JJ	height - Kassell	Yes
Eastleigh (Hants), Linnet Square, (W-bound)	W	SO50 9JP	height - Kassell	Yes
Eastleigh (Hants), Nightingale School, (W-bound)	W	SO50 9JU	height - Kassell	Yes
Eastleigh (Hants), Nightingale School, (E-bound)	E	SO50 9LD	height - Kassell	Yes
Eastleigh (Hants), Robin Square, (SW-bound)	SW	SO50 9JY	height - Kassell	
Eastleigh (Hants), Robin Square, (NE-bound)	NE	SO50 9JY	height - Kassell	Yes
Eastleigh (Hants), Hampshire Fire Service HQ, (SE-bound)	SE	SO50 9EQ	height - Kassell	
Eastleigh (Hants), Hampshire Fire Service HQ, (NW-bound)	NW	SO50 9PT	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Boyatt Wood, opp Launceston Drive	SW	SO50 4QE	height - Kassell	Yes
Boyatt Wood, adj Launceston Drive	NE	SO50 4QH	height - Kassell	Yes
Allbrook, Allbrook Knoll, (E-bound)	E	SO50 4RX	height - Kassell	
Allbrook, Allbrook Knoll, (W-bound)	W	SO50 4RX	height - Std	
Allbrook, Bosville, (NE-bound)	NE	SO50 4RF	height - Kassell	Yes
Boyatt Wood, adj Broadlands Avenue	SW	SO50 4NZ	height - Std	Yes
Boyatt Wood, opp Broadlands Avenue	NE	SO50 4PB	height - Std	
Boyatt Wood, opp Arundel Road	SE	SO50 4QB	height - Kassell	Yes
Boyatt Wood, adj Arundel Road	NW	SO50 4PP	height - Std	
Boyatt Wood, opp Chatsworth Road	N	SO50 4RR	height - Kassell	Yes
Boyatt Wood, nr Chatsworth Road	SW	SO50 4PA	height - Kassell	Yes
Boyatt Wood, opp Royston Avenue	E	SO50 4RQ	height - Std	
Boyatt Wood, nr Royston Avenue	NW	SO50 4NW	height - Std	
Boyatt Wood, opp Rosebery Crescent	NW	SO50 4HU	height - Std	
Boyatt Wood, adj Rosebery Crescent	S	SO50 4HS	height - Kassell	Yes
Boyatt Wood, opp Tesco Express	N	SO50 4HP	height - Std	
Boyatt Wood, nr Tesco Express	S	SO50 4HQ	height - Std	Yes
Boyatt Wood, adj St John's Road	N	SO50 4BQ	height - Std	
Boyatt Wood, opp St John's Road	S	SO50 4HH	height - Std	
Boyatt Wood, nr Byron Road	SE	SO50 4NB	height - Std	
Boyatt Wood, adj Byron Road	NW	SO50 4FP	height - Std	
Boyatt Wood, opp Arthur Road	SE	SO50 4FQ	height - Std	
Boyatt Wood, adj Arthur Road	NW	SO50 4GA	height - Kassell	
Boyatt Wood, opp Whyteways	SE	SO50 4QP	height - Std	Yes
Boyatt Wood, adj Whyteways	NW	SO50 4QP	height - Std	Yes
Allbrook, adj The Paddock	N	SO50 4SD	height - Std	
Allbrook, Osborne Mews, (W-bound)	W	SO50 4JQ	height - Std	Yes
Allbrook, Osborne Mews, (E-bound)	E	SO50 4JQ	height - Std	
Allbrook, Pitmore Road, (o/s 63)	SE	SO50 4LX	height - Std	
Allbrook, Pitmore Road, (opp 75)	NW	SO50 4LX	height - Std	
Allbrook, Pitmore Road, (o/s 107)	SE	SO50 4LX	height - Std	
Allbrook, Pitmore Road, (opp 113)	NW	SO50 4LS	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Allbrook, opp Lincolns Rise	W	SO50 4JL	height - Splay	
Allbrook, adj Lincolns Rise	E	SO50 4JL	height - Splay	Yes
Chandler's Ford, o/s The Nuffield Hospital	SW	SO53 2DY		
Chandler's Ford, opp The Nuffield Hospital	NE	SO53 2DY		
Chandler's Ford, Thornden School, (NE-bound)	NE	SO53 5DS		Yes
Southampton Airport, Airport Parkway, (N-bound)	N	SO18 2HW	height - Kassell	Yes
Southampton Airport, Airport Terminal, (W-bound)	W	SO18 2NL	height - Kassell	Yes
Chandler's Ford, Asda Car Park Bus Shelter, (SW-bound)	SW	SO53 3YJ		Yes
North Stoneham, Trojans Sports Club, (N-bound)	N	SO50 9NW	Yes	
North Stoneham, Trojans Sports Club, (S-bound)	S	SO50 9NW	Yes	
North Stoneham, St Nicolas Church, (N-bound)	N	SO50 9NW	Yes	
North Stoneham, St Nicolas Church, (S-bound)	S	SO50 9NW	Yes	
North Stoneham, Concorde Club, (S-bound)	S	SO50 9HQ	height - Std	
North Stoneham, Concorde Club, (N-bound)	N	SO50 9HQ	height - Std	
Eastleigh (Hants), opp Barton Peveril College	W	SO50 5BP	height - Std	Yes
Eastleigh (Hants), o/s Barton Peveril College	E	SO50 5BP	height - Kassell	Yes
Eastleigh (Hants), Eastleigh College, (W-bound)	W	SO50 5EL	height - Kassell	Yes
Eastleigh (Hants), Eastleigh College, (E-bound)	E	SO50 5FS	height - Kassell	Yes
Eastleigh (Hants), Doncaster Road, (SE-bound)	SE	SO50 5AJ	height - Kassell	
Eastleigh (Hants), Doncaster Road, (NW-bound)	NW	SO50 5AG	height - Kassell	
Eastleigh (Hants), York Road, (NE-bound)	NE	SO50 5QH	height - Kassell	Yes
Eastleigh (Hants), York Road, (SW-bound)	SW	SO50 5QJ	height - Std	Yes
Southampton Airport, Parkway Station, (SW-bound)	SW	SO18 2HW	height - Kassell	Yes
Eastleigh (Hants), Derby Road, (S-bound)	S	SO50 5QT	height - Std	
Eastleigh (Hants), Derby Road, (N-bound)	N	SO50 5QU	height - Kassell	
Eastleigh (Hants), Campbell Road, (N-bound)	N	SO50 5PU	height - Kassell	
Eastleigh (Hants), Campbell Road, (S-bound)	S	SO50 5PU	height - Kassell	
Eastleigh (Hants), The Swan Centre, (N-bound)	N	SO50 5PB	height - Std	Yes
Eastleigh (Hants), Eastleigh Station, (S-bound)	S	SO50 9FL	height - Kassell	Yes
Eastleigh (Hants), Bus Station, (Stand E)	undefined	SO50 9FB		
Eastleigh (Hants), Bus Station, (Stand D)	undefined	SO50 9FB		
Eastleigh (Hants), Bus Station, (Stand C)	undefined	SO50 9FB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Eastleigh (Hants), Bus Station, (Stand B)	undefined	SO50 9FH		
Eastleigh (Hants), Bus Station, (Stand A)	undefined	SO50 9FD		
Eastleigh (Hants), adj Archers Road	E	SO50 9AL	height - Std	
Eastleigh (Hants), opp Sopwith Road	E	SO50 9QB	height - Std	
Eastleigh (Hants), adj Sopwith Road	W	SO50 5GH	height - Kassell	Yes
Eastleigh (Hants), opp Bill Luffman Way	SE	SO50 9DW	height - Kassell	
Eastleigh (Hants), nr Bill Luffman Way	NW	SO50 9DW	height - Kassell	
Eastleigh (Hants), Spencer Road, (W-bound)	W	SO50 5GS	height - Kassell	Yes
Eastleigh (Hants), Spencer Road, (E-bound)	E	SO50 5GT	height - Std	Yes
Eastleigh (Hants), Tennyson Road, (W-bound)	W	SO50 5FF	height - Kassell	Yes
Eastleigh (Hants), Tennyson Road, (E-bound)	E	SO50 5FF	height - Kassell	Yes
Eastleigh (Hants), Nutbeem Road, (W-bound)	W	SO50 5JA	height - Kassell	Yes
Eastleigh (Hants), Nutbeem Road, (E-bound)	E	SO50 5JB	height - Kassell	
Eastleigh (Hants), All Saints Church, (E-bound)	E	SO50 5LY	height - Kassell	Yes
Eastleigh (Hants), All Saints Church, (W-bound)	W	SO50 5QD	height - Std	
Eastleigh (Hants), Dutton Lane, (W-bound)	W	SO50 6AE	height - Kassell	
Eastleigh (Hants), Chickenhall Lane, (E-bound)	E	SO50 6AF	height - Kassell	
Bishopstoke, opp The River Inn	S	SO50 6AG	height - Std	Yes
Bishopstoke, Spring Lane Post Office, (N-bound)	N	SO50 6AW	height - Std	Yes
Bishopstoke, Hamilton Road, (SW-bound)	SW	SO50 6QG	height - Kassell	Yes
Bishopstoke, Hamilton Road, (N-bound)	N	SO50 6QG	height - Kassell	
Bishopstoke, opposite West Drive	SW	SO50 6FR	height - Kassell	Yes
Bishopstoke, adjacent West Drive	N	SO50 6FR	height - Kassell	Yes
Stoke Common, St Mary's Church, (SW-bound)	SW	SO50 6DN	height - Kassell	
Stoke Common, adjacent Dartington Road	SW	SO50 6NS	height - Std	
Stoke Common, nr Foresters Arms	NW	SO50 6DT	height - Kassell	
Stoke Common, Jockey Lane, (N-bound)	N	SO50 6DX	height - Kassell	
Stoke Common, Edward Avenue, (N-bound)	N	SO50 6EU	height - Kassell	
Bishopstoke, adj Drake Road	E	SO50 6BT	height - Kassell	Yes
Bishopstoke, opp Drake Road	W	SO50 6BZ	height - Kassell	Yes
Bishopstoke, Colchester Avenue, (W-bound)	W	SO50 6FW	height - Std	
Bishopstoke, Colchester Avenue, (E-bound)	E	SO50 6FW	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bishopstoke, East Drive, (N-bound)	N	SO50 6FX	height - Std	
Bishopstoke, East Drive, (S-bound)	S	SO50 6FX	height - Kassell	Yes
Bishopstoke, Hamilton Road, (N-bound)	N	SO50 6GG	height - Kassell	Yes
Bishopstoke, Hamilton Road, (S-bound)	S	SO50 6GG	height - Kassell	
Bishopstoke, Stoke Park Junior School, (S-bound)	S	SO50 6LX	height - Std	Yes
Bishopstoke, near Alan Drayton Way	W	SO50 6LW	height - Std	Yes
Bishopstoke, Welcome Inn, (SE-bound)	SE	SO50 8LQ	height - Std	Yes
Bishopstoke, Welcome Inn, (NW-bound)	NW	SO50 8AN	height - Kassell	Yes
Bishopstoke, Weavills Road, (NE-bound)	NE	SO50 8JY	height - Kassell	Yes
Bishopstoke, Weavills Road, (SW-bound)	SW	SO50 8NG	height - Kassell	Yes
Bishopstoke, Haig Road, (W-bound)	W	SO50 8JS	height - Std	Yes
Bishopstoke, Haig Road, (E-bound)	E	SO50 8NA	height - Std	
Fair Oak (Eastleigh), New Clock Inn, (SE-bound)	SE	SO50 8EG	height - Kassell	Yes
Fair Oak (Eastleigh), New Clock Inn, (NW-bound)	NW	SO50 8EG	height - Kassell	Yes
Fair Oak (Eastleigh), adj New Road	NE	SO50 8EQ	height - Kassell	
Fair Oak (Eastleigh), opp New Road	SW	SO50 8EU	height - Kassell	
Fair Oak (Eastleigh), adj Victena Road	S	SO50 8GB	height - Kassell	
Fair Oak (Eastleigh), opp Victena Road	N	SO50 8GB	height - Kassell	Yes
Fair Oak (Eastleigh), nr Winchester Road	NE	SO50 8GH	height - Std	Yes
Fair Oak (Eastleigh), adj Winchester Road	SW	SO50 8GH	height - Std	
Fair Oak (Eastleigh), Pyle Hill, (S-bound)	S	SO50 8GH	height - Std	
Fair Oak (Eastleigh), Pyle Hill, (N-bound)	N	SO50 7GX	height - Std	
Crowdhill, opp Fox and Hounds	S	SO50 7HB	height - Std	
Crowdhill, adj Fox and Hounds	N	SO50 7HB	Yes	
Crowdhill, adj Hill Close	SE	SO50 7HD	height - Std	
Crowdhill, opp Hill Close	NW	SO50 7HD	Yes	Yes
Fisher's Pond, o/s Hillview Manor Park	N	SO50 7JF	Yes	
Fisher's Pond, opp Hillview Manor Park	S	SO50 7JF	height - Std	
Fair Oak (Eastleigh), Witt Road, (SE-bound)	SE	SO50 7FW	height - Std	Yes
Fair Oak (Eastleigh), adj Hall Lands Lane	NE	SO50 7HL	height - Std	
Fair Oak (Eastleigh), opp Hall Lands Lane	SW	SO50 7BL	height - Std	
Fair Oak (Eastleigh), opp Bradshaw Close	NE	SO50 7LN	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Fair Oak (Eastleigh), adj Bradshaw Close	SW	SO50 7LN	height - Std	
Fair Oak (Eastleigh), The Square, (W-bound)	W	SO50 7GA	height - Std	Yes
Fair Oak (Eastleigh), The Square, (E-bound)	E	SO50 7AJ	height - Std	
Fair Oak (Eastleigh), Shorts Road, (NE-bound)	NE	SO50 7AE	height - Std	
Fair Oak (Eastleigh), Dean Road, (W-bound)	W	SO50 7AD	height - Std	
Fair Oak (Eastleigh), adj Wyvern School	N	SO50 7EY	height - Kassell	Yes
Fair Oak (Eastleigh), opp Wyvern School	S	SO50 7EY	height - Std	
Fair Oak (Eastleigh), opposite Daisy Fields	S	SO50 7FF	height - Std	
Fair Oak (Eastleigh), adjacent Daisy Fields	N	SO50 7FF	height - Std	
Horton Heath (Hants), Horton Heath Crossroads, (N-bound)	N	SO50 7PJ	height - Kassell	
Horton Heath (Hants), Horton Heath Crossroads, (S-bound)	S	SO50 7EU	height - Kassell	
Horton Heath (Hants), opposite Saxon Court	SW	SO50 7FG	height - Kassell	
Horton Heath (Hants), adjacent Saxon Court	NE	SO50 7FG	height - Kassell	
Hedge End (Hants), St Catherines View, (SW-bound)	SW	SO30 4SW	height - Std	Yes
Hedge End (Hants), St Catherines View, (NE-bound)	NE	SO30 4SW	height - Std	
Hedge End Town Ctr, Greta Park, (Stop G)	NE	SO30 4DW	height - Std	
Hedge End Town Ctr, Greta Park, (Stop H)	SW	SO30 4QU	height - Std	
Hedge End Town Ctr, Village Centre, (Stop E)	N	SO30 4DY	height - Kassell	Yes
Hedge End Town Ctr, Village Centre, (Stop A)	N	SO30 4QU	height - Kassell	Yes
Hedge End Town Ctr, Hedge End Village Hall, (Stop B)	SW	SO30 4AB	height - Kassell	Yes
Hedge End Town Ctr, The Barleycorn, (Stop C)	SW	SO30 4FN	height - Std	Yes
Hedge End Town Ctr, The Barleycorn, (Stop D)	NE	SO30 4FH	height - Kassell	Yes
Wildern, adj Ratcliffe Road	SW	SO30 4EY	height - Kassell	
Wildern, Wildern School, (NW-bound)	NW	SO30 4EL	height - Kassell	Yes
Wildern, Wildern School, (SE-bound)	SE	SO30 4UN	height - Kassell	Yes
Wildern, o/s Willow Mead	N	SO30 4RB	height - Kassell	Yes
Wildern, Westward Road, (S-bound)	S	SO30 4NQ	height - Kassell	Yes
Wildern, Westward Road, (N-bound)	N	SO30 4DT	height - Std	Yes
Wildern, opp Locke Road	NW	SO30 4NJ	height - Std	
Wildern, Botleigh Grange Hotel, (SE-bound)	SE	SO30 2FJ	height - Std	
Wildern, Botleigh Grange Hotel, (NW-bound)	NW	SO30 2RE	height - Std	
Hedge End (Hants), Maypole, (NW-bound)	NW	SO30 4FZ	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hedge End (Hants), Maypole, (SE-bound)	SE	SO30 2FB		
Hedge End (Hants), Maypole, (NE-bound)	NE	SO30 4FT	height - Kassell	Yes
Hedge End (Hants), Maypole, (SW-bound)	SW	SO30 4FT	height - Std	
Hedge End (Hants), Hobb Lane, (SW-bound)	SW	SO30 4FA	height - Std	
Hedge End (Hants), Hobb Lane, (NE-bound)	NE	SO30 4HE	height - Kassell	
Hedge End (Hants), adj Goodlands Vale	NE	SO30 4SE	height - Std	
Hedge End (Hants), opp Goodlands Vale	SW	SO30 4SE	height - Std	
Wildern, adj Coltsfoot Close	S	SO30 4RS	height - Std	
Wildern, opp Coltsfoot Close	N	SO30 4RS	height - Std	
Wildern, adj Berrywood Gardens	W	SO30 4RA	height - Std	
Wildern, opp Berrywood Gardens	SE	SO30 4RA	height - Std	
Wildern, Hedge End Superstores, (W-bound)	W	SO30 2ZP	height - Kassell	Yes
Hedge End (Hants), Hedge End Trade Park, (NE-bound)	NE	SO30 2UH	height - Kassell	
Hedge End (Hants), Hedge End Trade Park, (SW-bound)	SW	SO30 2JN	height - Std	
Wildern, adj Hamilton Way	SE	SO30 2XW	height - Kassell	Yes
Wildern, opp Hamilton Way	NW	SO30 2XW	height - Kassell	Yes
Grange Park #1, Bradbeers Retail Park, (SW-bound)	SW	SO30 2QY	height - Kassell	
Grange Park #1, Bradbeers Retail Park, (NE-bound)	NE	SO30 2QY	height - Kassell	
Grange Park #1, adj Whites Way	S	SO30 2LF	height - Splay	
Grange Park #1, Peppercorn Way, (W-bound)	W	SO30 2WU	height - Kassell	Yes
Grange Park #1, Peppercorn Way, (E-bound)	E	SO30 4WQ	height - Kassell	Yes
Grange Park #1, adjacent Marlborough Gardens	SE	SO30 2XN	height - Std	
Grange Park #1, opposite Marlborough Gardens	NW	SO30 2XN	height - Std	
Grange Park #1, opposite Martley Gardens	NW	SO30 2XG	height - Std	
Grange Park #1, adjacent Martley Gardens	SE	SO30 2XG		
Grange Park #1, Hedge End Station, (SW-bound)	SW	SO30 2RZ	height - Kassell	Yes
Grange Park #1, opposite Watkin Road	NW	SO30 2TJ		
Grange Park #1, adjacent Watkin Road	SE	SO30 2AE	height - Std	
Grange Park #1, opposite Elliot Rise	SW	SO30 2RS	height - Std	
Grange Park #1, near Elliot Rise	NE	SO30 2RS	height - Std	
Grange Park #1, adj Stirling Crescent	E	SO30 2AJ	height - Std	Yes
Grange Park #1, nr Stirling Crescent	W	SO30 2AJ	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Grange Park #1, opp Drummond Community Centre	W	SO30 2AD	height - Std	Yes
Grange Park #1, adj Drummond Community Centre	E	SO30 2AD	height - Std	
Grange Park #1, adj St Lukes	N	SO30 2FN	height - Std	
Grange Park #1, opposite Birchwood Gardens	N	SO30 2WA	height - Std	
Grange Park #1, adjacent Birchwood Gardens	S	SO30 2WA	height - Std	
Horton Heath (Hants), Jacksons Farm, (NE-bound)	NE	SO32 2BY	height - Kassell	
Horton Heath (Hants), Jacksons Farm, (SW-bound)	SW	SO32 2BY	height - Kassell	
Grange Park #1, adj Maunsell Way	SW	SO30 2NQ	height - Std	
Grange Park #1, opp Maunsell Way	NE	SO30 2NQ	height - Std	
Moorgreen (Hants), opp Burnetts Lane	SW	SO30 2HG		
Moorgreen (Hants), adj Allotments	W	SO30 2HG	height - Std	
Moorgreen (Hants), opp Allotments	E	SO30 2HG	height - Std	
Moorgreen (Hants), nr Burnetts Lane	NE	SO30 2HG	Yes	
Moorgreen (Hants), opp Southampton Arms	W	SO30 2HF	height - Std	
Moorgreen (Hants), o/s Southampton Arms	E	SO30 2HF	height - Std	
Moorgreen (Hants), adj Monarch Way	W	SO30 3ED	height - Std	Yes
Moorgreen (Hants), opp Monarch Way	E	SO30 3EB	height - Std	
West End (Soton), opp The Pavilions	N	SO30 3EA	height - Std	
West End (Soton), adj The Pavilions	S	SO30 3DY	height - Std	
West End (Soton), o/s The Pavilions	E	SO30 3JS	height - Kassell	Yes
West End (Soton), opp Moorgreen Hospital	W	SO30 3HA	height - Kassell	Yes
West End (Soton), Dawson Lodge, (NW-bound)	NW	SO30 3RS	height - Std	
West End (Soton), Dawson Lodge, (SE-bound)	SE	SO30 3RS	height - Std	
West End (Soton), Hilldene Centre, (W-bound)	W	SO30 3GA	height - Kassell	Yes
West End (Soton), Hilldene Centre, (E-bound)	E	SO30 3GA	height - Kassell	Yes
West End (Soton), Post Office & Shops, (E-bound)	E	SO30 3DQ	height - Kassell	Yes
West End (Soton), Post Office & Shops, (W-bound)	W	SO30 3DR	height - Kassell	Yes
West End (Soton), Midlands Estate, (E-bound)	E	SO30 3NE	height - Kassell	Yes
West End (Soton), Midlands Estate, (W-bound)	W	SO30 3RJ	height - Kassell	Yes
Townhill Park(Hants), Barnsland, (SE-bound)	SE	SO30 3AG	height - Kassell	Yes
Townhill Park(Hants), Barnsland, (NW-bound)	NW	SO30 3AN	height - Kassell	Yes
Townhill Park(Hants), Romill Close, (SE-bound)	SE	SO18 3NF	height - Std	

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Hedge End (Hants), Dodwell Lane, (entrance M27)	SW	SO31 1DH	height - Kassell	
Hedge End (Hants), Dodwell Lane, (N-bound)	N	SO31 1DH	height - Kassell	Yes
Hedge End (Hants), Boundary Acre, (S-bound)	S	SO31 1DP	height - Std	
Hedge End (Hants), Foord Road, (SW-bound)	SW	SO30 0LA	height - Kassell	
Hedge End (Hants), Foord Road, (NE-bound)	NE	SO30 0LA	height - Kassell	
Hedge End (Hants), Alexandra Road, (SW-bound)	SW	SO30 0BX	height - Std	
Hedge End (Hants), Alexandra Road, (NE-bound)	NE	SO30 0BW	height - Kassell	
Hedge End (Hants), adjacent Recreation Ground	NE	SO30 0BP	height - Kassell	
Hedge End (Hants), near Recreation Ground	SW	SO30 0BP	height - Kassell	
Hedge End (Hants), Upper St Helens Road, (W-bound)	W	SO30 0LA	height - Kassell	
Hedge End (Hants), Upper St Helens Road, (E-bound)	E	SO30 0LB	height - Kassell	
Hedge End (Hants), Sherwood Avenue, (SE-bound)	SE	SO30 0JZ	height - Kassell	
Hedge End (Hants), Sherwood Avenue, (NW-bound)	NW	SO30 0JZ	height - Kassell	Yes
Hedge End (Hants), Cranbourne Park, (E-bound)	E	SO30 0NG	height - Kassell	Yes
Hedge End (Hants), Cranbourne Park, (W-bound)	W	SO30 0NG	height - Kassell	Yes
Hedge End (Hants), Ambleside, (NE-bound)	NE	SO30 2NS	height - Kassell	Yes
Hedge End (Hants), Ambleside, (SW-bound)	SW	SO30 2NS	height - Kassell	Yes
Hedge End (Hants), Sovereign Drive, (N-bound)	N	SO30 2RQ	height - Kassell	Yes
Hedge End (Hants), Sovereign Drive, (S-bound)	S	SO30 2RQ	height - Kassell	Yes
Hedge End (Hants), Marls Road, (S-bound)	S	SO30 2NZ	height - Kassell	Yes
Hedge End (Hants), Marls Road, (N-bound)	N	SO30 2NZ	height - Kassell	Yes
Hedge End (Hants), adj Tripps End	N	SO30 2EW	height - Kassell	Yes
Hedge End (Hants), opp Tripps End	S	SO30 2EW	height - Kassell	Yes
Botley (Hants), o/s C of E Primary School	SE	SO30 2GF	height - Kassell	Yes
Botley (Hants), opp C of E Primary School	NW	SO30 2GF	height - Kassell	Yes
Botley (Hants), nr The Square	W	SO30 2EA	height - Std	
Botley (Hants), adj The Square	E	SO30 2EA	height - Std	
Botley (Hants), Uplands Farm, (SE-bound)	SE	SO30 2SP		Yes
Botley (Hants), opp Brook Lane	E	SO30 2SG	height - Kassell	
Botley (Hants), adj Brook Lane	W	SO30 2SG	height - Kassell	Yes
Broadoak (Botley), adjacent Brook Cottages	W	SO30 2ET	height - Std	
Broadoak (Botley), opposite Brook Cottages	E	SO30 2EU	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Broadoak (Botley), Woodhouse Lane, (W-bound)	W	SO30 2FU		
West End (Soton), Beauworth Avenue, (SW-bound)	SW	SO18 3BW	height - Std	Yes
West End (Soton), Beauworth Avenue, (NE-bound)	NE	SO18 3BW	height - Std	
West End (Soton), Moorhill Road, (SW-bound)	SW	SO18 5GE	height - Std	Yes
West End (Soton), Moorhill Road, (NE-bound)	NE	SO18 5GE	height - Splay	
Hatch Bottom, Allington Lane Roundabout, (N-bound)	N	SO18 3LF	height - Kassell	Yes
Hatch Bottom, Allington Lane Roundabout, (S-bound)	S	SO18 3LD	height - Kassell	Yes
Hatch Bottom, Chartwell Green Shops, (NE-bound)	NE	SO18 3RA	height - Kassell	Yes
Hatch Bottom, Chartwell Green Shops, (SW-bound)	SW	SO18 3LQ	height - Std	Yes
Townhill Park(Hants), Harbourne Gardens, (N-bound)	N	SO18 3LX	height - Std	Yes
Hatch Bottom, Cerne Close, (SW-bound)	SW	SO18 3NJ	height - Std	Yes
Hatch Bottom, Cerne Close, (NE-bound)	NE	SO18 2ER	height - Std	Yes
Horton Heath (Hants), Dumpers Drove, (N-bound)	N	SO50 7EW	height - Kassell	Yes
Horton Heath (Hants), Dumpers Drove, (S-bound)	S	SO50 7EW	height - Kassell	
Horton Heath (Hants), nr The Brigadier Gerard	N	SO50 7QJ	height - Kassell	
Horton Heath (Hants), o/s The Brigadier Gerard	S	SO50 7QJ	height - Kassell	
Horton Heath (Hants), Denhams Corner, (NE-bound)	NE	SO30 2HJ	height - Kassell	
Horton Heath (Hants), Denhams Corner, (SW-bound)	SW	SO30 2HJ	height - Std	
Horton Heath (Hants), Chalcroft Park, (NE-bound)	NE	SO30 2HH	height - Kassell	
Horton Heath (Hants), Chalcroft Park, (SW-bound)	SW	SO30 2HH	height - Kassell	
Horton Heath (Hants), Blind Lane, (SW-bound)	SW	SO50 7FD	height - Kassell	
Horton Heath (Hants), Blind Lane, (NE-bound)	NE	SO50 7FD	height - Kassell	
Horton Heath (Hants), St Andrews Park, (N-bound)	N	SO50 7PT	height - Kassell	
Horton Heath (Hants), St Andrews Park, (S-bound)	S	SO50 7PT	height - Kassell	
Horton Heath (Hants), Burnetts Field, (S-bound)	S	SO50 7PA	height - Kassell	
Horton Heath (Hants), Burnetts Field, (N-bound)	N	SO50 7PA	height - Kassell	
Lowford, Providence Hill, (NW-bound)	NW	SO31 8JZ	height - Kassell	Yes
Lowford, Providence Hill, (SE-bound)	SE	SO31 8JZ	height - Std	
Lowford, Dodwell Lane, (NW-bound)	NW	SO31 8AS	height - Kassell	Yes
Lowford, Dodwell Lane, (SE-bound)	SE	SO31 8AS	height - Kassell	Yes
Bursledon, opp Bursledon Station	SE	SO31 8AG		
Bursledon, nr Bursledon Station	NW	SO31 8JJ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Lowford, adj Redcroft Lane	SW	SO31 8GR	height - Std	
Lowford, opp Redcroft Lane	NE	SO31 8GR	height - Kassell	Yes
Lowford, opp School Road	E	SO31 8ES	height - Std	
Lowford, adj School Road	W	SO31 8ES	height - Std	Yes
Lowford, Jurd Way, (S-bound)	S	SO31 8DQ	height - Kassell	Yes
Lowford, Jurd Way, (N-bound)	N	SO31 8HD	height - Kassell	Yes
Lowford, Tesco, (E-bound)	E	SO31 8GN	height - Std	Yes
Lowford, opp The Plough	SE	SO31 8EW	height - Kassell	Yes
Lowford, o/s The Plough	NW	SO31 8EW	height - Kassell	Yes
Old Netley, Grange Road, (SE-bound)	SE	SO31 8BT	height - Kassell	
Old Netley, Grange Road, (NW-bound)	NW	SO31 8BT	height - Kassell	
Old Netley, Sports Ground, (NW-bound)	NW	SO19 9PW	height - Kassell	
Old Netley, Sports Ground, (SE-bound)	SE	SO19 9PW	height - Kassell	
Lowford, Lowford Hill, (NE-bound)	NE	SO31 8DR	height - Std	
Lowford, Lowford Hill, (SW-bound)	SW	SO31 8DR	height - Kassell	Yes
Lowford, Chamberlayne Road, (N-bound)	N	SO31 8DS	height - Kassell	Yes
Lowford, Chamberlayne Road, (S-bound)	S	SO31 8DT	height - Kassell	Yes
Hound, opp Broadway	N	SO31 4HT	height - Kassell	Yes
Hound, adj Broadway	S	SO31 4HT	height - Kassell	Yes
Hamble-le-Rice, adj Sports Ground	N	SO31 4HU	height - Std	
Hamble-le-Rice, Verdon Avenue, (NE-bound)	NE	SO31 4QL	height - Kassell	Yes
Hamble-le-Rice, Verdon Avenue, (SW-bound)	SW	SO31 4QL	height - Kassell	
Hamble-le-Rice, Beaulieu Road, (NW-bound)	NW	SO31 4JS	height - Kassell	Yes
Hamble-le-Rice, Beaulieu Road, (SE-bound)	SE	SO31 4JS	height - Kassell	
Hamble-le-Rice, Hamble Fire Station, (NW-bound)	NW	SO31 4FD	height - Kassell	Yes
Hamble-le-Rice, Hamble Fire Station, (E-bound)	E	SO31 4QE	height - Kassell	
Hamble-le-Rice, Copse Lane, (W-bound)	W	SO31 4RX	height - Kassell	Yes
Hamble-le-Rice, Copse Lane, (E-bound)	E	SO31 4QA	height - Kassell	
Hamble-le-Rice, opp The Square	SW	SO31 4LS	height - Kassell	Yes
Hound, Hound Farm, (SE-bound)	SE	SO31 5JS		
Hound, Hound Farm, (NW-bound)	NW	SO31 5JS		
Hound, St Marys Church, (W-bound)	W	SO31 5FU	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hound, St Marys Church, (E-bound)	E	SO31 5FU	height - Kassell	
Netley, nr Abbeyfields Close	E	SO31 5FR		
Netley, The Grove, (NW-bound)	NW	SO31 5FQ	height - Std	
Netley, The Grove, (SE-bound)	SE	SO31 5QJ	height - Std	
Butlocks Heath, Woolston Road, (E-bound)	E	SO31 5GJ	height - Std	
Butlocks Heath, Ingleside, (NE-bound)	NE	SO31 5GJ	height - Kassell	Yes
Butlocks Heath, Ingleside, (SW-bound)	SW	SO31 5GJ	height - Kassell	Yes
Netley Abbey, adj Westwood Reserve	NE	SO31 5FH	height - Std	
Netley Abbey, opp Westwood Reserve	SW	SO31 5FH	height - Std	
Netley Abbey, St Edwards Road, (NE-bound)	NE	SO31 5FH	height - Kassell	Yes
Netley Abbey, St Edwards Road, (SW-bound)	SW	SO31 5FG	height - Kassell	Yes
Netley Abbey, New Road, (SW-bound)	SW	SO31 5FD	height - Std	
Netley Abbey, New Road, (NE-bound)	NE	SO31 5FD	height - Kassell	Yes
Netley, York Road, (SE-bound)	SE	SO31 5DG	height - Kassell	
Netley, York Road, (NW-bound)	NW	SO31 5BX	height - Splay	Yes
Netley, New Road, (SW-bound)	SW	SO31 5DU	height - Kassell	Yes
Netley, New Road, (NE-bound)	NE	SO31 5DU	height - Kassell	Yes
Netley, Denzil Avenue, (SE-bound)	SE	SO31 5JG	height - Std	Yes
Netley, Denzil Avenue, (NW-bound)	NW	SO31 5BW	height - Kassell	Yes
Netley, Netley Station, (SW-bound)	SW	SO31 5AT	height - Kassell	Yes
Netley, Netley Station, (NE-bound)	NE	SO31 5HT	height - Std	
Netley, Yaverland, (S-bound)	S	SO31 5PW	height - Kassell	Yes
Netley, Yaverland, (N-bound)	N	SO31 5GY	height - Std	
Butlocks Heath, Bowcombe, (N-bound)	N	SO31 5GS	height - Kassell	Yes
Lowford, Priors Hill Lane, (NW-bound)	NW	SO31 8FE	height - Kassell	Yes
Lowford, Priors Hill Lane, (SE-bound)	SE	SO31 8FE	height - Kassell	
Boorley Green, Oatlands Road, (NW-bound)	NW	SO32 2TB		
Boorley Green, Oatlands Road, (SE-bound)	SE	SO32 2TB		
Boorley Green, o/s Pear Tree	NW	SO32 2RR		
Boorley Green, opp Pear Tree	SE	SO32 2RR		
Long Common, opp Boorley Park	N	SO32 2UA		
Long Common, adj Boorley Park	S	SO32 2UA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Long Common, Chancellors Lane, (NW-bound)	NW	SO32 2BX		
Long Common, Chancellors Lane, (SE-bound)	SE	SO32 2BX		
Horton Heath (Hants), Shamblehurst Lane North, (NW-bound)	NW	SO32 2BX		
Horton Heath (Hants), Shamblehurst Lane North, (SE-bound)	SE	SO32 2BX		
Velmore, Somerset Crescent, (E-bound)	E	SO53 3FN		Yes
Velmore, Wiltshire Road, (N-bound)	N	SO53 3FD		
Velmore, Kent Road, (W-bound)	W	SO53 3FU		Yes
Fair Oak (Eastleigh), Recreation Ground, (SE-bound)	SE	SO50 7EH	height - Std	
Fair Oak (Eastleigh), Recreation Ground, (NW-bound)	NW	SO50 7EH	height - Std	
West End (Soton), Moorgreen Hospital, (E-bound)	E	SO30 3HG	height - Kassell	Yes
Lower Swanwick, opp Swanwick Lane	NW	SO31 1ZH		Yes
Lower Swanwick, near Swanwick Lane	SE	SO31 7DE		Yes
Lower Swanwick, adj Swanwick Shore Road	NW	SO31 7LA		
Salisbury, adj Salisbury Green	NW	SO31 7EH	height - Std	Yes
Salisbury, opp Salisbury Green	SE	SO31 7EH	height - Std	Yes
Salisbury, opp The Bold Forrester	NW	SO31 7EN		Yes
Salisbury, o/s The Bold Forrester	SE	SO31 7EN		Yes
Salisbury, Cold East Way, (NW-bound)	NW	SO31 7HL		Yes
Salisbury, Cold East Way, (SE-bound)	SE	SO31 7LP		Yes
Park Gate (Hants), Brook Lane, (NW-bound)	NW	SO31 7DL		
Park Gate (Hants), Brook Lane, (SE-bound)	SE	SO31 7DL		
Park Gate (Hants), Park Gate, (NW-bound)	NW	SO31 7GG		
Park Gate (Hants), Park Gate, (SE-bound)	SE	SO31 7GE		Yes
Park Gate (Hants), adj Bridge Road	NE	SO31 7LD		Yes
Park Gate (Hants), nr Bridge Road	SW	SO31 7LD		Yes
Locks Heath, Headland Drive, (S-bound)	S	SO31 6UQ		Yes
Locks Heath, Headland Drive, (N-bound)	N	SO31 6LF		
Locks Heath, Home Rule Road, (N-bound)	N	SO31 6AU		Yes
Locks Heath, Home Rule Road, (S-bound)	S	SO31 6LJ		
Locks Heath, Richards Close, (N-bound)	N	SO31 6LP		Yes
Locks Heath, Church Road Roundabout, (SE-bound)	SE	SO31 6LP		
Locks Heath, Locks Heath Centre, (E-bound)	E	SO31 6SX		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Locks Heath, Church Road, (S-bound)	S	SO31 6SX		Yes
Locks Heath, Heath Road, (S-bound)	S	SO31 6NR		
Locks Heath, Heath Road, (N-bound)	N	SO31 6NR		
Locks Heath, James Grieve Avenue, (S-bound)	S	SO31 6BF		
Warsash, opp Lawn Drive	N	SO31 6NS		
Warsash, Locks Heath Schools, (E-bound)	E	SO31 9NB		Yes
Warsash, Locks Heath Schools, (W-bound)	W	SO31 9NZ		Yes
Warsash, Fleet End Corner, (E-bound)	E	SO31 9TB		
Warsash, Fleet End Corner, (W-bound)	W	SO31 9TB		
Warsash, opp Horseshoe Lodge	W	SO31 9EZ		Yes
Warsash, adj Horseshoe Lodge	E	SO31 9EZ		Yes
Warsash, opp Saxon Close	SW	SO31 9BA		
Warsash, adj Saxon Close	NE	SO31 9BB		
Warsash, opp Gospel Hall	NE	SO31 9JA		
Warsash, adj Gospel Hall	SW	SO31 9JA		
Warsash, Dibles Road, (E-bound)	E	SO31 9HX		
Warsash, Church Road, (W-bound)	W	SO31 9HX		Yes
Warsash, opp Sandycroft	SE	SO31 9GD		
Warsash, opp Cheviot Green	SE	SO31 9BT		
Warsash, opp Recreation Ground	W	SO31 9GH	height - Std	
Warsash, adj Cherry Walk	N	SO31 9JY	height - Std	
Warsash, Village Centre, (E-bound)	E	SO31 9ES		Yes
Warsash, Village Centre, (NE-bound)	NE	SO31 9FH		Yes
Warsash, Greenaway Lane, (SW-bound)	SW	SO31 9FE		
Warsash, Greenaway Lane, (NE-bound)	NE	SO31 9FE		
Locks Heath, Barnes Lane, (SW-bound)	SW	SO31 9FB		Yes
Locks Heath, Barnes Lane, (NE-bound)	NE	SO31 9FB		
Sarisbury, Winnards Park, (SW-bound)	SW	SO31 7BW		Yes
Sarisbury, Winnards Park, (NE-bound)	NE	SO31 7BT		Yes
Sarisbury, Barnbrook Road, (NE-bound)	NE	SO31 7BJ		Yes
Sarisbury, Barnbrook Road, (SW-bound)	SW	SO31 7BJ		Yes
Sarisbury, Allotment Road, (NE-bound)	NE	SO31 7AN		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Sarisbury, Allotment Road, (S-bound)	S	SO31 7AN		
Sarisbury, adj St Pauls Church	S	SO31 7BG		
Sarisbury, opp St Pauls Church	N	SO31 7BG		Yes
Locks Heath, Admirals Road, (NW-bound)	NW	SO31 6QP		
Locks Heath, St Cuthberts Lane, (SE-bound)	SE	SO31 6QQ		Yes
Locks Heath, Long Acres, (S-bound)	S	SO31 6XP		
Locks Heath, Long Acres, (N-bound)	N	SO31 6RB		
Locks Heath, Dimmicks Corner, (S-bound)	S	SO31 6RE		
Locks Heath, St John's Mews, (E-bound)	E	SO31 6RE		Yes
Locks Heath, Dimmicks Corner, (W-bound)	W	PO14 4PN		
Locks Heath, Dimmicks Corner, (N-bound)	N	PO14 4PL		
Titchfield Common, adj Abshot School	N	PO14 4PJ		
Titchfield Common, Hunts Pond Road, (SW-bound)	SW	PO14 4NH		
Titchfield Common, Cambridge Green, (NE-bound)	NE	PO14 4QX		
Titchfield Common, opp Clarendon Crescent	NE	PO14 4NJ		
Titchfield Common, adj Clarendon Crescent	SW	PO14 4NJ		Yes
Titchfield Common, Abshot Road, (SE-bound)	SE	PO14 4LZ		Yes
Titchfield Common, Abshot Road, (NW-bound)	NW	PO14 4LZ		
Titchfield Common, Oaklands Way, (SE-bound)	SE	PO14 4LH		Yes
Titchfield Common, opp Oaklands Way	NW	PO14 4LH		Yes
Titchfield Common, The Farthings, (SE-bound)	SE	PO14 4FF		
Titchfield Common, The Farthings, (NW-bound)	NW	PO14 4FF		
Titchfield Common, Warsash Road, (E-bound)	E	PO14 4BU		
Titchfield Common, Warsash Road, (W-bound)	W	PO14 4BU		
Titchfield, West Hill Park School, (W-bound)	W	PO14 4BX		
Titchfield, West Hill Park School, (E-bound)	E	PO14 4BS		
Titchfield, opp St Margarets Lane	W	PO14 4DB		
Titchfield, adj St Margarets Lane	E	PO14 4DB		Yes
Titchfield, Coach Hill, (E-bound)	E	PO14 4ES		Yes
Titchfield, Coach Hill, (W-bound)	W	PO14 4ES		
Titchfield, opp Frog Lane	N	PO14 4DY		
Titchfield, adj Frog Lane	S	PO14 4DY		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Titchfield, The Square, (N-bound)	N	PO14 4RT		
Titchfield, The Square, (S-bound)	S	PO14 4AQ		Yes
Titchfield, Mill Street, (E-bound)	E	PO14 4AD		
Titchfield, Mill Street, (W-bound)	W	PO14 4AD		
Titchfield, adj Mill Lane	SE	PO14 4AU		
Titchfield, o/s Primary School	NW	PO14 4AU		
Titchfield Common, Warsash Road, (SW-bound)	SW	PO14 4BB		Yes
Titchfield Common, Warsash Road, (NE-bound)	NE	PO14 4BB		Yes
Titchfield Common, The Hurdles, (SE-bound)	SE	PO14 4AN		Yes
Titchfield Common, The Hurdles, (NW-bound)	NW	PO14 4AN		Yes
Segensworth, opp Bishops Gate	SE	PO14 4QL		Yes
Segensworth, adj Bishops Gate	NW	PO14 4QQ		
Park Gate (Hants), Duncan Road, (NW-bound)	NW	SO31 1AH		
Park Gate (Hants), Duncan Road, (SE-bound)	SE	SO31 1AH		
Swanwick (Hants), opp The Village Inn	S	SO31 1AZ		
Swanwick (Hants), o/s The Village Inn	N	SO31 1AZ		
Swanwick (Hants), Rookery Avenue, (S-bound)	S	SO31 1BU		
Swanwick (Hants), Rookery Avenue, (N-bound)	N	SO31 1BG		
Swanwick (Hants), nr The Elm Tree	NW	SO31 1FW		
Swanwick (Hants), opp The Elm Tree	SE	SO31 1FW		
Swanwick (Hants), Old Nurseries, (adj 212)	SW	SO31 1BL		
Swanwick (Hants), Old Nurseries, (opp 212)	NE	SO31 1BL		
Burridge (Hants), Caigers Green, (NE-bound)	NE	SO31 1BN		
Burridge (Hants), Caigers Green, (SW-bound)	SW	SO31 1BN		
Burridge (Hants), Burridge Road, (NE-bound)	NE	SO31 1BP		
Burridge (Hants), Burridge Road, (SW-bound)	SW	SO31 1BP		
Burridge (Hants), Sports & Social Club, (N-bound)	N	SO31 1ZJ		
Burridge (Hants), Sports & Social Club, (S-bound)	S	SO31 1ZJ		
Whiteley, Yew Tree Drive, (E-bound)	E	PO15 7LB		Yes
Whiteley, Lipizzaner Fields, (NW-bound)	NW	PO15 7DX		Yes
Whiteley, Yew Tree Drive, (W-bound)	W	PO15 7DG		Yes
Whiteley, Hispano Avenue, (SE-bound)	SE	PO15 7DS		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Whiteley, Rookery Avenue, (S-bound)	S	PO15 7JS		
Whiteley, Rookery Avenue, (N-bound)	N	PO15 7JS		
Whiteley, Solent Hotel, (W-bound)	W	PO15 7JS		
Whiteley, Solent Hotel, (SE-bound)	SE	PO15 7AJ		Yes
Whiteley, Whiteley Way Roundabout, (NE-bound)	NE	PO15 7BS		
Segensworth, nr Badgers Copse	S	SO31 1DN		
Segensworth, adj Badgers Copse	N	SO31 1DN		
Park Gate (Hants), Segensworth West, (E-bound)	E	PO15 5SR		
Park Gate (Hants), Segensworth West, (W-bound)	W	PO15 5SR		
Park Gate (Hants), Adams Way, (opp 4)	N	PO15 5SS		
Park Gate (Hants), Adams Way, (o/s 4)	S	PO15 5SS		
Segensworth, Segensworth Roundabout, (SE-bound)	SE	PO15 5SL		
Segensworth, Segensworth Roundabout, (NW-bound)	NW	PO15 5TD		Yes
Segensworth, Witherbed Lane, (NW-bound)	NW	PO15 5EW		Yes
Segensworth, Witherbed Lane, (SE-bound)	SE	PO15 5EW		Yes
Segensworth, adj Titchfield Park Road	NW	PO15 5EL		
Segensworth, opp Titchfield Park Road	SE	PO15 5EL		
Segensworth, Office For National Statistics, (W-bound)	W	PO15 5EH		Yes
Segensworth, Office For National Statistics, (SE-bound)	SE	PO15 5LG		Yes
Titchfield Park, Gardenia Drive, (W-bound)	W	PO15 5EB		Yes
Titchfield Park, Gardenia Drive, (E-bound)	E	PO15 5BB		Yes
Catisfield, Hampton Grove, (N-bound)	N	PO15 5QS		
Catisfield, Hampton Grove, (S-bound)	S	PO15 5NG		
Catisfield, Catisfield Road, (SW-bound)	SW	PO15 5BE		
Catisfield, Catisfield Road, (NE-bound)	NE	PO15 5BG		Yes
Heathfield (Fareham), Greyfriars Road, (NE-bound)	NE	PO15 5PW		
Heathfield (Fareham), adj Highlands Road	NW	PO15 5BP	height - Std	Yes
Heathfield (Fareham), nr Highlands Road	SE	PO15 5BP	height - Std	Yes
Heathfield (Fareham), adj Abbots Way	W	PO15 5BU	height - Std	Yes
Heathfield (Fareham), opp Abbots Way	E	PO15 5BU	height - Std	
Heathfield (Fareham), opp Anjou Crescent	E	PO15 5DA	height - Std	Yes
Heathfield (Fareham), adj Anjou Crescent	W	PO15 5DA	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Heathfield (Fareham), adj Margarita Road	E	PO15 5DQ	height - Std	
Heathfield (Fareham), opp Margarita Road	W	PO15 5DQ	height - Std	
Heathfield (Fareham), adj Blackbrook Road	NW	PO15 5AU	height - Std	
Heathfield (Fareham), opp Blackbrook Road	SE	PO15 5AX	height - Std	
Fareham, opp Craighbank Court	N	PO14 1AQ	height - Std	Yes
Fareham, adj Craighbank Court	S	PO14 1AQ	height - Std	
Heathfield (Fareham), opp Oak Road	SE	PO15 5BA	height - Std	
Heathfield (Fareham), adj Oak Road	NW	PO15 5EY	height - Std	
Heathfield (Fareham), adj Hammond Road	NW	PO15 6PS	height - Std	
Heathfield (Fareham), opp Hammond Road	SE	PO15 6PY	height - Std	
Hill Park (Fareham), opp Working Mens Club	SW	PO15 6JD	height - Std	
Hill Park (Fareham), o/s Working Mens Club	NE	PO15 6JD	height - Std	
Hill Park (Fareham), opp Highlands Post Office	NE	PO15 6JE	height - Std	Yes
Hill Park (Fareham), nr Highlands Post Office	SW	PO15 6HG	height - Std	Yes
Heathfield (Fareham), Hillson Drive, (NE-bound)	NE	PO15 6JR		Yes
Heathfield (Fareham), Hillson Drive, (SW-bound)	SW	PO15 6JR		Yes
Heathfield (Fareham), Highlands Road, (W-bound)	W	PO15 6SU		
Hill Park (Fareham), Nashe Way, (S-bound)	S	PO15 6NL		
Hill Park (Fareham), Thorni Avenue, (SW-bound)	SW	PO15 6NU		
Hill Park (Fareham), Wynton Way, (N-bound)	N	PO15 6LJ		
Hill Park (Fareham), adj Tewkesbury Avenue	NW	PO15 6LE		
Hill Park (Fareham), Hill Park Road, (NE-bound)	NE	PO15 6BY		
Hill Park (Fareham), Hill Park Road, (SW-bound)	SW	PO15 6BY		
Hill Park (Fareham), Frosthole Crescent, (E-bound)	E	PO15 6AA		Yes
Hill Park (Fareham), Bartlett Close, (opp 91)	S	PO15 6BD		
Hill Park (Fareham), adj Inverness Avenue	NW	PO15 6DH		
Heathfield (Fareham), adj The Cedars	SW	PO16 7XL		
Heathfield (Fareham), opp The Cedars	NE	PO16 7XJ		Yes
Hill Park (Fareham), nr The Greendale	S	PO15 6HT	height - Std	
Hill Park (Fareham), adj The Greendale	N	PO15 6HT	height - Std	Yes
Funtley, opp St Francis	S	PO16 7UY	height - Std	
Funtley, o/s St Francis	N	PO16 7UY	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Funtley, opp The Miners	NW	PO17 5EF	height - Std	
Funtley, o/s The Miners	SE	PO17 5EF	height - Std	
Funtley, adj Honey Lane	NW	PO15 6DN	Yes	
Funtley, opp Honey Lane	SE	PO15 6DN	height - Std	
Heathfield (Fareham), nr Crawford Drive	SW	PO16 7QT		
Heathfield (Fareham), adj Crawford Drive	NE	PO16 7QT		
Heathfield (Fareham), Jolly Miller, (SE-bound)	SE	PO16 7LT		
Heathfield (Fareham), Jolly Miller, (NW-bound)	NW	PO16 7LL		
Fareham, adj Arundel Drive	W	PO16 7LH		
Fareham, opp Arundel Drive	E	PO16 7LH		
Fareham, Norton Drive, (W-bound)	W	PO16 7NA		
Fareham, Norton Drive, (E-bound)	E	PO16 7LG		
Fareham, adj Leisure Centre	N	PO16 7YD		
Fareham, opp Leisure Centre	S	PO16 7YD		
Fareham, Colenso Road, (NW-bound)	NW	PO16 7NG		
Fareham, Colenso Road, (S-bound)	S	PO16 7JP		
Fareham, Bus Station, (Stop A)	undefined	PO16 0NJ		
Fareham, Bus Station, (Stop B)	undefined	PO16 0NJ		
Fareham, Bus Station, (Stop C)	undefined	PO16 0NJ		
Fareham, Bus Station, (Stop D)	undefined	PO16 0NJ		
Fareham, Bus Station, (Stop E)	undefined	PO16 0NJ		
Fareham, Bus Station, (Stop F)	undefined	PO16 0NJ		
Fareham, Bus Station, (Stop G)	undefined	PO16 0BX		
Fareham, Bus Station, (Stop H)	undefined	PO16 0BX		
Fareham, Bus Station, (Stop J)	undefined	PO16 0BX		
Fareham, Bus Station, (Stop K)	undefined	PO16 0BX		
Fareham, Bus Station, (Stop L)	undefined	PO16 0BX		
Fareham, Quay Street, (Stop X)	W	PO16 0LG	height - Kassell	Yes
Wallington (Fareham), Bath Lane, (Stop W opp Bath Lane)	E	PO16 0BW	height - Std	Yes
Fareham, Lysses Court, (Stop Z)	S	PO16 7BB	height - Std	
Fareham, Lysses Court, (Stop Y)	N	PO16 7AF	height - Std	
Fareham, Wickham Road Rbt, (N-bound)	N	PO16 7DA	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Fareham, Wickham Road Rbt, (SE-bound)	SE	PO16 7EZ	height - Std	
Fareham, nr The Potteries	NW	PO16 7JE	height - Std	
Fareham, opp The Potteries	SE	PO16 7GZ	height - Std	Yes
Fareham, opp Wickham Rd Cemetery	NW	PO16 7HX	height - Std	
Fareham, o/s Wickham Rd Cemetery	SE	PO16 7JA	height - Std	
Fareham, adj North Hill	N	PO16 7SH	height - Std	
Fareham, nr North Hill	S	PO16 7SH	height - Std	
Crockerhill (Hants), opp Forest Lane	N	PO17 5BT	height - Std	Yes
Crockerhill (Hants), nr Forest Lane	S	PO17 5BT	height - Std	
Fareham, Trinity Street, (Stop U)	E	PO16 7FH	height - Kassell	Yes
Fareham, Station Roundabout, (Stop S)	E	PO16 0HZ	height - Kassell	Yes
Fareham, Fareham Station, (Stop Q)	W	PO16 0AJ	height - Kassell	Yes
Fareham, Fareham College, (E-bound)	E	PO14 1PH		Yes
Fareham, Fareham College, (W-bound)	W	PO14 1ND	height - Kassell	Yes
Heathfield (Fareham), St Just, (E-bound)	E	PO14 1NZ		
Heathfield (Fareham), St Just, (W-bound)	W	PO14 1NZ		
Heathfield (Fareham), Peak Lane, (E-bound)	E	PO15 5SQ		Yes
Heathfield (Fareham), Peak Lane, (W-bound)	W	PO15 5SQ		
Catisfield, Sandringham Road, (E-bound)	E	PO14 3DH		
Catisfield, Sandringham Road, (W-bound)	W	PO14 3DJ		
Catisfield, Ranvilles Lane, (W-bound)	W	PO14 3AA		Yes
Catisfield, Ranvilles Lane, (E-bound)	E	PO14 3DS		Yes
Fareham, Anker Lane, (N-bound)	N	PO14 2JB		
Fareham, Anker Lane, (S-bound)	S	PO14 2JB		
Stubbington, Crofton Club, (NW-bound)	NW	PO14 2JH		
Stubbington, Stubbington Village, (NW-bound)	NW	PO14 2JQ		Yes
Hill Head, adj Bells Lane	N	PO14 2PP		
Hill Head, opp Bells Lane	S	PO14 2PW		
Hill Head, William Close, (NW-bound)	NW	PO14 2PG		
Hill Head, William Close, (S-bound)	S	PO14 2PE		
Hill Head, Golden Bowler, (N-bound)	N	PO14 2PT		Yes
Hill Head, Golden Bowler, (S-bound)	S	PO14 2PT		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hill Head, Seamead, (S-bound)	S	PO14 2NE		
Hill Head, Seamead, (N-bound)	N	PO14 2NE		
Stubbington, Mancroft Avenue, (E-bound)	E	PO14 2BA		
Stubbington, Carisbrooke Avenue, (NE-bound)	NE	PO14 3QE		
Hill Head, Crofton Lane, (N-bound)	N	PO14 3LS		
Stubbington, Cottess Way, (E-bound)	E	PO14 3JJ		
Stubbington, Hill Head Road, (SW-bound)	SW	PO14 3JR		
Stubbington, Short Road, (SW-bound)	SW	PO14 3LB		
Stubbington, adj Cowdray Park	NW	PO14 3SB		
Stubbington, Bramham Moor, (SW-bound)	SW	PO14 3RX		Yes
Stubbington, Viking Close, (SW-bound)	SW	PO14 3RG		
Stubbington, Cuckoo Pint, (S-bound)	S	PO14 3RZ		
Fareham, Jay Close, (W-bound)	W	PO14 3QJ		
Stubbington, Harold Road, (NW-bound)	NW	PO14 2AX		
Stubbington, Harold Road, (SE-bound)	SE	PO14 2AX		Yes
Peel Common, adj Baycroft School	E	PO14 2AF		
Peel Common, opp Baycroft School	W	PO14 2AF		Yes
Peel Common, Marks Road, (W-bound)	W	PO14 2AU	height - Std	
Peel Common, Marks Road, (E-bound)	E	PO14 2AU	height - Std	Yes
Peel Common, Peel Common, (SW-bound)	SW	PO14 2AA		
Peel Common, Peel Common, (W-bound)	W	PO14 1BQ		Yes
Peel Common, Peel Common, (E-bound)	E	PO14 1BQ		Yes
Peel Common, Woodcote Lane, (S-bound)	S	PO14 1BG		Yes
Peel Common, Woodcote Lane, (N-bound)	N	PO14 1BB		Yes
Woodcot, Tudor Lodge, (N-bound)	N	PO14 1AU		Yes
Woodcot, Tudor Lodge, (S-bound)	S	PO14 1AU		Yes
Woodcot, HMS Collingwood, (S-bound)	S	PO14 1AS		Yes
Woodcot, HMS Collingwood, (N-bound)	N	PO14 1TZ		Yes
Woodcot, Collingwood Retail Park, (N-bound)	N	PO14 1TU		Yes
Woodcot, Collingwood Retail Park, (S-bound)	S	PO14 1TU		Yes
Woodcot, Fort Fareham, (S-bound)	S	PO14 1JE		Yes
Woodcot, Fort Fareham, (N-bound)	N	PO14 1TH		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Woodcot, Fort Fareham Road, (NW-bound)	NW	PO14 1BZ		
Woodcot, Fort Fareham Road, (SE-bound)	SE	PO14 1BZ		
Fareham, Eastfield Avenue, (NW-bound)	NW	PO14 1DA		
Fareham, Endofield Close, (SE-bound)	SE	PO14 1BU		
Fareham, Fairfield Avenue, (NE-bound)	NE	PO14 1EB		Yes
Fareham, Fairfield Avenue, (SW-bound)	SW	PO14 1EB		
Fareham, adj St Johns Church	SW	PO14 1DN		Yes
Fareham, opp St Johns Church	NE	PO14 1DN		Yes
Fareham, Westley Grove, (SE-bound)	SE	PO14 1HA	height - Std	
Fareham, Westley Grove, (NW-bound)	NW	PO14 1EZ	height - Std	Yes
Fareham, The Avenue, (S-bound)	S	PO14 1EY	height - Std	Yes
Fareham, The Avenue, (N-bound)	N	PO14 1EY	height - Std	
Fareham, Fareham College, (N-bound)	N	PO14 1ND		
Fareham, Fareham College, (S-bound)	S	PO14 1NA		
Fareham, Butser Walk, (S-bound)	S	PO14 1QY		Yes
Fareham, Butser Walk, (N-bound)	N	PO14 1QY		Yes
Fareham, o/s Broadlaw Walk	SW	PO14 1QT		Yes
Fareham, opp Broadlaw Walk	NE	PO14 1LN		Yes
Fareham, Bishopsfield Road, (NW-bound)	NW	PO14 1PP		
Fareham, Bishopsfield Road, (E-bound)	E	PO14 1PP		Yes
Fareham, adj Cleveland Drive	NE	PO14 1SJ		
Fareham, nr Cleveland Drive	SW	PO14 1SH		
Fareham, Purbeck Drive, (E-bound)	E	PO14 1RN		
Fareham, Purbeck Drive, (W-bound)	W	PO14 1RW		
Fareham, Oldbury Way, (S-bound)	S	PO14 3BA		
Fareham, Oldbury Way, (N-bound)	N	PO14 3BW		
Fareham, Greyshott Avenue Shops, (W-bound)	W	PO14 3DD		Yes
Fareham, Greyshott Avenue Shops, (E-bound)	E	PO14 3DD		
Fareham, Wild Ridings, (E-bound)	E	PO14 3BS		
Fareham, Wild Ridings, (W-bound)	W	PO14 3AL		
Stubbington, Sumar Close, (N-bound)	N	PO14 2ED		
Stubbington, Sumar Close, (S-bound)	S	PO14 2ED		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Stubbington, St Marys Road, (N-bound)	N	PO14 2EQ		
Stubbington, St Marys Road, (S-bound)	S	PO14 2EQ		
Stubbington, Ditton Close, (N-bound)	N	PO14 2EW		
Stubbington, Ditton Close, (S-bound)	S	PO14 2ER		
Woodcot, Hoeford, (SE-bound)	SE	PO16 0SS		Yes
Woodcot, Hoeford, (NW-bound)	NW	PO16 0SS		Yes
Fareham, White House, (SE-bound)	SE	PO16 0QQ		
Fareham, White House, (NW-bound)	NW	PO16 0QF		Yes
Woodcot, Cams Alders, (N-bound)	N	PO16 0UP		
Woodcot, Alders Road, (SE-bound)	SE	PO16 0QN		Yes
Fareham, Earls Road, (SW-bound)	SW	PO16 0PZ		Yes
Fareham, Mill Road, (NE-bound)	NE	PO16 0LL		Yes
Fareham, The Quay, (SW-bound)	SW	PO16 0BQ		Yes
Fareham, The Quay, (NE-bound)	NE	PO16 0PH		
Wallington (Fareham), opp Delme Arms	W	PO16 8UP		
Wallington (Fareham), nr Delme Arms	E	PO16 8UP		Yes
Wallington (Fareham), Down End Road, (W-bound)	W	PO16 8RD		
Portchester, Birdwood Grove, (NW-bound)	NW	PO16 8BA		Yes
Portchester, Birdwood Grove, (SE-bound)	SE	PO16 8BA		Yes
Portchester, The Thicket, (E-bound)	E	PO16 8PT		
Portchester, Condor Roundabout, (W-bound)	W	PO16 8PT		Yes
Portchester, opp Beaulieu Avenue	E	PO16 8QJ		Yes
Portchester, Beaulieu Avenue, (W-bound)	W	PO16 9TP		Yes
Portchester, The Seagull, (NW-bound)	NW	PO16 9TQ		Yes
Portchester, The Seagull, (SE-bound)	SE	PO16 9TQ		Yes
Portchester, Westlands Grove, (NW-bound)	NW	PO16 9FH		Yes
Portchester, Westlands Grove, (SE-bound)	SE	PO16 9UD		Yes
Portchester, The Fairway, (W-bound)	W	PO16 9UF		Yes
Portchester, The Fairway, (E-bound)	E	PO16 9UF		Yes
Portchester, Precinct, (NW-bound)	NW	PO16 9XA		Yes
Portchester, East Street, (E-bound)	E	PO16 8BE		Yes
Portchester, The Keep, (S-bound)	S	PO16 9PP		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Portchester, o/s White Hart Co-Op	N	PO16 9QA		Yes
Portchester, opp White Hart Co-Op	W	PO16 9QA		Yes
Portchester, opp Neville Avenue	E	PO16 9BJ		Yes
Portchester, adj Neville Avenue	W	PO16 9BG		Yes
Portchester, Marina Grove, (E-bound)	E	PO16 9BA		Yes
Portchester, Marina Grove, (W-bound)	W	PO16 9AZ		Yes
Portchester, Westlands Grove, (SE-bound)	SE	PO16 9AX		Yes
Portchester, Westlands Grove, (NW-bound)	NW	PO16 9AU		Yes
Portchester, adj Cranleigh Road	W	PO16 9AW		Yes
Portchester, opp Cranleigh Road	S	PO16 9DD		Yes
Portchester, The Crematorium, (N-bound)	N	PO16 8TG		Yes
Portchester, The Crematorium, (SW-bound)	SW	PO16 8TQ		Yes
Portchester, Linden Lea Shops, (W-bound)	W	PO16 8EA	height - Std	
Portchester, Linden Lea Shops, (E-bound)	E	PO16 8EA		
Portchester, Richmond Rise, (W-bound)	W	PO16 8DD	height - Std	
Portchester, Richmond Rise, (E-bound)	E	PO16 8DD	height - Std	
Portchester, The Hillway, (E-bound)	E	PO16 8BN		
Portchester, The Hillway, (W-bound)	W	PO16 8BN		
Portchester, Lavelock Lea, (N-bound)	N	PO16 8BY		
Portchester, Lavelock Lea, (S-bound)	S	PO16 8BX		
Portchester, Steep Close, (E-bound)	E	PO16 8DT		
Portchester, Steep Close, (W-bound)	W	PO16 8DT		
Portchester, Kilmiston Drive, (W-bound)	W	PO16 8DY		Yes
Portchester, Kilmiston Drive, (E-bound)	E	PO16 8DY		
Portchester, Jute Close, (S-bound)	S	PO16 8EY		
Portchester, Jute Close, (N-bound)	N	PO16 8ES		
Portchester, Station Road, (S-bound)	S	PO16 8BG		
Portchester, Station Road, (N-bound)	N	PO16 8BG		
Portchester, Mountview Avenue, (W-bound)	W	PO16 8LW		
Portchester, Mountview Avenue, (E-bound)	E	PO16 8LL		
Portchester, Portsview Gardens, (E-bound)	E	PO16 8HP		
Portchester, Portsview Gardens, (W-bound)	W	PO16 8HP		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hill Park (Fareham), adj Burt Close	NW	PO15 6LA		
Locks Heath, Kams Palace Rbt, (Opp 11)	NW	SO31 6QA		
Fleetlands, Wych Lane, (NW-bound)	NW	PO13 0SU	height - Std	
Fleetlands, Wych Lane, (SE-bound)	SE	PO13 0AT	height - Std	Yes
Fleetlands, Lederle Lane, (SE-bound)	SE	PO13 0AB	height - Std	Yes
Fleetlands, Lederle Lane, (NW-bound)	NW	PO13 0UQ	height - Std	Yes
Fleetlands, Fleetlands, (NW-bound)	NW	PO13 0UD	height - Std	Yes
Fleetlands, Fleetlands, (SE-bound)	SE	PO13 0AW	height - Std	Yes
Bridgemary, Cunningham Drive, (NW-bound)	NW	PO13 0AA	height - Std	Yes
Bridgemary, Cunningham Drive, (SE-bound)	SE	PO13 0AA	height - Std	Yes
Bridgemary, Camp Road, (N-bound)	N	PO13 0XN	height - Std	Yes
Bridgemary, Camp Road, (S-bound)	S	PO13 0AG	height - Std	Yes
Bridgemary, Frater, (NW-bound)	NW	PO13 0JY	height - Std	Yes
Bridgemary, Frater, (SE-bound)	SE	PO13 0WX	height - Std	Yes
Fort Brockhurst, Leisure Centre, (SE-bound)	SE	PO13 0ZX		Yes
Fort Brockhurst, Leisure Centre, (NW-bound)	NW	PO13 0ZX	height - Std	Yes
Brockhurst (Hants), Fort Brockhurst, (SE-bound)	SE	PO12 4BJ	height - Kassell	Yes
Brockhurst (Hants), Fort Brockhurst, (NW-bound)	NW	PO12 4BJ	height - Kassell	Yes
Rowner, adj Tichborne Way	E	PO13 9UL	height - Std	Yes
Rowner, opp Tichborne Way	W	PO13 9UA	height - Std	Yes
Rowner, Green Dragon, (W-bound)	W	PO13 9SE	height - Std	Yes
Rowner, Green Dragon, (E-bound)	E	PO13 9UB	height - Kassell	Yes
Rowner, Rowner Crossroads, (SE-bound)	SE	PO13 9UF	height - Std	Yes
Rowner, Rowner Crossroads, (NW-bound)	NW	PO13 9UF	height - Std	Yes
Rowner, opp Edgecombe Crescent	SE	PO13 0QU	height - Std	Yes
Rowner, adj Edgecombe Crescent	NW	PO13 9RD	height - Std	Yes
Bridgemary, nr Carisbrooke Road	SE	PO13 9FN	height - Std	Yes
Bridgemary, Carisbrooke Shops, (SE-bound)	SE	PO13 0NY	height - Kassell	Yes
Bridgemary, Carisbrooke Shops, (NW-bound)	NW	PO13 0QY	height - Std	Yes
Bridgemary, adj Stoners Close	S	PO13 0SE	height - Kassell	
Bridgemary, opp Stoners Close	N	PO13 0SE	height - Kassell	Yes
Bridgemary, adj Tukes Avenue Shops	SE	PO13 0SQ	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bridgemary, opp Tukes Avenue Shops	NW	PO13 0SQ	height - Kassell	Yes
Bridgemary, adj Woodcot Primary School	S	PO13 0SB	height - Kassell	Yes
Bridgemary, opp Woodcot Primary School	N	PO13 0SB	height - Kassell	Yes
Woodcot, opp Meadow Walk	W	PO13 0SY	height - Kassell	Yes
Woodcot, adj Meadow Walk	E	PO13 0SY	height - Std	Yes
Bridgemary, opp Birchmore Close	E	PO13 0NT	height - Std	Yes
Bridgemary, nr Brading Avenue	N	PO13 0NB	height - Kassell	Yes
Bridgemary, Beauchamp Avenue, (E-bound)	E	PO13 0ET	height - Kassell	Yes
Bridgemary, Beauchamp Avenue, (W-bound)	W	PO13 0ET	height - Kassell	Yes
Rowner, Green Crescent, (N-bound)	N	PO13 0DL	height - Kassell	Yes
Rowner, Green Crescent, (S-bound)	S	PO13 0DL	height - Kassell	Yes
Rowner, adj Rowner Lane	E	PO13 0DW	height - Kassell	Yes
Rowner, nr Rowner Lane	W	PO13 0DW	height - Kassell	Yes
Rowner, adj Turner Avenue	S	PO13 0BJ	height - Std	Yes
Rowner, opp Turner Avenue	N	PO13 0BJ	height - Std	Yes
Rowner, adj Charden Road	N	PO13 0BP	height - Std	Yes
Rowner, Rowner Road, (S-bound)	S	PO13 9UL	height - Std	
Rowner, adj Magennis Close	N	PO13 9PP	height - Std	Yes
Rowner, opp Magennis Close	S	PO13 9PP	height - Std	Yes
Alver Village, adj Grange Road	E	PO13 8NE	height - Kassell	Yes
Alver Village, nr Grange Road	W	PO13 8GR	height - Kassell	Yes
Alver Village, adj Davenport Close	E	PO13 8ES	height - Std	Yes
Alver Village, opp Davenport Close	W	PO13 8DJ	height - Kassell	Yes
Alver Village, adj Frobisher Close	E	PO13 8EF	height - Std	Yes
Alver Village, nr Frobisher Close	W	PO13 8EL	height - Std	Yes
Alver Village, opp Agincourt Avenue	E	PO13 9XG	height - Std	Yes
Alver Village, adj Blanchard Avenue	W	PO13 9XG	height - Std	Yes
Rowner, opp Williams Close	N	PO13 9QY	height - Std	Yes
Rowner, adj Williams Close	S	PO13 9QY	height - Std	Yes
Rowner, nr Grange School	NE	PO13 9RY	height - Std	Yes
Rowner, opp Grange School	SW	PO13 9RY	height - Std	
Rowner, o/s St Nicholas Avenue Shops	E	PO13 9RW	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Rowner, opp St Nicholas Avenue Shops	NW	PO13 9TU	height - Std	
Rowner, opp Broomfield Crescent	S	PO13 9TH	height - Std	Yes
Rowner, adj Broomfield Crescent	NW	PO13 9TH	height - Std	Yes
Rowner, opp Homer Close	S	PO13 9TG	height - Std	Yes
Rowner, Mansfield Road, (E-bound)	E	PO13 9TG	height - Std	
Rowner, opp Mansfield Road Shops	W	PO13 9SZ	height - Std	Yes
Rowner, adj Mansfield Road Shops	E	PO13 9SP	height - Std	
Ann's Hill, Grange Road, (S-bound)	S	PO12 2TP	height - Std	
Ann's Hill, Grange Road, (N-bound)	N	PO12 2TN	height - Std	
Lee-on-the-Solent, adj Chester Crescent	E	PO13 9AG	height - Std	Yes
Lee-on-the-Solent, opp Chester Crescent	W	PO13 9AG	height - Std	Yes
Lee-on-the-Solent, adj Ryde Place	E	PO13 9AF	height - Std	Yes
Lee-on-the-Solent, opp Ryde Place	W	PO13 9AF	height - Std	Yes
Lee-on-the-Solent, opp Inn by the Sea	SE	PO13 9AE	height - Std	Yes
Lee-on-the-Solent, adj Inn by the Sea	NW	PO13 9AE	height - Std	Yes
Lee-on-the-Solent, West Point, (NW-bound)	NW	PO13 9LR	height - Kassell	Yes
Lee-on-the-Solent, adj Marine Parade	NE	PO13 9LY	height - Std	Yes
Lee-on-the-Solent, Post Office, (SE-bound)	SE	PO13 9DB	height - Kassell	Yes
Lee-on-the-Solent, Richmond Road, (NW-bound)	NW	PO13 9NT	height - Kassell	Yes
Lee-on-the-Solent, Richmond Road, (SE-bound)	SE	PO13 9NT	height - Kassell	
Lee-on-the-Solent, adj Drake Road	SE	PO13 9NR	height - Kassell	Yes
Lee-on-the-Solent, opp Drake Road	NW	PO13 9ED	height - Kassell	Yes
Lee-on-the-Solent, opp Health Centre	S	PO13 9JH	height - Std	Yes
Lee-on-the-Solent, opp Petrie Road	W	PO13 9HR	height - Std	Yes
Lee-on-the-Solent, adj Russell Road	SE	PO13 8HR	height - Std	Yes
Lee-on-the-Solent, Community Centre, (N-bound)	N	PO13 8JU	height - Std	Yes
Lee-on-the-Solent, Community Centre, (S-bound)	S	PO13 8JU	height - Std	Yes
Lee-on-the-Solent, Esmonde Close, (S-bound)	S	PO13 8JN	height - Kassell	Yes
Lee-on-the-Solent, Esmonde Close, (N-bound)	N	PO13 8JN	height - Kassell	Yes
Alverstoke, Kingfisher Caravan Park, (S-bound)	S	PO13 9BE	height - Std	Yes
Alverstoke, Kingfisher Caravan Park, (N-bound)	N	PO13 9BE	height - Std	Yes
Alverstoke, Bay House School, (NE-bound)	NE	PO12 2TZ	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Alverstoke, Bay House School, (SW-bound)	SW	PO12 2UD	height - Std	Yes
Privett (Gosport), Western Way, (S-bound)	S	PO12 2QL	height - Std	Yes
Privett (Gosport), Western Way, (N-bound)	N	PO12 2TH	height - Std	Yes
Privett (Gosport), opp Sandford Avenue	S	PO12 2RZ	height - Std	Yes
Privett (Gosport), adj Sandford Avenue	N	PO12 2RZ	height - Std	Yes
Privett (Gosport), adj Privett Roundabout	E	PO12 3TH	height - Std	Yes
Privett (Gosport), adj Queens Parade	W	PO12 3SS	height - Std	Yes
Privett (Gosport), opp Queens Parade	E	PO12 3SY	height - Std	Yes
Privett (Gosport), opp Oval Gardens	E	PO12 3SX	height - Std	Yes
Privett (Gosport), nr Oval Gardens	W	PO12 3SR	height - Std	Yes
Alverstoke, adj Privett Road	N	PO12 2NZ	height - Std	Yes
Alverstoke, nr Privett Road	S	PO12 2NZ	height - Std	Yes
Alverstoke, nr Bury Hall Lane	N	PO12 2PL	height - Std	Yes
Alverstoke, adj Bury Hall Lane	S	PO12 2PL	height - Std	
Alverstoke, adj South Close	S	PO12 2PF	height - Std	Yes
Alverstoke, opp South Close	N	PO12 2PZ	height - Std	Yes
Alverstoke, opp Stokes Bay Sailing Club	E	PO12 2BL	height - Std	
Alverstoke, adj Stokes Bay Sailing Club	W	PO12 2BL	height - Std	Yes
Alverstoke, opp Alverbank Hotel	NW	PO12 2LY	height - Std	
Alverstoke, adj Alverbank Hotel	SE	PO12 2NL	height - Std	
Alverstoke, adj Stokes Bay Home Park	SW	PO12 2QX	height - Std	Yes
Alverstoke, opp Stokes Bay Home Park	NE	PO12 2QX	height - Std	Yes
Alverstoke, War Memorial Hospital, (SE-bound)	SE	PO12 3PR	height - Kassell	Yes
Alverstoke, War Memorial Hospital, (NW-bound)	NW	PO12 3PR	height - Kassell	Yes
Alverstoke, in Bury Road	E	PO12 3UB	height - Std	
Alverstoke, Foster Gardens, (SW-bound)	SW	PO12 2JJ	height - Std	Yes
Alverstoke, Foster Gardens, (NE-bound)	NE	PO12 2JH	height - Std	
Alverstoke, adj Testcombe Road	SW	PO12 2EG	height - Std	
Alverstoke, opp Testcombe Road	NE	PO12 2EG	height - Std	
Alverstoke, St Marys Avenue, (SW-bound)	SW	PO12 2EF	height - Std	
Alverstoke, St Marys Avenue, (NE-bound)	NE	PO12 2EF	height - Std	Yes
Alverstoke, Alverstoke Village, (S-bound)	S	PO12 2LR	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Alverstoke, Alverstoke Village, (N-bound)	N	PO12 2LR	height - Std	Yes
Alverstoke, St Marks Road, (SE-bound)	SE	PO12 2BY	height - Std	
Alverstoke, St Marks Road, (NW-bound)	NW	PO12 2BY	height - Std	Yes
Clayhall (Gosport), Clayhall Road Cemetery, (E-bound)	E	PO12 2BE	height - Std	
Clayhall (Gosport), Clayhall Road Cemetery, (W-bound)	W	PO12 2BE	height - Std	
Clayhall (Gosport), Gilkicker Road, (E-bound)	E	PO12 2UF	height - Std	
Gosport (Hants), Bus Station, (Stop A)	undefined	PO12 1EP		
Gosport (Hants), Bus Station, (Stop B)	undefined	PO12 1EP		
Gosport (Hants), Bus Station, (Stop C)	undefined	PO12 1EP		
Gosport (Hants), Bus Station, (Stop D)	undefined	PO12 1EP		
Gosport (Hants), Bus Station, (Stop E)	undefined	PO12 1EP		
Gosport (Hants), Bus Station, (Stop F)	undefined	PO12 1EP		
Gosport (Hants), Bus Station, (Stop G)	undefined	PO12 1EP		
Gosport (Hants), Police Station, (Stop X)	E	PO12 1NJ	height - Std	
Gosport (Hants), Police Station, (Stop W)	W	PO12 1NL	height - Std	Yes
Newtown (Gosport), Creek Road, (Stop U)	N	PO12 1SP	height - Kassell	Yes
Newtown (Gosport), Creek Road, (Stop V)	SE	PO12 1RR	height - Kassell	
Newtown (Gosport), nr Methodist Church	E	PO12 1JG	height - Std	
Newtown (Gosport), opp Methodist Church	SW	PO12 1TJ	height - Std	
Newtown (Gosport), Waitrose, (NE-bound)	NE	PO12 1PE	height - Kassell	
Newtown (Gosport), Waitrose, (SW-bound)	SW	PO12 1SD	height - Std	Yes
Alverstoke, adj The White Hart	NW	PO12 2JE	height - Std	Yes
Alverstoke, opp The White Hart	SE	PO12 2JE	height - Std	Yes
Alverstoke, adj Bury Road	NE	PO12 3UB	height - Kassell	Yes
Ann's Hill, Gypsy Queen, (S-bound)	S	PO12 3QP	height - Kassell	Yes
Ann's Hill, Gypsy Queen, (N-bound)	N	PO12 3NW	height - Kassell	
Ann's Hill, adj Pelham Road	S	PO12 3NJ	height - Kassell	
Ann's Hill, opp Pelham Road	N	PO12 3NJ	height - Kassell	
Forton (Gosport), opp Sharon Court	SE	PO12 1LP	height - Std	
Forton (Gosport), o/s Sharon Court	NW	PO12 4UB	height - Std	Yes
Forton (Gosport), adj Victoria Street	W	PO12 4TN	height - Std	
Forton (Gosport), opp Victoria Street	E	PO12 4TN	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Forton (Gosport), opp St Vincent College	W	PO12 4TP	height - Std	Yes
Forton (Gosport), o/s St Vincent College	E	PO12 4TP	height - Std	Yes
Forton (Gosport), Crossways, (SE-bound)	SE	PO12 3HG	height - Std	Yes
Forton (Gosport), nr Crossways	N	PO12 3UJ	height - Kassell	Yes
Forton (Gosport), Crossways, (NW-bound)	NW	PO12 3HR	height - Kassell	
Camdentown, Inverness Road, (SE-bound)	SE	PO12 3HP	height - Std	
Camdentown, Camden Street, (W-bound)	W	PO12 3HD	height - Std	
Camdentown, St Lukes Road, (E-bound)	E	PO12 3HN	height - Std	Yes
Camdentown, Ann's Hill Road, (NW-bound)	NW	PO12 3HQ	height - Std	Yes
Camdentown, adjacent Brougham Street	S	PO12 3JY	height - Std	
Ann's Hill, Anns Hill Cemetery, (N-bound)	N	PO12 3JX	height - Kassell	Yes
Ann's Hill, Anns Hill Cemetery, (S-bound)	S	PO12 3JX	height - Kassell	Yes
Ann's Hill, Cheriton Road, (S-bound)	S	PO12 3RF	height - Std	Yes
Ann's Hill, Cheriton Road, (N-bound)	N	PO12 3RF	height - Std	Yes
Brockhurst (Hants), Cambridge Road, (NW-bound)	NW	PO12 3AJ	height - Kassell	Yes
Brockhurst (Hants), Cambridge Road, (SE-bound)	SE	PO12 3AP	height - Kassell	Yes
Brockhurst (Hants), Station Road, (S-bound)	S	PO12 3AL	height - Std	
Brockhurst (Hants), Station Road, (N-bound)	N	PO12 3DF	height - Std	Yes
Brockhurst (Hants), Chantry Road, (N-bound)	N	PO12 3BA	height - Std	
Brockhurst (Hants), Chantry Road, (S-bound)	S	PO12 3EY	height - Std	Yes
Brockhurst (Hants), Eastbourne Avenue, (SE-bound)	SE	PO12 3BH	height - Std	
Brockhurst (Hants), opp Eastbourne Avenue	NW	PO12 3BH	height - Std	
Elson (Hants), Hastings Avenue, (E-bound)	E	PO12 4NT	height - Splay	
Elson (Hants), Hastings Avenue, (W-bound)	W	PO12 4NT	height - Splay	
Hardway (Hants), Torquay Avenue, (W-bound)	W	PO12 4NY	height - Splay	
Hardway (Hants), Torquay Avenue, (E-bound)	E	PO12 4NY	height - Std	Yes
Hardway (Hants), Amberley Road, (W-bound)	W	PO12 4ES	height - Std	
Hardway (Hants), Amberley Road, (S-bound)	S	PO12 4EF	height - Std	
Hardway (Hants), opp Broadway Shops	N	PO12 4EQ	height - Std	
Hardway (Hants), adj Broadway Shops	S	PO12 4EQ	height - Std	Yes
Brockhurst (Hants), Avery Lane, (N-bound)	N	PO12 4SL	height - Std	
Brockhurst (Hants), Avery Lane, (S-bound)	S	PO12 4SL	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Brockhurst (Hants), Varos Close, (W-bound)	W	PO12 4UL	height - Std	
Brockhurst (Hants), Varos Close, (SE-bound)	SE	PO12 4TB	height - Std	
Brockhurst (Hants), The Glencoe, (N-bound)	N	PO12 4XW	height - Kassell	Yes
Brockhurst (Hants), The Glencoe, (S-bound)	S	PO12 4QP	height - Kassell	Yes
Hardway (Hants), adj Fieldmore Road	NE	PO12 4RB	height - Std	Yes
Hardway (Hants), opp Fieldmore Road	SW	PO12 4JJ	height - Std	Yes
Hardway (Hants), Reeds Road, (N-bound)	N	PO12 4JL	height - Std	
Hardway (Hants), opp Windsor Castle	N	PO12 4JN	height - Std	
Hardway (Hants), adj Windsor Castle	S	PO12 4JN	height - Std	Yes
Hardway (Hants), adj Priory Road	SE	PO12 4HY	height - Std	Yes
Hardway (Hants), opp Priory Road	NW	PO12 4HY	height - Std	Yes
Elson (Hants), Ham Lane, (E-bound)	E	PO12 4AL	height - Std	Yes
Elson (Hants), opp Ham Lane	W	PO12 4AL	height - Std	Yes
Elson (Hants), Elson Church, (E-bound)	E	PO12 4AA	height - Std	Yes
Elson (Hants), adj Elson Church	W	PO12 4EZ	height - Std	Yes
Elson (Hants), School Road, (E-bound)	E	PO12 4EY	height - Splay	
Elson (Hants), Worthing Avenue, (W-bound)	W	PO12 4BW	height - Std	
Hook Common, The Hogget, (SW-bound)	SW	RG27 9JJ		Yes
Hook Common, The Hogget, (NE-bound)	NE	RG27 9JJ		
Hook (Fleet), War Memorial, (NE-bound)	NE	RG27 9LN		
Hook (Fleet), War Memorial, (SW-bound)	SW	RG27 9LN		
Hook (Fleet), Old White Hart, (NE-bound)	NE	RG27 9JA		Yes
Hook (Fleet), Old White Hart, (SW-bound)	SW	RG27 9DJ		Yes
Hook (Fleet), New White Hart, (SW-bound)	SW	RG27 9DY		
Hook (Fleet), New White Hart, (NE-bound)	NE	RG27 9DY		Yes
Hook (Fleet), Gefferys House, (NE-bound)	NE	RG27 9EJ		
Hook (Fleet), Gefferys House, (SW-bound)	SW	RG27 9EJ		Yes
Hook (Fleet), Rail Station, (S-bound)	S	RG27 9HE	height - Std	Yes
Hook (Fleet), Rail Station, (N-bound)	N	RG27 9HE	height - Std	
Hook (Fleet), Berry Court, (N-bound)	N	RG27 9JZ		
Hook (Fleet), Berry Court, (S-bound)	S	RG27 9JZ		
Hook (Fleet), Hook House Farm, (W-bound)	W	RG27 9QH		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hook (Fleet), Hook House Farm, (E-bound)	E	RG27 9QJ		
Hook (Fleet), Holt Lane, (W-bound)	W	RG27 9EH		
Hook (Fleet), Holt Lane, (E-bound)	E	RG27 9EH		
Heckfield, Welford House, (NW-bound)	NW	RG27 0LD		
Heckfield, Welford House, (SE-bound)	SE	RG27 0LD		
Bramshill, opp Oak Tree Farm	NW	RG27 0JY		
Bramshill, adj Oak Tree Farm	SE	RG27 0JY		
Bramshill, Holdshott Farm, (N-bound)	N	RG27 0JZ		
Bramshill, Holdshott Farm, (S-bound)	S	RG27 0JZ		
Hazeley (Hants), Shoulder of Mutton, (SE-bound)	SE	RG27 8NB		
Hazeley (Hants), Shoulder of Mutton, (NW-bound)	NW	RG27 8NB		
Hazeley (Hants), adj Red Hill	NW	nr		
Hazeley (Hants), opp Red Hill	SE	RG27 8NA		
Hazeley Heath, adj Little Cottage	NW	RG27 8LY		
Hazeley Heath, opp Little Cottage	SE	RG27 8LY		
Hazeley Bottom, Hazeley Bottom, (NW-bound)	NW	RG27 8LU		
Hazeley Bottom, Hazeley Bottom, (SE-bound)	SE	RG27 8LU		
Hartley Wintney, Hartford Road, (SE-bound)	SE	RG27 8QS		
Hartley Wintney, Hartford Road, (NW-bound)	NW	RG27 8QS		
Hartley Wintney, Southern Haye, (NE-bound)	NE	RG27 8RN		
Hartley Wintney, Southern Haye, (SW-bound)	SW	RG27 8RW		
Pheonix Green, The Phoenix Inn, (NE-bound)	NE	RG27 8HR		Yes
Pheonix Green, The Phoenix Inn, (SW-bound)	SW	RG27 8RT		Yes
Murrell Green, adj Borough Court Road	NE	RG27 9GR		Yes
Murrell Green, opp Borough Court Road	SW	RG27 9GR		Yes
Warnborough Green, Castle Bridge Cottages, (N-bound)	N	RG29 1ET		Yes
Warnborough Green, Castle Bridge Cottages, (SE-bound)	SE	RG29 1EU		Yes
North Warnborough, Priors Corner, (SE-bound)	SE	RG29 1EA		Yes
North Warnborough, Priors Corner, (W-bound)	W	RG29 1EA		Yes
Odiham, opp Crownfields	S	RG29 1PH		
Odiham, adj Crownfields	N	RG29 1PH		
Odiham, RAF Odiham, (NW-bound)	NW	RG29 1QA		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Long Sutton (Hants), Four Horse Shoes, (E-bound)	E	RG29 1TA		
South Warnborough, adjacent Lees Hill	NE	RG29 1RW		Yes
South Warnborough, opposite Lees Hill	SW	RG29 1RS		
Winchfield, Station, (S-bound)	S	RG27 8BU		
Murrell Green, Mortimer Close, (N-bound)	N	RG27 8ES		
Murrell Green, Mortimer Close, (S-bound)	S	RG27 8ES		
Pheonix Green, opp Church View	NW	RG27 8NF		
Pheonix Green, Middle Stop, (NW-bound)	NW	RG27 8HG		
Pheonix Green, Hopfield Road, (SE-bound)	SE	RG27 8HA		
Hartley Wintney, Green Lane, (N-bound)	N	RG27 8HQ		
Hartley Wintney, Green Lane, (S-bound)	S	RG27 8PH		
Hartley Wintney, Swan Court, (NE-bound)	NE	RG27 8XY		Yes
Hartley Wintney, Swan Court, (SW-bound)	SW	RG27 8XY	height - Std	Yes
Hartley Wintney, Elvetham Hall, (NW-bound)	NW	RG27 8AS		
Hartley Wintney, Elvetham Hall, (SE-bound)	SE	RG27 8AS		
Rotten Green, nr Pale Lane	SE	RG27 8AZ		
Rotten Green, Pale Lane Farm, (NW-bound)	NW	RG27 8DH		
Rotten Green, Pale Lane Farm, (SE-bound)	SE	GU51 1AZ		
Crookham Village, The Street, (SW-bound)	SW	GU51 5SW		
Crookham Village, The Street, (NE-bound)	NE	GU51 5SW		
Crookham Village, opp Social Club	W	GU51 5SJ	height - Std	
Crookham Village, o/s Social Club	E	GU51 5SJ	height - Splay	
Crookham Village, Malthouse Bridge, (W-bound)	W	GU51 5SE	height - Std	
Crookham Village, Malthouse Bridge, (E-bound)	E	GU51 5SD	height - Std	
Church Crookham, Coxheath Road, (SE-bound)	SE	GU52 6QF		
Church Crookham, War Memorial, (NW-bound)	NW	GU52 6PU	height - Std	
Church Crookham, War Memorial, (SE-bound)	SE	GU52 6PU	height - Std	
Church Crookham, Portland Drive, (E-bound)	E	GU52 6PL		
Church Crookham, The Wyvern, (NW-bound)	NW	GU52 6PH		
Church Crookham, adj Redfields Garden Centre	SW	GU52 0EL	height - Std	
Bowling Alley, Downsland Copse, (W-bound)	W	GU10 5RW		
Bowling Alley, Downsland Copse, (E-bound)	E	GU10 5RW		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bowling Alley, Handcroft Close, (S-bound)	S	GU10 5SA		
Bowling Alley, Handcroft Close, (N-bound)	N	GU10 5RQ		
Bowling Alley, opp Greensprings	S	GU10 5TP		Yes
Bowling Alley, Greensprings, (N-bound)	N	GU10 5RB		
Crondall, Hampshire Arms, (S-bound)	S	GU10 5QY		
Crondall, Hampshire Arms, (NE-bound)	NE	GU10 5QX		
Crondall, Plume and Feathers, (NE-bound)	NE	GU10 5NT		
Crondall, Plume and Feathers, (W-bound)	W	GU10 5NT		
Crondall, o/s All Saints Church	W	GU10 5QR		
Crondall, opp All Saints Church	E	GU10 5QR		
Crondall, adj Glebe Road	NW	GU10 5NZ		
Crondall, Glebe Road, (SE-bound)	SE	GU10 5NZ		
Crondall, St Cross Road, (SE-bound)	SE	GU10 5PF		
Crondall, adj St Cross Road	NW	GU10 5PF		
Ewshot, Odiham Road, (N-bound)	N	GU10 5DB	height - Std	
Ewshot, Odiham Road, (S-bound)	S	GU10 5TW	height - Std	
Ewshot, o/s St Marys Church	S	GU10 5BE		
Ewshot, opp St Marys Church	N	GU10 5BD		
Ewshot, opp Tadpole Lane	S	GU10 5BZ	height - Std	
Ewshot, adj Tadpole Lane	N	GU10 5BY	height - Std	
Church Crookham, opp Leipzig Road	S	GU52 8EZ	height - Std	
Church Crookham, adj Leipzig Road	N	GU52 8EZ	height - Std	
Church Crookham, adj Quetta Park	SE	GU52 8TJ	height - Std	
Church Crookham, adj Sandy Lane	N	GU52 8XF	height - Std	Yes
Church Crookham, opp Sandy Lane	S	GU52 8DY	height - Std	Yes
Church Crookham, adj Tweseldown Road	E	GU52 8DA	height - Std	
Church Crookham, Cranford Avenue, (NW-bound)	NW	GU52 6QG		
Church Crookham, Cranford Avenue, (SE-bound)	SE	GU52 6QG		
Church Crookham, Wickham Road, (NW-bound)	NW	GU52 6QJ		
Church Crookham, Wickham Road, (SE-bound)	SE	GU52 6NT		
Church Crookham, opposite Cheswell Gardens	S	GU51 5NH		
Church Crookham, adjacent Cheswell Gardens	N	GU51 5NH		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Church Crookham, Fox and Hounds, (S-bound)	S	GU51 5DU		
Church Crookham, Fox and Hounds, (N-bound)	N	GU51 5DU		
Fleet (Hart), Hart Leisure Centre, (S-bound)	S	GU51 5HS		
Fleet (Hart), Hart Leisure Centre, (N-bound)	N	GU51 5HS		
Fleet (Hart), Perry Drive, (SE-bound)	SE	GU51 4ES		
Fleet (Hart), Perry Drive, (NW-bound)	NW	GU51 4ES		
Fleet (Hart), The Oatsheaf, (Stop A)	NW	GU51 4BU		Yes
Fleet (Hart), The Oatsheaf, (Stop D)	NE	GU51 4BX		Yes
Fleet (Hart), The Oatsheaf, (Stop C)	SE	GU51 3NT		Yes
Fleet (Hart), The Oatsheaf, (Stop B)	SW	GU51 5DJ		
Fleet (Hart), Lea Wood Road, (NE-bound)	NE	GU51 5DZ		
Fleet (Hart), Lea Wood Road, (SW-bound)	SW	GU51 5DT		
Church Crookham, Heatherside School, (NW-bound)	NW	GU52 7SB		
Church Crookham, Heatherside School, (SE-bound)	SE	GU52 7SD		
Church Crookham, The Verne, (SE-bound)	SE	GU52 6NY		
Church Crookham, Aldershot Road, (S-bound)	S	GU52 6LT		
Church Crookham, Bowenhurst Road, (SW-bound)	SW	GU52 8JU		
Church Crookham, Bowenhurst Road, (NE-bound)	NE	GU52 8JU		
Church Crookham, Haig Lane, (SW-bound)	SW	GU52 8UP	height - Std	Yes
Church Crookham, Haig Lane, (NE-bound)	NE	GU52 8UP		
Church Crookham, Aldershot Road, (NW-bound)	NW	GU52 8DZ	height - Std	Yes
Church Crookham, Aldershot Road, (S-bound)	S	GU52 8DZ		
Church Crookham, adj Annes Way	SE	GU52 6AG		
Church Crookham, opp Annes Way	NW	GU52 6JA		
Church Crookham, Basingbourne Road, (SE-bound)	SE	GU52 7TP		
Church Crookham, Basingbourne Road, (NW-bound)	NW	GU52 7TP		
Church Crookham, Haywood Drive, (SE-bound)	SE	GU52 7JY		
Church Crookham, Haywood Drive, (NW-bound)	NW	GU52 7UA		
Pondtail, Kings Road, (W-bound)	W	GU51 3HU		
Pondtail, Kings Road, (E-bound)	E	GU51 3DS		
Fleet (Hart), Montrose Close, (W-bound)	W	GU51 3QA		
Fleet (Hart), Montrose Close, (E-bound)	E	GU51 3QA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Fleet (Hart), Regent Street, (E-bound)	E	GU51 3NW		
Fleet (Hart), Regent Street, (W-bound)	W	GU51 3NP		
Fleet (Hart), Rochester Grove, (E-bound)	E	GU51 3NG		
Fleet (Hart), Rochester Grove, (W-bound)	W	GU51 3NG		
Fleet (Hart), High Street, (SW-bound)	SW	GU51 3BT		
Fleet (Hart), adj Branksomewood Road	NE	GU51 3BN		Yes
Fleet (Hart), Church Road, (SW-bound)	SW	GU51 4BG		
Fleet (Hart), Birch Avenue, (NE-bound)	NE	GU51 4BG		
Fleet (Hart), Kings Road, (SW-bound)	SW	GU51 4NR		
Fleet (Hart), Fleet Road, (SE-bound)	SE	GU51 3DL		
Fleet (Hart), Kent Road, (NW-bound)	NW	GU51 3BD		
Fleet (Hart), Kent Road, (SE-bound)	SE	GU51 3GE		
Pondtail, Kenilworth Road, (NW-bound)	NW	GU51 3AS		
Pondtail, Kenilworth Road, (SE-bound)	SE	GU51 3AP		
Pondtail, opposite Wood Lane	NW	GU51 3DP		
Pondtail, Aldershot Road, (NW-bound)	NW	GU51 3DS		
Fleet (Hart), Kings Road, (NE-bound)	NE	GU51 4PW		
Fleet (Hart), Avondale Road, (SW-bound)	SW	GU51 3QB		
Fleet (Hart), Avondale Road, (NE-bound)	NE	GU51 3QB		
Fleet (Hart), Fleet Station, (NE-bound)	NE	GU51 3QY		
Fleet (Hart), Stockton Avenue, (W-bound)	W	GU51 4QP		
Fleet (Hart), Stockton Avenue, (E-bound)	E	GU51 4QP		
Fleet (Hart), Avenue Road, (W-bound)	W	GU51 4QB		
Fleet (Hart), Avenue Road, (E-bound)	E	GU51 4QB		
Fleet (Hart), Broomrigg Road, (W-bound)	W	GU51 4QE		
Fleet (Hart), Broomrigg Road, (E-bound)	E	GU51 4QE		
Ancells Farm, Angora Way, (N-bound)	N	GU51 2XY		
Ancells Farm, Angora Way, (S-bound)	S	GU51 2XY		
Ancells Farm, Guernsey Drive, (NW-bound)	NW	GU51 2TD		
Ancells Farm, Guernsey Drive, (SE-bound)	SE	GU51 2TD		
Ancells Farm, Highland Drive, (W-bound)	W	GU51 2XJ		
Ancells Farm, opp Highland Drive	E	GU51 2XJ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Ancells Farm, adj Shire Avenue	SW	GU51 2TJ		Yes
Ancells Farm, opp Shire Avenue	NE	GU51 2TJ		Yes
Ancells Farm, Ancells Road, (E-bound)	E	GU51 2RP		
Ancells Farm, Bramshott Bridge, (E-bound)	E	GU51 2RT		
Ancells Farm, Bramshott Bridge, (W-bound)	W	GU51 2RT		
Hawley (Hants), Oakfield Road, (SE-bound)	SE	GU17 9ED		
Hawley (Hants), Oakfield Road, (NW-bound)	NW	GU17 9ED		
Hawley (Hants), Holy Trinity Church, (SE-bound)	SE	GU17 9BJ		
Hawley (Hants), Holy Trinity Church, (NW-bound)	NW	GU17 9BJ		
Blackwater (Hants), Rail Station & PO, (NE-bound)	NE	GU17 9AA		
Blackwater (Hants), Rosemary Lane, (SW-bound)	SW	GU17 0AB		
Blackwater (Hants), Willow Lane, (E-bound)	E	GU17 0AD		Yes
Blackwater (Hants), Willow Lane, (W-bound)	W	GU17 9DE		Yes
Blackwater (Hants), Frogmore Park Drive, (SE-bound)	SE	GU17 0AJ		
Blackwater (Hants), Frogmore Park Drive, (NW-bound)	NW	GU17 0PW		
Blackwater (Hants), Reading Road, (NW-bound)	NW	GU17 0PP		
Blackwater (Hants), Reading Road, (SE-bound)	SE	GU17 0PD		
Blackwater (Hants), Green Lane, (NW-bound)	NW	GU17 0NZ		
Blackwater (Hants), Green Lane, (SE-bound)	SE	GU17 0BU		Yes
Blackwater (Hants), Parkhill Road, (NW-bound)	NW	GU17 0LU		
Blackwater (Hants), Parkhill Road, (SE-bound)	SE	GU17 0EH		Yes
Blackwater (Hants), Sandown Close, (NW-bound)	NW	GU17 0EN		
Blackwater (Hants), Sandown Close, (SE-bound)	SE	GU17 0EJ		
Darby Green, Beaulieu Gardens, (NW-bound)	NW	GU17 0LH		
Darby Green, Christchurch Drive, (SE-bound)	SE	GU17 0EU		Yes
Darby Green, Olde Farm Drive, (E-bound)	E	GU17 0EA		Yes
Darby Green, Olde Farm Drive, (W-bound)	W	GU17 0DX		
Darby Green, o/s The Spennys	E	GU17 0DT		
Darby Green, Chapel Corner, (SE-bound)	SE	GU17 0BJ		Yes
Darby Green, Chapel Corner, (NW-bound)	NW	GU17 0BJ		Yes
Yateley, Lodge Grove, (SE-bound)	SE	GU46 7AA		
Yateley, Potley Hill Roundabout, (NW-bound)	NW	GU46 6GZ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Yateley, Manor Park, (SE-bound)	SE	GU46 7UA		Yes
Yateley, Manor Park, (NW-bound)	NW	GU46 7UN		Yes
Yateley, adj The White Lion	NW	GU46 7LR	height - Kassell	Yes
Yateley, opp The White Lion	E	GU46 7RX	height - Kassell	Yes
Yateley, St Swithuns Church, (SE-bound)	SE	GU46 6NQ		
Yateley, St Swithuns Church, (NW-bound)	NW	GU46 6NQ		
Yateley, Home Park Road, (S-bound)	S	GU46 6HJ		
Yateley, Home Park Road, (N-bound)	N	GU46 6HJ		
Yateley, Dungells Lane, (SE-bound)	SE	GU46 6EZ		
Yateley, Dungells Lane, (NW-bound)	NW	GU46 6EZ		
Yateley, The Oaks, (W-bound)	W	GU46 6JE		
Yateley, The Oaks, (E-bound)	E	GU46 6JE		
Yateley, Coppice Gardens, (SW-bound)	SW	GU46 6EF		Yes
Yateley, Vigo Lane, (E-bound)	E	GU46 6YG		
Yateley, nr Vigo Lane	W	GU46 6YG		
Yateley, Wordsworth Avenue, (NW-bound)	NW	GU46 6NB		
Yateley, Waitrose Stores, (N-bound)	N	GU46 6FR		Yes
Yateley, Robins Grove Crescent, (E-bound)	E	GU46 6NU		Yes
Yateley, Aylesham Way, (E-bound)	E	GU46 6PX		Yes
Yateley, The Link, (E-bound)	E	GU46 7QU		
Up Green, Moulsham Copse Lane, (W-bound)	W	GU46 7RQ		
Up Green, Moulsham Copse Lane, (E-bound)	E	GU46 7RN		
Up Green, Fox Lane, (NW-bound)	NW	RG27 0NQ		
Up Green, Fox Lane, (SE-bound)	SE	RG27 0NQ		
Eversley Cross, o/s The Chequers	W	RG27 0NP		
Eversley Cross, The Chequers, (E-bound)	E	RG27 0NP		
Eversley Centre, opposite Jarvis Close	E	RG27 0NE		
Eversley Centre, adjacent Jarvis Close	W	RG27 0RS		
Eversley Centre, Kingsley Road, (NW-bound)	NW	RG27 0NZ		
Eversley Centre, Kingsley Road, (SE-bound)	SE	RG27 0NZ		
Eversley Centre, Eversley School, (E-bound)	E	RG27 0LX		
Eversley Centre, Eversley School, (W-bound)	W	RG27 0LX		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Eversley, Eversley Roundabout, (E-bound)	E	RG27 0LU		
Eversley, Warbrook Lane, (S-bound)	S	RG27 0PJ		
Eversley, Warbrook Lane, (N-bound)	N	RG27 0PJ		
Blackwater (Hants), London Road, (NW-bound)	NW	GU17 0LS		
Hawley (Hants), Green Lane, (SE-bound)	SE	GU17 9BT		
Hawley (Hants), Green Lane, (NW-bound)	NW	GU17 9BT		
Long Sutton (Hants), Four Horse Shoes, (W-bound)	W	RG29 1TA		
Greywell, opp Fox and Goose	S	RG29 1DD		
Greywell, adj Fox and Goose	N	RG29 1BY		
Odiham, RAF Odiham Turning, (NW-bound)	NW	RG29 1PP		
West Town (Hayl.Isl), adj Staunton Avenue	E	PO11 0AW	height - Std	
West Town (Hayl.Isl), opp Staunton Avenue	W	PO11 0AW		
Beachlands (Hants), adj Magdala Road	E	PO11 0AH	height - Kassell	Yes
Beachlands (Hants), opp Magdala Road	W	PO11 0AH	height - Std	Yes
Beachlands (Hants), Beachlands, (N-bound)	N	PO11 0DE	height - Kassell	Yes
Beachlands (Hants), adj Reading House	SE	PO11 9HR	height - Std	
Beachlands (Hants), opp Reading House	NW	PO11 9HR	height - Std	Yes
South Hayling, opp Tudor Close	W	PO11 9AN	height - Std	
South Hayling, adj Sea Grove Avenue	E	PO11 9HP	height - Std	
South Hayling, opp Webb Lane	W	PO11 9EP	height - Splay	
South Hayling, adj Webb Lane	E	PO11 9JG	height - Std	
Eastoke, Sea Front Estate, (NW-bound)	NW	PO11 9JS	height - Kassell	Yes
Eastoke, Sea Front Estate, (SE-bound)	SE	PO11 9JS	height - Std	
Eastoke, The Lifeboat Inn, (NW-bound)	NW	PO11 9TQ	height - Kassell	Yes
Eastoke, The Lifeboat Inn, (SE-bound)	SE	PO11 9TQ	height - Std	
Eastoke, Southwood Shops, (W-bound)	W	PO11 9QD	height - Kassell	Yes
Eastoke, Southwood Shops, (E-bound)	E	PO11 9QD	height - Std	
Eastoke, Eastoke Avenue, (NW-bound)	NW	PO11 9UR	height - Kassell	Yes
Eastoke, opp West Hays Road	S	PO11 9QZ	height - Std	Yes
Eastoke, Sandy Point Road, (W-bound)	W	PO11 9RU	height - Std	
Eastoke, Sandy Point Reserve, (W-bound)	W	PO11 9RR	height - Kassell	Yes
Eastoke, adj Fishery Lane	S	PO11 9TJ	height - Splay	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Eastoke, opp Fishery Lane	N	PO11 9TJ	height - Kassell	Yes
Eastoke, adj Salterns Lane	SE	PO11 9LR	height - Std	
Eastoke, opp Salterns Lane	W	PO11 9LE	height - Std	
Mengham, Webb Lane, (E-bound)	E	PO11 9LB	height - Kassell	Yes
Mengham, Webb Lane, (W-bound)	W	PO11 9BH	height - Kassell	Yes
Mengham, adjacent St Leonards Avenue	S	PO11 9HJ	height - Std	
Mengham, opposite St Leonards Avenue	N	PO11 9DG	height - Kassell	Yes
Gable Head, Tournerbury Lane, (S-bound)	S	PO11 9ES	height - Std	
Gable Head, Tournerbury Lane, (N-bound)	N	PO11 9ES	height - Std	Yes
Gable Head, opp The Hayling College	N	PO11 0NN	height - Std	
Gable Head, o/s The Hayling College	S	PO11 0NN		
Gable Head, adj Kings Road	S	PO11 0NR	height - Std	
Gable Head, opp Kings Road	N	PO11 0NR	height - Std	
West Town (Hayl.Isl), opp St Thomas Avenue	S	PO11 0EW	height - Std	
West Town (Hayl.Isl), adj St Thomas Avenue	N	PO11 0EW	height - Std	
West Town (Hayl.Isl), opposite Station Theatre	NW	PO11 0EF	height - Splay	
West Town (Hayl.Isl), outside Station Theatre	SE	PO11 0EF	height - Std	Yes
West Town (Hayl.Isl), opp West Town Inn	W	PO11 0FH	height - Std	
West Town (Hayl.Isl), adj West Town Inn	E	PO11 0FH	height - Std	
West Town (Hayl.Isl), opposite Tesco Express	NW	PO11 0EG	height - Std	
West Town (Hayl.Isl), near Tesco Express	SE	PO11 0EG	height - Kassell	Yes
West Town (Hayl.Isl), opp Barley Mow	S	PO11 0QP	height - Std	
West Town (Hayl.Isl), o/s Barley Mow	N	PO11 0QP	height - Kassell	Yes
West Town (Hayl.Isl), opposite Sycamore Drive	NE	PO11 0RF	height - Std	
West Town (Hayl.Isl), adjacent Sycamore Drive	SW	PO11 0RE	height - Std	
West Town (Hayl.Isl), adj H.I. Holiday Park	SW	PO11 0QJ	height - Std	
West Town (Hayl.Isl), opp H.I. Holiday Park	NE	PO11 0QH	height - Std	
West Town (Hayl.Isl), adj Brights Lane	NE	PO11 0QT	height - Std	
West Town (Hayl.Isl), opp Brights Lane	SW	PO11 0PP	height - Std	
West Town (Hayl.Isl), adj The Oven Campsite	SW	PO11 0QX	height - Std	
West Town (Hayl.Isl), opp The Oven Campsite	NE	PO11 0QX	Yes	
Hayling Island, Mill Rythe School, (E-bound)	E	PO11 0NZ	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hayling Island, Mill Rythe School, (SW-bound)	SW	PO11 0PA	height - Std	Yes
Stoke (Havant), opp The Maypole	SE	PO11 0PS	height - Std	
Stoke (Havant), adj The Maypole	NW	PO11 0PS	height - Std	
Stoke (Havant), o/s Yew Tree	S	PO11 0PU	height - Splay	
Stoke (Havant), opp Yew Tree	N	PO11 0PU	height - Std	
Stoke (Havant), adj Castlemans Lane	SE	PO11 0PZ	height - Std	
Stoke (Havant), nr Castlemans Lane	NW	PO11 0LH	height - Std	
Stoke (Havant), Northwood Lane, (SE-bound)	SE	PO11 0LT	height - Std	Yes
Stoke (Havant), Northwood Lane, (NW-bound)	NW	PO11 0LL	height - Std	Yes
Stoke (Havant), Victoria Road, (N-bound)	N	PO11 0LG	height - Kassell	Yes
Stoke (Havant), Victoria Road, (S-bound)	S	PO11 0LG	height - Std	
Northney, New Cut, (S-bound)	S	PO11 0NA	height - Std	
Northney, New Cut, (N-bound)	N	PO11 0NA	height - Std	Yes
Northney, nr Finiterre	S	PO11 0LW	height - Std	
Northney, opp Finiterre	N	PO11 0LW	height - Std	
Langstone (Havant), adj Bridge Garage	SW	PO11 0LP	height - Std	
Langstone (Havant), opp Bridge Garage	N	PO11 0LP	height - Std	
Langstone (Havant), The Ship, (NW-bound)	NW	PO9 1RG	height - Kassell	Yes
Langstone (Havant), The Ship, (SE-bound)	SE	PO9 1RG	height - Kassell	
Langstone (Havant), High Street, (SE-bound)	SE	PO9 1SB	height - Std	
Langstone (Havant), Mill Lane, (NW-bound)	NW	PO9 1RX	height - Kassell	Yes
Langstone (Havant), Mill Lane, (S-bound)	S	PO9 1RB	height - Std	
Langstone (Havant), opp Langstone Avenue	N	PO9 1RB	height - Std	
Langstone (Havant), adj Southbrook Road	S	PO9 1RE	height - Std	
Langstone (Havant), opp Woodbury Avenue	N	PO9 1RA	height - Kassell	Yes
Langstone (Havant), nr Woodbury Avenue	S	PO9 1QP	height - Std	
Havant, Solent Road, (S-bound)	S	PO9 1TR	height - Kassell	Yes
Havant, o/s Tesco Superstore	W	PO9 1ND	height - Kassell	Yes
Havant, Solent Road, (N-bound)	N	PO9 1FG	height - Kassell	Yes
Havant, Bus Station, (Stop G)	undefined	PO9 1QD		
Havant, Bus Station, (Stop F)	undefined	PO9 1QD		
Havant, Bus Station, (Stop E)	undefined	PO9 1QD		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Havant, Bus Station, (Stop D)	undefined	PO9 1QD		
Havant, Bus Station, (Stop C)	undefined	PO9 1QD		
Havant, Bus Station, (Stop B)	undefined	PO9 1QD		
Havant, adj Spring Arts Centre	W	PO9 1BQ	height - Splay	
Havant, opp Spring Arts Centre	E	PO9 2ER	height - Std	Yes
Warblington, adj Wade Court Road	W	PO9 2SN	height - Std	
Warblington, opp Wade Court Road	E	PO9 2SN	height - Std	
Warblington, Green Pond Corner, (W-bound)	W	PO9 2SS	height - Std	Yes
Warblington, Green Pond Corner, (E-bound)	E	PO9 2SE	height - Std	
Emsworth, Selangor Avenue, (W-bound)	W	PO10 7LF	height - Std	Yes
Emsworth, Selangor Avenue, (E-bound)	E	PO10 7LF	height - Std	Yes
Emsworth, Nore Farm Avenue, (E-bound)	E	PO10 7LF	height - Std	Yes
Emsworth, Nore Farm Avenue, (W-bound)	W	PO10 7LJ	height - Std	Yes
Emsworth, Beach Road, (E-bound)	E	PO10 7LQ	height - Std	Yes
Emsworth, Beach Road, (W-bound)	W	PO10 7JQ	height - Std	Yes
Emsworth, Clovelly Road, (W-bound)	W	PO10 7JP	height - Std	
Emsworth, Clovelly Road, (E-bound)	E	PO10 7JP	height - Kassell	Yes
Emsworth, Warblington Road, (W-bound)	W	PO10 7JD	height - Kassell	Yes
Emsworth, Warblington Road, (E-bound)	E	PO10 7DP	height - Std	Yes
Emsworth, Emsworth By-Pass, (E-bound)	E	PO10 7DB	height - Kassell	Yes
Emsworth, The Square, (NW-bound)	NW	PO10 7AQ	height - Std	Yes
Emsworth, opp Baptist Church	N	PO10 7DD	height - Std	Yes
Emsworth, Victoria Road, (N-bound)	N	PO10 7PQ	height - Std	
Emsworth, Victoria Road, (S-bound)	S	PO10 7PQ	height - Std	
Emsworth, Horndean Road, (N-bound)	N	PO10 7QP	height - Std	
Emsworth, Horndean Road, (S-bound)	S	PO10 7QP	height - Std	
New Brighton/Hants, Christopher Way, (SW-bound)	SW	PO10 7ST	height - Std	Yes
New Brighton/Hants, Christopher Way, (NE-bound)	NE	PO10 7ST	height - Std	
New Brighton/Hants, opp Fairlea Road	SW	PO10 7TT	height - Std	Yes
New Brighton/Hants, Fairlea Road, (NE-bound)	NE	PO10 7TT	height - Std	
New Brighton/Hants, Southleigh Roundabout, (NW-bound)	NW	PO10 7RP	height - Std	Yes
New Brighton/Hants, Southleigh Roundabout, (SE-bound)	SE	PO10 7GD	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Emsworth, The Wren Centre, (W-bound)	W	PO10 7SU	height - Std	
Emsworth, The Wren Centre, (E-bound)	E	PO10 7SU	height - Std	
New Brighton/Hants, Southleigh Roundabout, (W-bound)	W	PO10 7SY	height - Std	Yes
New Brighton/Hants, Hollybank Lane, (E-bound)	E	PO10 7SA	height - Std	
New Brighton/Hants, Hollybank Lane, (W-bound)	W	PO10 7TY	height - Std	Yes
New Brighton/Hants, Allendale Avenue, (W-bound)	W	PO10 7TF	height - Std	Yes
New Brighton/Hants, Allendale Avenue, (E-bound)	E	PO10 7TD	height - Std	Yes
New Brighton/Hants, Helston Drive, (SE-bound)	SE	PO10 7TU		
New Brighton/Hants, Helston Drive, (NW-bound)	NW	PO10 7TU		
New Brighton/Hants, Belle Vue Lane, (SE-bound)	SE	PO10 7PY		
New Brighton/Hants, Belle Vue Lane, (NW-bound)	NW	PO10 7PY		
Emsworth, Coldharbour Recreation Ground, (NW-bound)	NW	PO10 7PB		
Emsworth, opp Coldharbour Recreation Ground	SE	PO10 7PB		
Southleigh (Hants), Locks Farm, (W-bound)	W	PO9 2PA		
Southleigh (Hants), Locks Farm, (E-bound)	E	PO9 2PA		
Denvilles, Spindle Close, (NE-bound)	NE	PO9 2UZ		Yes
Denvilles, adj Spindle Close	SW	PO9 2PU		
Denvilles, Fourth Avenue, (S-bound)	S	PO9 2RB		
Denvilles, Fourth Avenue, (N-bound)	N	PO9 2QL		
Denvilles, First Avenue, (N-bound)	N	PO9 2QJ		
Denvilles, First Avenue, (S-bound)	S	PO9 2QG		
Warblington, Warblington School, (N-bound)	N	PO9 2RS		
Warblington, Warblington Station, (S-bound)	S	PO9 2RU		Yes
Warblington, Green Pond Corner, (N-bound)	N	PO9 2SB		
Bedhampton, adj Forty Acres	W	PO9 3LS	height - Kassell	Yes
Bedhampton, opp Forty Acres	E	PO9 3LS	height - Kassell	
Bedhampton, opp Brookside Road	NE	PO9 3JL	height - Kassell	Yes
Bedhampton, adj Brookside Road	SW	PO9 3BQ	height - Kassell	Yes
Bedhampton, opp Lester Avenue	NW	PO9 3EU	height - Kassell	Yes
Bedhampton, adj Lester Avenue	SE	PO9 3EZ	height - Kassell	Yes
Bedhampton, Brunswick Gardens, (NW-bound)	NW	PO9 3EY	height - Kassell	Yes
Bedhampton, Brunswick Gardens, (SE-bound)	SE	PO9 3EY	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bedhampton, opp Ingledene Close	SW	PO9 1DE	height - Std	
Havant, James Road, (SW-bound)	SW	PO9 3EL	height - Kassell	Yes
Havant, James Road, (NE-bound)	NE	PO9 1EF	height - Kassell	Yes
Havant, Havant College, (W-bound)	W	PO9 1DZ	height - Kassell	Yes
Havant, Havant College, (E-bound)	E	PO9 1DT	height - Kassell	Yes
West Leigh (Havant), Exton Road, (NE-bound)	NE	PO9 5QD	height - Kassell	
West Leigh (Havant), Exton Road, (SW-bound)	SW	PO9 5QD	height - Kassell	Yes
West Leigh (Havant), Froxfield Road, (NE-bound)	NE	PO9 5QA	height - Kassell	
West Leigh (Havant), Froxfield Road, (SW-bound)	SW	PO9 5QA	height - Kassell	Yes
West Leigh (Havant), Shaldon Road, (SE-bound)	SE	PO9 5PT	height - Kassell	Yes
West Leigh (Havant), Shaldon Road, (NW-bound)	NW	PO9 5PT	height - Kassell	
West Leigh (Havant), adjacent Worldham Road	SE	PO9 5JW	height - Kassell	Yes
West Leigh (Havant), opposite Worldham Road	NW	PO9 5RH	height - Kassell	Yes
West Leigh (Havant), adjacent Burghclere Road	SW	PO9 5TA	height - Kassell	Yes
West Leigh (Havant), opposite Burghclere Road	NE	PO9 5TA	height - Kassell	Yes
West Leigh (Havant), Baybridge Road, (NE-bound)	NE	PO9 5ST	height - Kassell	
West Leigh (Havant), Baybridge Road, (SW-bound)	SW	PO9 5ST	height - Kassell	Yes
West Leigh (Havant), New Lane, (NW-bound)	NW	PO9 5QG	height - Kassell	
West Leigh (Havant), New Lane, (SE-bound)	SE	PO9 5QN	height - Kassell	
West Leigh (Havant), Forestside Avenue, (E-bound)	E	PO9 5RX	height - Std	
West Leigh (Havant), Forestside Avenue, (SW-bound)	SW	PO9 5RX	height - Std	Yes
West Leigh (Havant), Wakefords Way, (S-bound)	S	PO9 5LT	height - Kassell	
West Leigh (Havant), Wakefords Way, (N-bound)	N	PO9 5LT	height - Kassell	Yes
West Leigh (Havant), Knightwood Avenue, (S-bound)	S	PO9 5JH	height - Kassell	
West Leigh (Havant), Forestside Avenue, (NW-bound)	NW	PO9 5SL	height - Kassell	Yes
West Leigh (Havant), Forestside Avenue, (SE-bound)	SE	PO9 5SJ	height - Kassell	
West Leigh (Havant), adj St Albans Church	NE	PO9 5TE	height - Kassell	Yes
West Leigh (Havant), Douglas Gardens, (SW-bound)	SW	PO9 5TG	height - Kassell	
West Leigh (Havant), Douglas Gardens, (NE-bound)	NE	PO9 5TG	height - Kassell	
West Leigh (Havant), adj Liam Close	N	PO9 5TJ	height - Kassell	
West Leigh (Havant), opp Liam Close	S	PO9 5TJ	height - Kassell	
West Leigh (Havant), opp Horsebridge Road	N	PO9 2JY	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
West Leigh (Havant), adj Littlegreen Avenue	S	PO9 2JY	height - Kassell	Yes
West Leigh (Havant), nr Flexford Gardens	S	PO9 2LQ	height - Kassell	
West Leigh (Havant), opp Flexford Gardens	N	PO9 2LQ	height - Kassell	
West Leigh (Havant), adj Old Copse Road	W	PO9 2EY	height - Kassell	Yes
West Leigh (Havant), opp Old Copse Road	E	PO9 2EY	height - Kassell	
West Leigh (Havant), Petersfield Road, (N-bound)	N	PO9 2HS		
Leigh Park (Havant), Crossland Drive, (N-bound)	N	PO9 2HY		
Leigh Park (Havant), nr The Parkway Centre	SW	PO9 2BF	height - Kassell	Yes
Leigh Park (Havant), Civic Centre, (NE-bound)	NE	PO9 2DA	height - Kassell	Yes
Havant, Leisure Centre, (SE-bound)	SE	PO9 2HU	height - Kassell	Yes
Havant, Havant College, (N-bound)	N	PO9 3AN	height - Kassell	Yes
Havant, Havant College, (S-bound)	S	PO9 3AN	height - Kassell	Yes
Havant, Barncroft Bridge, (NW-bound)	NW	PO9 3DD	height - Kassell	Yes
Havant, opp Woodgreen Avenue	SE	PO9 3AE	height - Kassell	Yes
Havant, Hooks Farm Way, (SE-bound)	SE	PO9 3AD	height - Kassell	Yes
Havant, Hooks Farm Way, (NW-bound)	NW	PO9 3AD	height - Splay	
Leigh Park (Havant), Hazelholt Drive, (SE-bound)	SE	PO9 3AB	height - Kassell	Yes
Leigh Park (Havant), Hazelholt Drive, (NW-bound)	NW	PO9 3AB	height - Kassell	Yes
Leigh Park (Havant), Ashley Close, (SE-bound)	SE	PO9 3AG	height - Kassell	Yes
Leigh Park (Havant), adj Barncroft Way	W	PO9 3RX	height - Kassell	Yes
Leigh Park (Havant), Barncroft Way, (E-bound)	E	PO9 3AA	height - Kassell	Yes
Leigh Park (Havant), nr Botley Drive	SW	PO9 3BZ	height - Kassell	Yes
Leigh Park (Havant), adj Botley Drive	NE	PO9 3BZ	height - Std	
Leigh Park (Havant), opp Riders Lane	E	PO9 3BL	height - Kassell	Yes
Leigh Park (Havant), Purbrook Way, (W-bound)	W	PO9 3RR	height - Kassell	Yes
Leigh Park (Havant), Blendworth Crescent, (SE-bound)	SE	PO9 2EH	height - Kassell	
Leigh Park (Havant), Blendworth Crescent, (NW-bound)	NW	PO9 2EH	height - Kassell	
Leigh Park (Havant), Stone Square, (SE-bound)	SE	PO9 2DW	height - Kassell	Yes
Leigh Park (Havant), opp Stone Square	NW	PO9 2BU	height - Kassell	Yes
Leigh Park (Havant), Park Parade, (Stop C)	NW	PO9 5AB	height - Kassell	Yes
Leigh Park (Havant), Park Parade, (Stop A)	SE	PO9 5BA	height - Kassell	Yes
Leigh Park (Havant), opp Bramdean Drive	SE	PO9 5AR	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Leigh Park (Havant), adj Bramdean Drive	NW	PO9 5AR	height - Kassell	
Leigh Park (Havant), o/s The Swallow	SE	PO9 5BE	height - Kassell	Yes
Leigh Park (Havant), opp The Swallow	E	PO9 5DN	height - Kassell	
Leigh Park (Havant), opp Crondall Avenue	W	PO9 5DW	height - Kassell	Yes
Leigh Park (Havant), Crondall Avenue, (SE-bound)	SE	PO9 5DP	height - Kassell	Yes
Leigh Park (Havant), opp Silkstead Avenue	NW	PO9 5ES	height - Kassell	Yes
Leigh Park (Havant), adj Silkstead Avenue	E	PO9 5DR	height - Kassell	
Leigh Park (Havant), adj High Lawn Way	W	PO9 5BU	height - Kassell	
Leigh Park (Havant), opp High Lawn Way	NE	PO9 5HB	height - Kassell	
Leigh Park (Havant), adj Staunton Park	SW	PO9 5HD	height - Kassell	
Leigh Park (Havant), opp Staunton Park	E	PO9 5JJ	height - Kassell	
Leigh Park (Havant), adj Beaulieu Avenue	N	PO9 4LG	height - Kassell	
Leigh Park (Havant), opp Stratfield Gardens	SE	PO9 4LS	height - Kassell	Yes
Leigh Park (Havant), adj Stratfield Gardens	NW	PO9 4LS	height - Kassell	
Leigh Park (Havant), opp Harbridge Court	SE	PO9 4ET	height - Kassell	Yes
Leigh Park (Havant), adj Bucklers Court	NW	PO9 4ET	height - Kassell	
Leigh Park (Havant), Crabwood Court, (S-bound)	S	PO9 4EZ	height - Std	
Leigh Park (Havant), St Clares Avenue, (E-bound)	E	PO9 4EZ	height - Kassell	Yes
Leigh Park (Havant), opp Southfield Walk	NE	PO9 4HU	height - Kassell	Yes
Leigh Park (Havant), Larkwhistle Walk, (NW-bound)	NW	PO9 4JB	height - Kassell	Yes
Leigh Park (Havant), Malmesbury Lawn, (NW-bound)	NW	PO9 4JQ	height - Kassell	Yes
Leigh Park (Havant), o/s St Clares Court	SW	PO9 4JF	height - Kassell	Yes
Leigh Park (Havant), inside Strouden Court	S	PO9 4HF	height - Kassell	Yes
Leigh Park (Havant), Middle Park Way, (S-bound)	S	PO9 4PW	height - Kassell	Yes
Leigh Park (Havant), Brockenhurst Avenue, (N-bound)	N	PO9 4PN	height - Kassell	Yes
Leigh Park (Havant), adj Nutley Road	S	PO9 4RA	height - Std	
Leigh Park (Havant), opp Nutley Road	N	PO9 4PY	height - Std	
Leigh Park (Havant), Bramdean Drive, (NW-bound)	NW	PO9 4PJ	height - Std	
Leigh Park (Havant), Botley Drive, (NE-bound)	NE	PO9 4RP	height - Kassell	Yes
Leigh Park (Havant), opp Oakley Road	SW	PO9 4RT	height - Std	
Leigh Park (Havant), adj Oakley Road	NE	PO9 4RX	height - Std	
Leigh Park (Havant), adj Riders Lane	SW	PO9 4RR	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Leigh Park (Havant), opp Riders Lane	NE	PO9 5AR	height - Std	
Leigh Park (Havant), Woolston Road, (NE-bound)	NE	PO9 4NG	height - Kassell	Yes
Leigh Park (Havant), Woolston Road, (SW-bound)	SW	PO9 4NG	height - Kassell	Yes
Leigh Park (Havant), Quarely Road, (E-bound)	E	PO9 4DW		Yes
Leigh Park (Havant), Quarely Road, (W-bound)	W	PO9 4DS	height - Kassell	Yes
Leigh Park (Havant), adj Woodlands Centre	NE	PO9 4DP	height - Kassell	Yes
Leigh Park (Havant), opp Woodlands Centre	SW	PO9 4AN	height - Kassell	Yes
Leigh Park (Havant), Hordle Road, (N-bound)	N	PO9 4AH	height - Std	
Leigh Park (Havant), Hordle Road, (S-bound)	S	PO9 4AH	height - Kassell	Yes
Leigh Park (Havant), nr Linkenholt Way	NW	PO9 3SQ	height - Std	Yes
Leigh Park (Havant), adj Linkenholt Way	SE	PO9 3SN	height - Kassell	Yes
Leigh Park (Havant), Barncroft School, (S-bound)	S	PO9 3HN	height - Kassell	
Leigh Park (Havant), Barncroft School, (N-bound)	N	PO9 3HN	height - Kassell	
Bedhampton, Hazelholt Drive, (SW-bound)	SW	PO9 3HF	height - Kassell	
Bedhampton, Hazelholt Drive, (NE-bound)	NE	PO9 3HG	height - Std	
Bedhampton, outside Methodist Church	N	PO9 3HJ	height - Kassell	
Bedhampton, opp Methodist Church	S	PO9 3HH	height - Kassell	
Bedhampton, Scratchface Lane, (N-bound)	N	PO9 3HY		
Bedhampton, Scratchface Lane, (S-bound)	S	PO9 3HY		
Bedhampton, adj Jessie Road	SE	PO9 3TX	height - Std	Yes
Bedhampton, opp Jessie Road	NW	PO9 3TT	height - Std	
Bedhampton, Newbarn Road, (SE-bound)	SE	PO9 3TG		
Bedhampton, Newbarn Road, (NW-bound)	NW	PO9 3TD	height - Std	Yes
Leigh Park (Havant), Willowdene Close, (SE-bound)	SE	PO9 3SS	height - Kassell	Yes
Leigh Park (Havant), adjacent Park House Farm Way	SE	PO9 3SJ	height - Std	
Bedhampton, Asda Hypermarket, (W-bound)	W	PO9 3QW		Yes
Leigh Park (Havant), Hulbert Road, (SW-bound)	SW	PO9 3BE	height - Kassell	Yes
Leigh Park (Havant), near Hulbert Road	NE	PO9 3BE	height - Kassell	Yes
Purbrook, opp College Road	E	PO7 8AA	height - Kassell	Yes
Purbrook, adj College Road	W	PO7 8BE	height - Std	Yes
Purbrook, Crookhorn Corner, (E-bound)	E	PO7 5FF	height - Std	
Purbrook, Crookhorn Corner, (W-bound)	W	PO7 5FF	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Purbrook, opp St Johns Avenue	E	PO7 5PD	height - Std	
Purbrook, adj St Johns Avenue	W	PO7 5PD	height - Kassell	Yes
Purbrook, opp Fir Copse Road	E	PO7 5NR	height - Std	
Purbrook, adj Fir Copse Road	W	PO7 5NT		
Widley (Hants), opp The Brow	NE	PO7 5AT	height - Kassell	Yes
Widley (Hants), The Hampshire Rose, (SW-bound)	SW	PO7 5AQ	height - Kassell	Yes
Widley (Hants), The Hampshire Rose, (NE-bound)	NE	PO7 5AQ	height - Kassell	Yes
Widley (Hants), adj Bushy Mead	S	PO7 5AF	height - Kassell	Yes
Widley (Hants), nr Bushy Mead	N	PO7 5AF	height - Kassell	Yes
Purbrook, Park Road, (S-bound)	S	PO7 5ET	height - Kassell	Yes
Purbrook, Park Road, (N-bound)	N	PO7 5EW	height - Kassell	Yes
Purbrook, St. John the Baptist, (SW-bound)	SW	PO7 5LQ	height - Kassell	Yes
Purbrook, St. John the Baptist, (NE-bound)	NE	PO7 5LQ	height - Kassell	Yes
Purbrook, adj Campbell Crescent	SW	PO7 5JX	height - Kassell	Yes
Purbrook, opp Campbell Crescent	N	PO7 5LF	height - Kassell	Yes
Waterlooville, Corbett Road, (NE-bound)	NE	PO7 5SS	height - Kassell	Yes
Waterlooville, Corbett Road, (SW-bound)	SW	PO7 5SS	height - Kassell	Yes
Waterlooville, Mill Road, (SW-bound)	SW	PO7 7AN	height - Kassell	Yes
Waterlooville, Mill Road, (NE-bound)	NE	PO7 7AN	height - Kassell	Yes
Waterlooville, Forest End, (NE-bound)	NE	PO7 7AL	height - Kassell	Yes
Waterlooville, Forest End, (SW-bound)	SW	PO7 7AJ	height - Kassell	Yes
Waterlooville, Precinct, (Stop C)	NW	PO7 7FX	height - Kassell	Yes
Waterlooville, Precinct, (Stop B)	NW	PO7 7HE	height - Kassell	Yes
Waterlooville, Precinct, (Stop A)	SE	PO7 7EG	height - Kassell	Yes
Waterlooville, Elmwood Avenue, (SE-bound)	SE	PO7 7NR		Yes
Waterlooville, Elmwood Avenue, (NW-bound)	NW	PO7 7LD		Yes
Stakes, Stakes Lodge, (NW-bound)	NW	PO7 7BD		Yes
Stakes, Stakes Lodge, (SE-bound)	SE	PO7 7BD		Yes
Stakes, Oaklands School, (SW-bound)	SW	PO7 7BP		Yes
Stakes, Oaklands School, (NE-bound)	NE	PO7 7BT		
Purbrook, adj Crookhorn College	SW	PO7 5UF	height - Kassell	Yes
Purbrook, opp Crookhorn College	NE	PO7 5UF	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Purbrook, Crookhorn Corner, (N-bound)	N	PO7 5QE	height - Std	
Purbrook, Crookhorn Corner, (S-bound)	S	PO7 5QF	height - Kassell	Yes
Purbrook, opp Crookhorn Precinct	SW	PO7 5QB	height - Kassell	Yes
Purbrook, adj Crookhorn Precinct	NE	PO7 5QB	height - Kassell	Yes
Purbrook, Morelands School, (SW-bound)	SW	PO7 8BD	height - Kassell	Yes
Purbrook, Morelands School, (NE-bound)	NE	PO7 5XL	height - Kassell	
Purbrook, nr Portsmouth Golf Course	NE	PO7 8BB	height - Splay	
Purbrook, opp Portsmouth Golf Course	SW	PO7 8BB	height - Splay	
Purbrook, opp South Downs College	N	PO7 8SN	height - Kassell	Yes
Purbrook, o/s South Downs College	S	PO7 8SW	height - Kassell	Yes
Purbrook, adj Stakes Road	N	PO7 5NP	height - Std	
Purbrook, adj Queens Grove	SW	PO7 5HS	height - Std	
Purbrook, opp Queens Grove	NE	PO7 5HS	height - Kassell	Yes
Purbrook, opp Cunningham Road	SW	PO7 7NL	height - Std	Yes
Purbrook, adj Cunningham Road	NE	PO7 7NN	height - Kassell	Yes
Purbrook, o/s Mill Road Shops	SE	PO7 7DH	height - Kassell	Yes
Purbrook, opp Mill Road Shops	NW	PO7 7DA	height - Kassell	Yes
Waterlooville, o/s Mill Hill School	SE	PO7 7DB	height - Std	
Waterlooville, opp Mill Hill School	NW	PO7 7AS	height - Kassell	Yes
Stakes, Mole Hill, (W-bound)	W	PO7 8EB		Yes
Stakes, Mole Hill, (E-bound)	E	PO7 8DJ		Yes
Stakes, Springwood Avenue, (SW-bound)	SW	PO7 8DP		Yes
Stakes, Springwood Avenue, (NE-bound)	NE	PO7 8BW		Yes
Stakes, Woodsedge, (NW-bound)	NW	PO7 8HP		Yes
Stakes, Woodsedge, (S-bound)	S	PO7 8PY		Yes
Stakes, Spruce Avenue, (SE-bound)	SE	PO7 8EF		
Stakes, Spruce Avenue, (NW-bound)	NW	PO7 8EF		
Waterlooville, Ferndale, (NW-bound)	NW	PO7 7NZ		
Waterlooville, Ferndale, (SE-bound)	SE	PO7 7NZ		
Waterlooville, Warfield Crescent, (W-bound)	W	PO7 7NT		
Waterlooville, Hulbert Road Roundabout, (NE-bound)	NE	PO7 7SH	height - Kassell	Yes
Waterlooville, Hulbert Road Roundabout, (SW-bound)	SW	PO7 7SP	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Waterlooville, opp Jubilee Road	SW	PO7 7TF	height - Kassell	Yes
Waterlooville, adj Jubilee Road	NE	PO7 7RJ	height - Kassell	Yes
Waterlooville, Highfield Avenue, (SW-bound)	SW	PO7 7TA	height - Kassell	Yes
Waterlooville, Highfield Avenue, (NE-bound)	NE	PO7 7TB	height - Kassell	Yes
Cowplain, Queens Road, (NE-bound)	NE	PO8 8DA	height - Kassell	Yes
Cowplain, Queens Road, (SW-bound)	SW	PO8 8DA	height - Kassell	Yes
Cowplain, Hart Plain Avenue, (SW-bound)	SW	PO8 8DD	height - Kassell	Yes
Cowplain, Hart Plain Avenue, (NE-bound)	NE	PO8 8DE	height - Kassell	Yes
Cowplain, o/s Cowplain Shops	NE	PO8 8UJ	height - Kassell	Yes
Cowplain, opp Cowplain Shops	SW	PO8 8UJ	height - Kassell	Yes
Cowplain, opp Longwood Avenue	SW	PO8 8EW	height - Kassell	Yes
Cowplain, adj Longwood Avenue	NE	PO8 8ER	height - Kassell	Yes
Cowplain, nr Lovedean Lane	NE	PO8 8HB	height - Kassell	Yes
Cowplain, opp Lovedean Lane	SW	PO8 8EU	height - Kassell	Yes
Cowplain, Padnell Avenue, (E-bound)	E	PO8 8EJ		
Cowplain, Padnell Avenue, (W-bound)	W	PO8 8EJ		
Cowplain, Hazleton Way, (W-bound)	W	PO8 8DZ		
Cowplain, Hazleton Way, (E-bound)	E	PO8 9AG		
Cowplain, Greenfield Crescent, (NE-bound)	NE	PO8 9AE		
Cowplain, Greenfield Crescent, (SW-bound)	SW	PO8 9AB		Yes
Cowplain, Hazleton Way Shops, (SW-bound)	SW	PO8 9BT		Yes
Cowplain, Hazleton Way Shops, (N-bound)	N	PO8 9DL		Yes
Cowplain, adj Winscombe Avenue	SE	PO8 8DX		
Cowplain, opp Winscombe Avenue	NW	PO8 8AD		
Cowplain, Cherry Tree Avenue, (NW-bound)	NW	PO8 8AG		Yes
Cowplain, Cherry Tree Avenue, (SE-bound)	SE	PO8 8AG		Yes
Waterlooville, adj Grassmere Way Shops	SW	PO7 8ND	height - Kassell	Yes
Waterlooville, opp Grassmere Way Shops	NE	PO7 8ND	height - Std	
Waterlooville, Cornelius Drive, (SW-bound)	SW	PO7 8LT		Yes
Waterlooville, Cornelius Drive, (NE-bound)	NE	PO7 8SR		
Waterlooville, Florentina Way, (SW-bound)	SW	PO7 8JZ		Yes
Waterlooville, Florentina Way, (NE-bound)	NE	PO7 8JT		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Waterlooville, Crystal Way, (NE-bound)	NE	PO7 8NA		
Waterlooville, Crystal Way, (SW-bound)	SW	PO7 8NR		Yes
Waterlooville, Ferndale, (SE-bound)	SE	PO7 8JN		
Waterlooville, Ferndale, (NW-bound)	NW	PO7 7PB		Yes
Waterlooville, Highfield Parade, (NW-bound)	NW	PO7 7QP		
Waterlooville, Highfield Parade, (SE-bound)	SE	PO7 7QH		Yes
Waterlooville, London Road, (E-bound)	E	PO7 7TB		
Lovedean, Yoells Lane, (SW-bound)	SW	PO8 9SR		
Wecock, Blackbird Close, (E-bound)	E	PO8 9GJ	height - Kassell	Yes
Wecock, Curlew Gardens, (NE-bound)	NE	PO8 9UB		
Wecock, Dove Close, (N-bound)	N	PO8 9UG		
Wecock, Dove Close, (SW-bound)	SW	PO8 9UG	height - Kassell	Yes
Wecock, Jackdaw Close, (W-bound)	W	PO8 9UT	height - Kassell	Yes
Wecock, Jackdaw Close, (SE-bound)	SE	PO8 9UX		Yes
Wecock, opp Rachel Madocks School	N	PO8 9XF		Yes
Wecock, adj Rachel Madocks School	S	PO8 8QR		Yes
Wecock, Maytree Gardens, (NW-bound)	NW	PO8 8PN		
Wecock, Maytree Gardens, (SE-bound)	SE	PO8 8RG		
Cowplain, adjacent The Rainbow	SW	PO8 8SD		Yes
Cowplain, The Rainbow, (E-bound)	E	PO8 8RD		
Cowplain, near The Rainbow	N	PO8 8RD		
Cowplain, Tennyson Crescent, (NE-bound)	NE	PO7 6EW		Yes
Cowplain, Tennyson Crescent, (SW-bound)	SW	PO7 6EW		Yes
Waterlooville, adj Jubilee Road	SW	PO7 6AD		Yes
Waterlooville, opp Jubilee Road	NE	PO7 6AP		
Waterlooville, Milton Road Rbt, (NE-bound)	NE	PO7 7XH		
Waterlooville, Parkwood Centre, (S-bound)	S	PO7 7UL		Yes
Waterlooville, Parkwood Centre, (N-bound)	N	PO7 7XA		Yes
Waterlooville, Milton Road Rbt, (SE-bound)	SE	PO7 7XH		Yes
Waterlooville, Milton Road Rbt, (NW-bound)	NW	PO7 7XW		
Waterlooville, Charlesworth Drive, (SE-bound)	SE	PO7 6UT	height - Std	
Waterlooville, Charlesworth Drive, (NW-bound)	NW	PO7 6XB	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Waterlooville, adjacent Sunnymead Drive	SE	PO7 7QW	height - Std	
Waterlooville, opposite Sunnymead Drive	NW	PO7 7RQ		
Waterlooville, The Falcon, (NE-bound)	NE	PO7 6XF	height - Std	Yes
Waterlooville, The Falcon, (SW-bound)	SW	PO7 6BL		
Waterlooville, Clinton Road, (W-bound)	W	PO7 6DA		
Waterlooville, Clinton Road, (E-bound)	E	PO7 6DS		
Waterlooville, Silverdale Drive, (E-bound)	E	PO7 6BP		
Waterlooville, Silverdale Drive, (W-bound)	W	PO7 6BP		
Havant, Bus Station, (Stop A)	undefined	PO9 1QD		
Emsworth, o/s Baptist Church	S	PO10 7DF		
Cowplain, Community School, (E-bound)	E	PO8 8RX		
Cowplain, Community School, (W-bound)	W	PO8 8RX		
Purbrook, Oaklands School, (E-bound)	E	PO7 7BW		
West Wellow, Whinwhistle Corner, (SE-bound)	SE	SO51 6AX		Yes
West Wellow, Whinwhistle Corner, (NW-bound)	NW	SO51 6AX		
Blackhill (Hants), Salisbury Lodge, (NW-bound)	NW	SO51 6AN		
Blackhill (Hants), Salisbury Lodge, (SE-bound)	SE	SO51 6AN		
Wigley (Hants), opposite Shelley Lane	NW	SO51 6AS		
Wigley (Hants), near Shelley Lane	SE	SO51 6GF		
Wigley (Hants), Vine Inn, (N-bound)	N	SO51 6ZJ		
Wigley (Hants), Vine Inn, (S-bound)	S	SO51 6ZJ		
Ower (Hants), Paultons Park, (N-bound)	N	SO51 6AF		
Ower (Hants), Paultons Park, (S-bound)	S	SO51 6AF		
Stonyford (Hants), Golden Gutter, (SE-bound)	SE	SO51 6AG	height - Std	
Stonyford (Hants), nr Golden Gutter	NW	SO51 6AG	height - Std	
Hillstreet, opp Hill Street	NW	SO40 2RW		
Hillstreet, adj Hill Street	SE	SO40 2RW		
Calmore, Cooks Lane, (SE-bound)	SE	SO40 2SE		
Calmore, Cooks Lane, (NW-bound)	NW	SO40 2SE		
Calmore, Testwood Crescent, (NW-bound)	NW	SO40 3NF		
Calmore, Testwood Crescent, (SE-bound)	SE	SO40 3ND		
Testwood, Stanley Road, (NW-bound)	NW	SO40 3XE		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Testwood, Stanley Road, (SE-bound)	SE	SO40 3GH		Yes
Testwood, opp Sylvia Crescent	SE	SO40 3PE		
Testwood, nr Sylvia Crescent	NW	SO40 3LL		
Totton, opp Testwood Lane	NW	SO40 3LJ		Yes
Totton, adj Testwood Lane	SE	SO40 3JA		Yes
Totton, Morpeth Avenue, (NW-bound)	NW	SO40 3JD		
Totton, Salisbury Road Shops, (Stop K)	SE	SO40 3PZ		Yes
Totton, Salisbury Road Shops, (Stop J)	NW	SO40 3HX		Yes
Totton, Shopping Centre, (Stop B)	E	SO40 3AQ		Yes
Totton, St Therasas Church, (Stop C)	W	SO40 3AG	height - Kassell	Yes
Totton, Totton Station, (Stop D)	W	SO40 3AD		Yes
Totton, Totton Station, (Stop E)	NE	SO40 3AA		Yes
Totton, Asda, (Stop A)	SW	SO40 3DF	height - Kassell	Yes
Totton, Post Office & Shops, (W-bound)	W	SO40 3DE		
Totton, Post Office & Shops, (E-bound)	E	SO40 3DP		
Totton, Sunset Road, (SE-bound)	SE	SO40 3DJ		
Totton, Sunset Road, (NW-bound)	NW	SO40 3DL		
Totton, Hammonds Lane, (SE-bound)	SE	SO40 3GS		
Totton, Hammonds Lane, (NW-bound)	NW	SO40 8XD	height - Std	
Hammonds Green, Hammonds Green, (E-bound)	E	SO40 3FS		Yes
Hammonds Green, Hammonds Green, (W-bound)	W	SO40 3FS		
West Totton, Totton College, (SW-bound)	SW	SO40 3ZX		
West Totton, Totton College, (NE-bound)	NE	SO40 8GJ		
Calmore, Calmore Service Station, (NW-bound)	NW	SO40 8GQ	height - Std	
Calmore, Calmore Service Station, (SE-bound)	SE	SO40 2UJ		
Calmore, nr Michigan Way	NW	SO40 2RA	height - Std	
Calmore, opp Michigan Way	SE	SO40 2RA	height - Std	
Calmore, adj Amey Gardens	S	SO40 2RE	height - Std	
Calmore, opp Amey Gardens	N	SO40 2RE	height - Std	
Calmore, adj The Drove	SW	SO40 2RF	height - Splay	
Calmore, opp The Drove	NE	SO40 2RF	height - Std	
Calmore, adj Farm Close	N	SO40 2RH	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Calmore, opp Farm Close	S	SO40 2RH	height - Std	
Calmore, opp Coppice Road	SE	SO40 2SE		
Calmore, Embley Close, (S-bound)	S	SO40 2QX		
Calmore, Bearslane Close, (SE-bound)	SE	SO40 2FF		
Calmore, Mortimer Close, (S-bound)	S	SO40 2QJ		
Calmore, Sarum Compton House, (NW-bound)	NW	SO40 2GT		
Calmore, Bowater Way, (S-bound)	S	SO40 2UN		
Calmore, Tudor Close, (NW-bound)	NW	SO40 2SR		
Calmore, Richmond Close, (N-bound)	N	SO40 2TH		
Calmore, Friars Croft, (N-bound)	N	SO40 2SG		
Calmore, Stocklands, (NE-bound)	NE	SO40 2ZX		
Calmore, opp Woodhaven & Ashford	E	SO40 2TA	height - Std	
Calmore, Woodhaven & Ashford, (W-bound)	W	SO40 2TA	height - Std	
Stonyford (Hants), opp Tatchbury Mount	E	SO40 2PZ	Yes	
Stonyford (Hants), adj Tatchbury Mount	W	SO40 2PZ	Yes	
Winsor, Ower Corner, (SW-bound)	SW	SO40 2HB	Yes	
Winsor, Ower Corner, (NE-bound)	NE	SO40 2HB	Yes	
Winsor, adj Mission Hall	W	SO40 2HE	Yes	
Winsor, opp Mission Hall	E	SO40 2HE	Yes	
Winsor, opp Compass Inn	NE	SO40 2HF	Yes	
Winsor, adj Compass Inn	SW	SO40 2HF	height - Std	
Copythorne, opp Winsor Lane	NE	SO40 2HJ	Yes	
Copythorne, adj Winsor Lane	SW	SO40 2HJ	height - Std	
Copythorne, adj Pound Lane	NE	SO40 2HL	height - Std	
Copythorne, opp Pound Lane	SW	SO40 2HL	Yes	
Copythorne, opp Budds Farm	NE	SO40 2HN	height - Std	
Copythorne, adj Budds Farm	SW	SO40 2HN	Yes	
Copythorne, adj Parish Hall	NW	SO40 2HP	height - Std	
Copythorne, opp Parish Hall	SE	SO40 2HP	height - Std	
Copythorne, adj Soffe's Yard	S	SO40 2NZ		
Copythorne, opp Soffe's Yard	N	SO40 2NZ		
Cadnam, Copythorne Crossroads, (NW-bound)	NW	SO40 2PL	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Cadnam, Copythorne Crossroads, (SE-bound)	SE	SO40 2PL	height - Std	Yes
Cadnam, adj Newbridge Road	NE	SO40 2NY	height - Std	
Cadnam, opp Newbridge Road	SW	SO40 2NY	height - Kassell	
Cadnam, adj Barleycorn Walk	SW	SO40 2NN	height - Kassell	
Cadnam, opp Barleycorn Walk	NE	SO40 2LZ	height - Kassell	
Cadnam, Cadnam Roundabout, (E-bound)	E	SO40 2NH	height - Std	
Cadnam, Cadnam Roundabout, (W-bound)	W	SO40 2NH	height - Std	
Cadnam, opp Coach and Horses Inn	E	SO40 2LX	height - Std	
Cadnam, o/s Coach and Horses Inn	W	SO40 2LX	Yes	
Cadnam, opp Garden Centre	E	SO40 2NF	height - Std	
Cadnam, adj Garden Centre	W	SO40 2NF	height - Std	
Bartley, The Haywain, (NW-bound)	NW	SO40 2NA		
Bartley, nr The Haywain	SE	SO40 2NA		
Netley Marsh, The White Horse, (W-bound)	W	SO40 7GD		
Netley Marsh, opp The White Horse	E	SO40 7GD	height - Std	Yes
West Totton, Goodies, (SE-bound)	SE	SO40 8QE	height - Std	Yes
West Totton, Goodies, (NW-bound)	NW	SO40 8QE	height - Std	
West Totton, adj Crabbs Way	E	SO40 8ET	height - Std	Yes
West Totton, opp Crabbs Way	W	SO40 8ET	height - Std	Yes
West Totton, nr Graddidge Way	W	SO40 8EE	height - Std	
West Totton, opp Graddidge Way	E	SO40 8TL	height - Std	Yes
West Totton, Calmore Corner, (SW-bound)	SW	SO40 8BT	height - Std	
West Totton, Calmore Corner, (NW-bound)	NW	SO40 8EF		Yes
West Totton, Calmore Corner, (E-bound)	E	SO40 8EA	height - Kassell	Yes
Totton, o/s Forest Park School	E	SO40 8RW	height - Std	Yes
Totton, adj Bagber Road	E	SO40 8DX	height - Std	
Netley Marsh, adj The White Horse	SW	SO40 7GD	height - Std	
Netley Marsh, adj Willswood Farm	SW	SO40 7GF	height - Std	
Netley Marsh, opp Willswood Farm	NE	SO40 7GF	height - Std	
Woodlands/NetleyMrsh, opp Ridge Farm	SW	SO40 7GE	height - Std	
Woodlands/NetleyMrsh, Ridge Farm, (NE-bound)	NE	SO40 7GE	height - Std	
Woodlands/NetleyMrsh, opp The Gamekeeper	NE	SO40 7GH	Yes	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Woodlands/NetleyMrsh, adj The Gamekeeper	SW	SO40 7GH	Yes	
Woodlands/NetleyMrsh, opp Cedar View	NE	SO40 7GL	Yes	
Woodlands/NetleyMrsh, adj Cedar View	SW	SO40 7GL	Yes	
Woodlands/NetleyMrsh, adj Woodlands Road	SW	SO40 7BH	Yes	
Woodlands/NetleyMrsh, opp Woodlands Road	NE	SO40 7BH	Yes	
Woodlands/NetleyMrsh, adj Foyers	E	SO40 7GN	Yes	
Woodlands/NetleyMrsh, opp Foyers	W	SO40 7GN	Yes	
Woodlands/NetleyMrsh, opp Red Cottage	N	SO40 7GN	Yes	
Woodlands/NetleyMrsh, adj Red Cottage	S	SO40 7GN	Yes	
Woodlands/NetleyMrsh, opp Purkiss Close	SW	SO40 7GP	height - Std	
Woodlands/NetleyMrsh, adj Purkiss Close	NE	SO40 7GP	Yes	
Woodlands/NetleyMrsh, Bartley Village Hall, (N-bound)	N	SO40 7GQ	height - Std	
Woodlands/NetleyMrsh, Bartley Village Hall, (S-bound)	S	SO40 7GQ	Yes	
Bartley, Bourne Bridge, (N-bound)	N	SO40 7GR	Yes	
Bartley, Bourne Bridge, (S-bound)	S	SO40 7GR	Yes	
Bartley, Bourne Road, (SW-bound)	SW	SO40 2AU	height - Std	
Bartley, Bourne Road, (NE-bound)	NE	SO40 2AU	height - Std	
Bartley, opp Home Lea	W	SO40 2LF	height - Std	
Bartley, adj Home Lea	E	SO40 2LF	Yes	
Bartley, opp Shepherds Road	E	SO40 2LG	height - Std	
Bartley, adj Shepherds Road	W	SO40 2LG	height - Std	
Bartley, adj Abbotsford	S	SO40 2LR	height - Std	
Bartley, opp Abbotsford	N	SO40 2LR	height - Std	
Bartley, adj The Haywain	S	SO40 2SA	Yes	
Bartley, opp The Haywain	N	SO40 2SA	height - Std	
Brook (Hants), Green Dragon, (W-bound)	W	SO43 7HE		
Brook (Hants), Green Dragon, (E-bound)	E	SO43 7HE		
Nomansland (Hants), The Lamb Inn, (N-bound)	N	SP5 2BP		
Nomansland (Hants), The Lamb Inn, (SW-bound)	SW	SP5 2BP		
Minstead, The Trusty Servant Inn, (SE-bound)	SE	SO43 7GS		
Minstead, The Trusty Servant Inn, (NW-bound)	NW	SO43 7GS		
Totton, Batts Corner, (NW-bound)	NW	SO40 9HG		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Totton, Batts Corner, (SE-bound)	SE	SO40 9JP		Yes
Rushington, Bartram Road, (SW-bound)	SW	SO40 9JL		
Totton, Rushington Roundabout, (SW-bound)	SW	SO40 9BG		Yes
Totton, Rushington Roundabout, (NE-bound)	NE	SO40 9EA		Yes
Totton, Brokenford Lane, (NE-bound)	NE	SO40 9DT		
Rushington, Hounslow Avenue, (SW-bound)	SW	SO40 9ER	height - Std	Yes
Hounslow, Jacobs Walk, (SE-bound)	SE	SO40 9FR	height - Std	
Hounslow, Valley Road, (E-bound)	E	SO40 9UZ	height - Std	
Hounslow, Marchwood By-pass, (E-bound)	E	SO40 9FU	height - Std	
Hounslow, Jacobs Gutter Lane, (NW-bound)	NW	SO40 9FW		Yes
Rushington, Clay Meadow, (NW-bound)	NW	SO40 9FH		Yes
Rushington, Spicers Hill, (SW-bound)	SW	SO40 9ES	height - Std	Yes
Rushington, Spicers Hill, (NE-bound)	NE	SO40 9AZ		Yes
Hounslow, adj The New Inn	SW	SO40 7EP	height - Std	Yes
Hounslow, near Chapel Lane	NE	SO40 7EP	height - Std	Yes
Foxhills (Ashurst), Colbury Hall, (SW-bound)	SW	SO40 7EG		
Foxhills (Ashurst), Colbury Hall, (NE-bound)	NE	SO40 7EB		
Ashurst (Hants), Whartons Lane, (NE-bound)	NE	SO40 7EG		
Ashurst (Hants), Whartons Lane, (SW-bound)	SW	SO40 7DU		
Ashurst (Hants), The Forest Inn, (NE-bound)	NE	SO40 7FF		
Ashurst (Hants), The Forest Inn, (SW-bound)	SW	SO40 7FF		
Ashurst (Hants), adjacent Wood Road	NE	SO40 7BE		
Ashurst (Hants), opposite Wood Road	SW	SO40 7BE		
Ashurst (Hants), Post Office & Shops, (SW-bound)	SW	SO40 7AR		
Ashurst (Hants), Post Office & Shops, (NE-bound)	NE	SO40 7AR		
Foxhills (Ashurst), Dene Way, (NE-bound)	NE	SO40 7BU	height - Std	
Foxhills (Ashurst), Dene Way, (SW-bound)	SW	SO40 7BU		
Foxhills (Ashurst), Whartons Lane, (W-bound)	W	SO40 7DT		
Foxhills (Ashurst), Whartons Lane, (E-bound)	E	SO40 7DT		
Foxhills (Ashurst), Foxhills Close, (SW-bound)	SW	SO40 7ED		
Foxhills (Ashurst), Foxhills Close, (NE-bound)	NE	SO40 7ED		
Foxhills (Ashurst), Foxhills School, (SW-bound)	SW	SO40 7ET		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Foxhills (Ashurst), Foxhills School, (NE-bound)	NE	SO40 7ET		
Foxhills (Ashurst), Foxhills, (SE-bound)	SE	SO40 7PR		
Foxhills (Ashurst), Foxhills, (NW-bound)	NW	SO40 7PR		
Hounslow, adj Ibbotson Way	E	SO40 7JH		
Rushington, opp Mill Way	SW	SO40 9LA		
Rushington, Ashurst Bridge, (SW-bound)	SW	SO40 9AJ		
Rushington, Manor Close, (NE-bound)	NE	SO40 9DH		
Rushington, Manor Close, (SW-bound)	SW	SO40 9DF		
Rushington, Kinross Road, (W-bound)	W	SO40 9DB		
Rushington, Kinross Road, (E-bound)	E	SO40 9DB		
Hounslow, adj Jacobs Farm	SW	SO40 9FY		
Marchwood, adj Tavells Lane	NW	SO40 4UY		
Marchwood, Bury Road, (NE-bound)	NE	SO40 4SW	height - Kassell	
Marchwood, Bury Road, (SW-bound)	SW	SO40 4SW	height - Kassell	Yes
Pooksgreen, Woodpecker Drive, (NE-bound)	NE	SO40 4WH	height - Std	
Pooksgreen, Woodpecker Drive, (SW-bound)	SW	SO40 4WH	height - Kassell	
Marchwood, Old Magazine Close, (W-bound)	W	SO40 4UB	height - Kassell	Yes
Marchwood, Old Magazine Close, (SE-bound)	SE	SO40 4YD	height - Kassell	Yes
Marchwood, The White Horse, (N-bound)	N	SO40 4YA	height - Kassell	Yes
Marchwood, The White Horse, (SW-bound)	SW	SO40 4XT	height - Std	
Marchwood, St Johns Church, (E-bound)	E	SO40 4AZ	height - Kassell	Yes
Marchwood, St Johns Church, (SW-bound)	SW	SO40 4AZ	height - Kassell	Yes
Marchwood, Marchwood Station, (S-bound)	S	SO40 4XG	height - Kassell	Yes
Marchwood, Marchwood Station, (N-bound)	N	SO40 4XG	height - Kassell	
Pooksgreen, adj Tavells Lane	NE	SO40 4WJ	height - Kassell	
Pooksgreen, Tavells Lane, (NW-bound)	NW	SO40 4WJ	height - Kassell	Yes
Pooksgreen, opp April Cottage	NW	SO40 4WQ		
Pooksgreen, Park Lane, (W-bound)	W	SO40 4WQ		
Marchwood, Twiggs Lane, (NW-bound)	NW	SO40 4UP	height - Std	Yes
Marchwood, Twiggs Lane, (SE-bound)	SE	SO40 4JU	height - Std	
Marchwood, The Pilgrim Inn, (NW-bound)	NW	SO40 4TW	height - Std	
Marchwood, The Pilgrim Inn, (SE-bound)	SE	SO40 4WU	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Marchwood, North Lodge, (NW-bound)	NW	SO40 4DA	Yes	
Marchwood, North Lodge, (E-bound)	E	SO40 4DA	height - Std	
Marchwood, Veal's Lane, (NW-bound)	NW	SO40 4WW	height - Std	
Marchwood, Veal's Lane, (S-bound)	S	SO40 4WW	height - Std	
Dibden, Garden City, (N-bound)	N	SO45 5TE	height - Std	
Dibden, Garden City, (S-bound)	S	SO45 5TE	height - Std	Yes
Applemore, Applemore Tesco, (NW-bound)	NW	SO45 5WG	height - Std	Yes
Applemore, Applemore Tesco, (SE-bound)	SE	SO45 5WP	height - Kassell	
Applemore, Cabot Drive, (SW-bound)	SW	SO45 5WA	height - Std	Yes
Applemore, Cabot Drive, (NE-bound)	NE	SO45 5WA	height - Kassell	Yes
Applemore, Canterbury Drive, (SE-bound)	SE	SO45 5TU	height - Std	
Applemore, Canterbury Drive, (W-bound)	W	SO45 5TW	height - Splay	
Applemore, Caledonia Drive, (E-bound)	E	SO45 5UZ	height - Std	
Applemore, Caledonia Drive, (SW-bound)	SW	SO45 5TX	height - Std	
Applemore, Challenger Way, (SW-bound)	SW	SO45 5UE	height - Std	
Applemore, Challenger Way, (NE-bound)	NE	SO45 5UD		
Applemore, Corinna Gardens, (SW-bound)	SW	SO45 5UA	height - Kassell	
Applemore, Corinna Gardens, (NE-bound)	NE	SO45 5UP	height - Kassell	Yes
Applemore, The Sylvans, (NE-bound)	NE	SO45 5SZ	height - Std	
Applemore, The Sylvans, (SW-bound)	SW	SO45 5SZ	height - Kassell	Yes
Applemore, Beechwood Way, (N-bound)	N	SO45 5SL	height - Std	
Dibden Purlieu, Oaklands Way, (W-bound)	W	SO45 5SQ	height - Std	
Dibden Purlieu, Oaklands Way, (E-bound)	E	SO45 5QU	height - Std	
Dibden Purlieu, Kensington Fields, (SW-bound)	SW	SO45 5RX	height - Kassell	
Dibden Purlieu, Kensington Fields, (NE-bound)	NE	SO45 5QW	height - Kassell	
Dibden Purlieu, Malvern Drive, (SW-bound)	SW	SO45 5QX	height - Kassell	
Dibden Purlieu, Malvern Drive, (NE-bound)	NE	SO45 5QX	height - Kassell	
Hythe (Hants), The Mead, (SE-bound)	SE	SO45 5AG	height - Std	
Hythe (Hants), The Mead, (NW-bound)	NW	SO45 5AG	height - Std	
Dibden Purlieu, Golden Hind Park, (S-bound)	S	SO45 5AR	height - Kassell	
Dibden Purlieu, Golden Hind Park, (NW-bound)	NW	SO45 4AS	height - Kassell	
Dibden, opp Drapers Copse	NE	SO45 5TQ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Dibden, adj Drapers Copse	SW	SO45 5TQ		Yes
Dibden, Fenwick House, (SW-bound)	SW	SO45 5TA		
Dibden, Fenwick House, (NE-bound)	NE	SO45 5TA		
Dibden, Old Post Office, (NW-bound)	NW	SO45 5TA		Yes
Dibden, adj Mountfield	W	SO45 5TA		Yes
Dibden, opp Mountfield	E	SO45 5TA		
Hythe (Hants), West Street, (E-bound)	E	SO45 5AD		Yes
Hythe (Hants), West Street, (W-bound)	W	SO45 5AD		
Hythe (Hants), Jones Lane, (SE-bound)	SE	SO45 6GL	height - Std	
Hythe (Hants), Jones Lane, (NW-bound)	NW	SO45 6GL	height - Kassell	Yes
Hythe (Hants), Deerleap Way, (NE-bound)	NE	SO45 5GR	height - Kassell	Yes
Hythe (Hants), Deerleap Way, (SW-bound)	SW	SO45 5GS	height - Kassell	Yes
Dibden Purlieu, Hythe Hospital, (NE-bound)	NE	SO45 4NS	height - Kassell	
Dibden Purlieu, Hythe Hospital, (W-bound)	W	SO45 4ZB	height - Kassell	Yes
Dibden Purlieu, opp Highlands Way	E	SO45 5BQ	height - Kassell	
Dibden Purlieu, nr Highlands Way	W	SO45 5BN	height - Kassell	
Dibden Purlieu, Noads Way, (NE-bound)	NE	SO45 4AT	height - Kassell	
Dibden Purlieu, Noads Way, (SW-bound)	SW	SO45 4PA	height - Kassell	
Dibden Purlieu, St Andrews Church, (SW-bound)	SW	SO45 4PX	height - Kassell	Yes
Dibden Purlieu, St Andrews Church, (NE-bound)	NE	SO45 4PX	height - Kassell	Yes
Dibden Purlieu, opp The Heath	NE	SO45 4BB	height - Kassell	
Dibden Purlieu, o/s The Heath	SW	SO45 4BB	height - Std	
Dibden Purlieu, Beaulieu Road, (SE-bound)	SE	SO45 4JH		
Dibden Purlieu, Beaulieu Road, (NW-bound)	NW	SO45 4PG		
Dibden Purlieu, West Road, (SE-bound)	SE	SO45 4RG		
Dibden Purlieu, West Road, (NW-bound)	NW	SO45 4RG		
Dibden Purlieu, Lime Walk, (NW-bound)	NW	SO45 4RF		
Dibden Purlieu, Lime Walk, (SE-bound)	SE	SO45 4RF		
Hythe (Hants), Mullins Lane, (NE-bound)	NE	SO45 5BL		
Hythe (Hants), Mullins Lane, (SW-bound)	SW	SO45 5BH		
Hythe (Hants), adj Fern Road	N	SO45 5EB		
Hythe (Hants), opp Fern Road	S	SO45 5EB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hythe (Hants), Copsewood Road, (N-bound)	N	SO45 5EP		
Hythe (Hants), Copsewood Road, (S-bound)	S	SO45 5ER		
Hythe (Hants), Dale Road, (N-bound)	N	SO45 5DP		
Hythe (Hants), Dale Road, (S-bound)	S	SO45 5DR		
Hythe (Hants), Douglas Way, (NE-bound)	NE	SO45 5DG		
Hythe (Hants), Douglas Way, (SW-bound)	SW	SO45 5DG		
Hythe (Hants), Roberts Road, (NW-bound)	NW	SO45 5DB		
Hythe (Hants), Roberts Road, (SE-bound)	SE	SO45 5DB		
Hythe (Hants), Ewart Court, (NE-bound)	NE	SO45 6DG	height - Std	
Hythe (Hants), Pier, (SE-bound)	SE	SO45 6AU	height - Std	Yes
Hythe (Hants), The Marsh, (SE-bound)	SE	SO45 6YP	height - Std	
Hythe (Hants), Fire Station, (SW-bound)	SW	SO45 6BP	height - Std	
Hythe (Hants), Langdown Hill, (S-bound)	S	SO45 6EH	height - Std	Yes
Hythe (Hants), Hobart Drive, (SE-bound)	SE	SO45 6EH		
Hythe (Hants), Hobart Drive, (NW-bound)	NW	SO45 6EH		
Hythe (Hants), Grays Avenue, (SE-bound)	SE	SO45 6FE		
Hythe (Hants), Grays Avenue, (NW-bound)	NW	SO45 6FE		
Langdown, Ashford Crescent, (S-bound)	S	SO45 6EZ		
Langdown, Ashford Crescent, (N-bound)	N	SO45 6EZ		
Langdown, Bates Road, (E-bound)	E	SO45 6EQ		
Langdown, Bates Road, (W-bound)	W	SO45 6EQ		
Langdown, opp Queens Close	SW	SO45 6JL		
Langdown, adj Queens Close	NE	SO45 6JP		
Langdown, Furzey Avenue, (S-bound)	S	SO45 6FR		
Langdown, Furzey Avenue, (N-bound)	N	SO45 3GU		
Langdown, opp Bluebell Gardens	N	SO45 3GP		
Langdown, adj Bluebell Gardens	S	SO45 3GP		
Langdown, Guillemot Close, (E-bound)	E	SO45 6GN		
Langdown, Guillemot Close, (W-bound)	W	SO45 6GN		
Langdown, Cormorant Drive, (NW-bound)	NW	SO45 3GH		
Langdown, Cormorant Drive, (SE-bound)	SE	SO45 3NB		
Langdown, Furzey Piece, (S-bound)	S	SO45 3GE		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Langdown, Furzey Piece, (N-bound)	N	SO45 3GE		
Frostlane, Hart Hill, (SW-bound)	SW	SO45 3SB		
Frostlane, Hart Hill, (NE-bound)	NE	SO45 3SB		
Frostlane, Furzedale Gardens, (NE-bound)	NE	SO45 3HP		
Frostlane, Furzedale Gardens, (SW-bound)	SW	SO45 3HP		
Buttsash, Seadown Veterinary Hospital, (NE-bound)	NE	SO45 3NG		
Buttsash, Seadown Veterinary Hospital, (SW-bound)	SW	SO45 3NG		
Langdown, Butts Ash Lane, (S-bound)	S	SO45 3BW	height - Std	Yes
Langdown, Butts Ash Lane, (N-bound)	N	SO45 3BW	height - Std	Yes
Dibden Purlieu, Crete Lane, (NW-bound)	NW	SO45 4JQ		
Dibden Purlieu, Crete Lane, (SE-bound)	SE	SO45 4JN		
Dibden Purlieu, Watermans Lane, (NE-bound)	NE	SO45 4JS		
Dibden Purlieu, Watermans Lane, (SW-bound)	SW	SO45 4JS		
Dibden Purlieu, Heatherstone Avenue, (NW-bound)	NW	SO45 4JY		
Dibden Purlieu, Carbould Road, (NE-bound)	NE	SO45 4LF		
Dibden Purlieu, Armitage Avenue, (SW-bound)	SW	SO45 4LJ		
Buttsash, adj Armitage Avenue	NE	SO45 4LH		
Buttsash, Dukeswood Drive, (W-bound)	W	SO45 4LR		
Buttsash, Dukeswood Drive, (E-bound)	E	SO45 4LR		
Buttsash, Grenville Gardens, (SE-bound)	SE	SO45 4HE		
Buttsash, Grenville Gardens, (NW-bound)	NW	SO45 4HF		
Buttsash, Chaloner Crescent, (NE-bound)	NE	SO45 3QH		
Buttsash, Chaloner Crescent, (SW-bound)	SW	SO45 3QW		
Buttsash, o/s Gleneagles	SW	SO45 3RF		
Buttsash, opp Gleneagles	NE	SO45 3RF		
Dibden Purlieu, Monks Walk, (NW-bound)	NW	SO45 4QG		
Dibden Purlieu, Monks Walk, (SE-bound)	SE	SO45 4QG		
Dibden Purlieu, The Heath, (NW-bound)	NW	SO45 4QL		
Dibden Purlieu, The Heath, (SE-bound)	SE	SO45 4QL		
Buttsash, Butts Ash Lane, (NW-bound)	NW	SO45 3QX		
Buttsash, Warrys Close, (SW-bound)	SW	SO45 3QT		
Buttsash, Warrys Close, (NE-bound)	NE	SO45 3QT		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Buttsash, o/s St Annes Centre	NW	SO45 3QQ		
Buttsash, Beech Crescent, (N-bound)	N	SO45 3PX		
Buttsash, Elm Crescent, (NW-bound)	NW	SO45 3PS		
Buttsash, Cedar Road, (SW-bound)	SW	SO45 3PH		
Buttsash, Maple Road, (SW-bound)	SW	SO45 3PG		
Buttsash, Netley View, (N-bound)	N	SO45 3PG	height - Std	Yes
Buttsash, Netley View, (S-bound)	S	SO45 3PG	height - Std	Yes
Hardley, Hardley Roundabout, (N-bound)	N	SO45 3NL	height - Std	
Hardley, Hardley Roundabout, (S-bound)	S	SO45 3NL	height - Std	
Hardley, Lime Kiln Lane, (NW-bound)	NW	SO45 2PY	height - Kassell	Yes
Hardley, Lime Kiln Lane, (SE-bound)	SE	SO45 2PD	height - Kassell	
Hardley, New Forest Academy, (SE-bound)	SE	SO45 2PF	height - Kassell	Yes
Holbury, adj Southbourne Avenue	NW	SO45 2NX	height - Std	
Holbury, opp Southbourne Avenue	SE	SO45 2NZ	height - Kassell	Yes
Holbury, adj Waltons Avenue	NW	SO45 2LG	height - Splay	Yes
Holbury, opp Waltons Avenue	SE	SO45 2LG	height - Kassell	Yes
Holbury, Long Lane Junction, (NE-bound)	NE	SO45 2WA	height - Splay	
Holbury, Long Lane Junction, (SW-bound)	SW	SO45 2WA	height - Std	
Holbury, Holbury Drove Shops, (W-bound)	W	SO45 2NH	height - Kassell	
Holbury, Holbury Drove Shops, (NE-bound)	NE	SO45 2NR	height - Std	Yes
Holbury, Moat Close, (N-bound)	N	SO45 2FJ	height - Std	
Holbury, Great Elms Close, (S-bound)	S	SO45 2FF	height - Std	
Holbury, Whitefield Road, (E-bound)	E	SO45 2HL	height - Std	
Holbury, Whitefield Road, (W-bound)	W	SO45 2HL	height - Std	Yes
Holbury, Bethany Gospel Hall, (E-bound)	E	SO45 2HB	height - Std	
Holbury, Bethany Gospel Hall, (W-bound)	W	SO45 2GN	height - Kassell	
Holbury, The Kennels, (N-bound)	N	SO45 2LE	height - Kassell	
Holbury, The Kennels, (S-bound)	S	SO45 2LD	height - Std	
Holbury, Rollestone Crossroads, (S-bound)	S	SO45 2LA	height - Kassell	
Holbury, Rollestone Crossroads, (N-bound)	N	SO45 1SG	height - Kassell	Yes
Blackfield, Primary School, (NW-bound)	NW	SO45 1SL	height - Kassell	
Blackfield, Primary School, (SE-bound)	SE	SO45 1SL	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Blackfield, Blackfield Crossroads, (NW-bound)	NW	SO45 1UZ	height - Kassell	Yes
Blackfield, Blackfield Crossroads, (SE-bound)	SE	SO45 1WE	height - Kassell	Yes
Blackfield, Blackfield Crossroads, (NE-bound)	NE	SO45 1WD	height - Kassell	Yes
Blackfield, Forresters Road, (SW-bound)	SW	SO45 1WU	height - Std	Yes
Blackfield, Forresters Road, (NE-bound)	NE	SO45 1EH	height - Kassell	
Fawley (Hants), The Pentagon, (NE-bound)	NE	SO45 1ED	Yes	
Fawley (Hants), The Pentagon, (SW-bound)	SW	SO45 1ED	height - Std	
Fawley (Hants), opp Infant School	W	SO45 1FJ	height - Std	
Fawley (Hants), o/s Infant School	E	SO45 1FJ	height - Std	
Fawley (Hants), nr The Square	SW	SO45 1TA	height - Std	Yes
Fawley (Hants), opp The Square	NE	SO45 1TA	height - Splay	Yes
Fawley (Hants), Stonehills, (NW-bound)	NW	SO45 1DU	height - Std	
Fawley (Hants), Stonehills, (SE-bound)	SE	SO45 1DU	height - Std	
Stonehills, Badminston Lane, (NW-bound)	NW	SO45 1BB	height - Std	
Stonehills, Badminston Lane, (SE-bound)	SE	SO45 1BB	height - Std	
Stonehills, adj Badminston Drove	NW	SO45 1BB	height - Std	
Stonehills, opp Badminston Drove	SE	SO45 1BB	height - Std	
Calshot, Ower Corner, (NW-bound)	NW	SO45 1BE	Yes	
Calshot, Ower Corner, (SE-bound)	SE	SO45 1BE		
Calshot, Calshot Close, (SE-bound)	SE	SO45 1BL	Yes	
Calshot, Calshot Close, (NW-bound)	NW	SO45 1BP	height - Kassell	Yes
Calshot, The Beach, (SE-bound)	SE	SO45 1BR	Yes	
Blackfield, adj Hampton Close	N	SO45 1WL	height - Std	
Blackfield, opp Hampton Close	S	SO45 1WN	height - Splay	
Langley (Hants), Chapel Lane, (S-bound)	S	SO45 1ZA	height - Std	
Langley (Hants), Chapel Lane, (N-bound)	N	SO45 1ZA	height - Std	Yes
Langley (Hants), opp Chalewood Road	SE	SO45 1YT	height - Std	
Langley (Hants), adj The Langley Tavern	NW	SO45 1SA	height - Std	
Langley (Hants), opp The Langley Tavern	SE	SO45 1SA	height - Std	
Hill Top (Hants), Hill Top Farm, (NE-bound)	NE	SO42 7YR		
Hill Top (Hants), Hill Top Farm, (SW-bound)	SW	SO42 7YR		
Hill Top (Hants), Hill Top Gate, (NE-bound)	NE	SO42 7YT		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hill Top (Hants), Hill Top Gate, (SW-bound)	SW	SO42 7YT		
Hill Top (Hants), Hilltop Wood, (SW-bound)	SW	SO42 7YW		
Hill Top (Hants), Hilltop Wood, (NE-bound)	NE	SO42 7YW		
Beaulieu, Dock Lane, (SW-bound)	SW	SO42 7YG		
Beaulieu, Dock Lane, (NE-bound)	NE	SO42 7YG		
Beaulieu, Abbey Church, (NE-bound)	NE	SO42 7YG		
Beaulieu, Abbey Church, (SW-bound)	SW	SO42 7ZL		
Beaulieu, Beaulieu Garage, (E-bound)	E	SO42 7PJ		
Beaulieu, National Motor Museum, (SW-bound)	SW	SO42 7ZN		
Denny Lodge, Beaulieu Road Station, (NW-bound)	NW	SO42 7YQ		
Ashurst (Hants), Ashurst Railway Station, (NE-bound)	NE	SO40 7AD		
Ashurst (Hants), Ashurst Railway Station, (SW-bound)	SW	SO40 7AD		
Ashurst (Hants), Ashurst Lodge, (SW-bound)	SW	SO40 7AF		
Ashurst (Hants), Ashurst Lodge, (NE-bound)	NE	SO40 7AF		
Ashurst (Hants), Lodgehill Cottage, (NE-bound)	NE	SO43 7BU		
Ashurst (Hants), Lodgehill Cottage, (SW-bound)	SW	SO43 7BU		
Lyndhurst (Hants), opp Thatched Cottage Park	SW	SO43 7BU		
Lyndhurst (Hants), adj Thatched Cottage Park	NE	SO43 7BU		Yes
Lyndhurst (Hants), Queens Road, (NE-bound)	NE	SO43 7BT		
Lyndhurst (Hants), Queens Road, (SW-bound)	SW	SO43 7BQ		
Lyndhurst (Hants), adj Fire Station	E	SO43 7NL		
Lyndhurst (Hants), opp Fire Station	W	SO43 7NL		
Lyndhurst (Hants), Goose Green, (NW-bound)	NW	SO43 7FF		
Lyndhurst (Hants), The Crown Hotel, (E-bound)	E	SO43 7NF		
Goose Green (Hants), Foxlease, (S-bound)	S	SO43 7DG		
Goose Green (Hants), Foxlease, (N-bound)	N	SO43 7DB		
Clayhill (Lyndhurst), The Crown Stirrup, (S-bound)	S	SO43 7DE		
Clayhill (Lyndhurst), opp Clay Hill Schools	S	SO43 7DE		
Clayhill (Lyndhurst), nr Clay Hill Schools	N	SO43 7DE		
Balmer Lawn, New Park, (N-bound)	N	SO42 7QH		
Balmer Lawn, New Park, (S-bound)	S	SO42 7QH		
Balmer Lawn, Balmer Lawn Hotel, (S-bound)	S	SO42 7ZB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Balmer Lawn, Balmer Lawn Hotel, (N-bound)	N	SO42 7ZB		
Brockenhurst, Brockenhurst College, (N-bound)	N	SO42 7QR		Yes
Brockenhurst, Brockenhurst College, (S-bound)	S	SO42 7QR		Yes
Brockenhurst, Brockenhurst College, (SE-bound)	SE	SO42 7RQ		
Brockenhurst, Brockenhurst Island Shop, (NW-bound)	NW	SO42 7PU		
Brockenhurst, Brockenhurst Island Shop, (NE-bound)	NE	SO42 7RL		
Brockenhurst, Gates Garage, (NE-bound)	NE	SO42 7SH		
Brockenhurst, Gates Garage, (SW-bound)	SW	SO42 7SH		
South Weirs, Brockenhurst School, (N-bound)	N	SO42 7RZ		
South Weirs, Brockenhurst School, (S-bound)	S	SO42 7RZ		
South Weirs, opp Collyers Road	N	SO42 7SE		
South Weirs, adj Collyers Road	S	SO42 7SE		
Setley, Brockenhurst Golf Club, (Entrance)	NE	SO42 7SG		
Setley, opp Brockenhurst Golf Club	SW	SO42 7SG		
Setley, opp Latchmoor Corner	W	SO42 7UN		
Setley, adj Latchmoor Corner	E	SO42 7UN		
Setley, The Filly Inn, (NW-bound)	NW	SO42 7UF		
Setley, The Filly Inn, (SE-bound)	SE	SO42 7UF		
Setley, Setley House, (SE-bound)	SE	SO41 8PN		
Setley, Setley House, (NW-bound)	NW	SO41 8PN		
Battramsley, opp The Spinney B&B	NW	SO41 8PQ		
Battramsley, adj The Spinney B&B	SE	SO41 8PQ		
Battramsley, opp Rosie Lea House	N	SO41 8PR		
Battramsley, adj Rosie Lea House	S	SO41 8PR		
Battramsley Cross, Boldre Grange, (NW-bound)	NW	SO41 8PT		
Battramsley Cross, Boldre Grange, (SE-bound)	SE	SO41 8PT		
Boldre, Battramsley Cross, (N-bound)	N	SO41 8NG		
Boldre, Battramsley Cross, (S-bound)	S	SO41 8NG		
St Austins, Shallowmead Nursery, (S-bound)	S	SO41 8PA		
St Austins, Shallowmead Nursery, (N-bound)	N	SO41 8PA		
St Austins, Shallow Lane, (S-bound)	S	SO41 8PB		
St Austins, Shallow Lane, (N-bound)	N	SO41 8PB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Boldre, The Red Lion, (N-bound)	N	SO41 8PD		
Boldre, The Red Lion, (S-bound)	S	SO41 8PD		
Boldre, Boldre Bridge, (SE-bound)	SE	SO41 8PD		
Boldre, Boldre Bridge, (NW-bound)	NW	SO41 8PD		
Boldre, Shallow Lane, (SE-bound)	SE	SO41 5QF		
Boldre, Shallow Lane, (NW-bound)	NW	SO41 5QF		
Pilley (Hants), William Gilpin School, (E-bound)	E	SO41 5RY		
Pilley (Hants), William Gilpin School, (W-bound)	W	SO41 5RY		
Pilley (Hants), Church Lane Corner, (W-bound)	W	SO41 5QH		
Pilley (Hants), Church Lane Corner, (E-bound)	E	SO41 5QH		
Pilley Bailey, Pilley Post Office, (NE-bound)	NE	SO41 5QQ		
Pilley Bailey, Pilley Post Office, (SW-bound)	SW	SO41 5QQ		
Pilley Bailey, Pilley Pond, (NE-bound)	NE	SO41 5QT		
Pilley Bailey, Pilley Pond, (SW-bound)	SW	SO41 5QT		
Bull Hill, Pilley Cottages, (S-bound)	S	SO41 5QW		
Bull Hill, Pilley Cottages, (N-bound)	N	SO41 5QW		
Pilley (Hants), Holly Lane, (E-bound)	E	SO41 5RA		
Pilley (Hants), Holly Lane, (W-bound)	W	SO41 5RA		
Pilley (Hants), Bull Hill, (SE-bound)	SE	SO41 5RA		
Pilley (Hants), Bull Hill, (NW-bound)	NW	SO41 5RA		
Pilley (Hants), Bull Hill Cross Roads, (NW-bound)	NW	SO41 5RA		
Pilley (Hants), Bull Hill Cross Roads, (SE-bound)	SE	SO41 5RA		
Norleywood, Frogmore Cottages, (NW-bound)	NW	SO41 5RX		
Norleywood, Frogmore Cottages, (SE-bound)	SE	SO41 5RX		
Norleywood, adj Brook Hill	NW	SO41 5RU		
Norleywood, opp Brook Hill	SE	SO41 5RU		Yes
Norleywood, Norleywood Cottages, (NE-bound)	NE	SO41 5RR		
Norleywood, Norleywood Cottages, (SW-bound)	SW	SO41 5RR		
East End, Old Post Office, (NE-bound)	NE	SO41 5SX	height - Std	Yes
East End, Old Post Office, (SW-bound)	SW	SO41 5SX		
East End, East End Pond, (N-bound)	N	SO41 5ST		
East End, East End Pond, (S-bound)	S	SO41 5ST		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
East Boldre, Broomhill Farm, (S-bound)	S	SO42 7WU		
East Boldre, Broomhill Farm, (N-bound)	N	SO42 7WU		
East Boldre, Harepath, (N-bound)	N	SO42 7WU		
East Boldre, Harepath, (S-bound)	S	SO42 7WU		
East Boldre, opp Sherfield Cottage	N	SO42 7WT		
East Boldre, adj Sherfield Cottage	S	SO42 7WT		
East Boldre, Old School House, (NE-bound)	NE	SO42 7WT		
East Boldre, Old School House, (SW-bound)	SW	SO42 7WT		
East Boldre, Bagshot Moor, (NE-bound)	NE	SO42 7WT		
East Boldre, Bagshot Moor, (SW-bound)	SW	SO42 7WT		
East Boldre, adj Tinsleys Corner	E	SO42 7WS		
East Boldre, opp Tinsleys Corner	W	SO42 7WS		
East Boldre, opp The Turfcutters Arms	SE	SO42 7WN		
East Boldre, o/s The Turfcutters Arms	NW	SO42 7WN		
East Boldre, Post Office & Stores, (NW-bound)	NW	SO42 7WJ		Yes
East Boldre, Post Office & Stores, (SE-bound)	SE	SO42 7WJ		
Hatchet Gate, Masseys Lane, (NW-bound)	NW	SO42 7WE		
Hatchet Gate, Masseys Lane, (SE-bound)	SE	SO42 7WE		
Hatchet Gate, Furzey Lane Junction, (N-bound)	N	SO42 7WE		
Hatchet Gate, opp Furzey Lane Junction	SW	SO42 7WE		
Beaulieu, Harlicks Hill, (E-bound)	E	SO42 7YB		
Beaulieu, Harlicks Hill, (W-bound)	W	SO42 7YB		
Beaulieu, Bunkers Hill, (NE-bound)	NE	SO42 7YB		
Beaulieu, Bunkers Hill, (SW-bound)	SW	SO42 7YB		
Bucklers Hard, Visitor Car Park, (E-bound)	E	SO42 7XB		
Lower Buckland, Champion Way, (SE-bound)	SE	SO41 9LL		
Lower Buckland, Champion Way, (NW-bound)	NW	SO41 9FN		
Lower Buckland, Bank View, (SE-bound)	SE	SO41 8YH		
Lower Buckland, Bank View, (W-bound)	W	SO41 8YE		
Lower Buckland, adj The Monkey House	N	SO41 9HA		
Lower Buckland, opp The Monkey House	S	SO41 9HA		
Lower Buckland, Alexandra Road, (S-bound)	S	SO41 9GZ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Lower Buckland, Alexandra Road, (N-bound)	N	SO41 9LX		
Lymington, Queen Elizabeth Avenue, (N-bound)	N	SO41 9GQ		
Lymington, Queen Elizabeth Avenue, (S-bound)	S	SO41 9GQ		
Lymington, o/s Sports Ground	SE	SO41 9GG		
Lymington, opp Sports Ground	NW	SO41 9FD		
Lymington, Main Post Office, (SW-bound)	SW	SO41 9AH		
Lymington, opp Main Post Office	E	SO41 9ZA		
Lymington, Bridge Road, (S-bound)	S	SO41 9BD		
Lymington, Bridge Road, (N-bound)	N	SO41 9BD		
Lymington, Priestlands Place, (SW-bound)	SW	SO41 9GA		
Lymington, Stanford Hill, (NE-bound)	NE	SO41 8JN		
Pennington (Hants), Gordon Road, (W-bound)	W	SO41 9JE		
Pennington (Hants), Bays Road, (NW-bound)	NW	SO41 8HQ		
Pennington (Hants), Lodge Road, (W-bound)	W	SO41 8JS		
Pennington (Hants), adj WI Hall	SE	SO41 8JS		
Pennington (Hants), opp WI Hall	NW	SO41 8JS		
Pennington (Hants), St Marks Church, (SE-bound)	SE	SO41 8GP		
Pennington (Hants), St Marks Church, (NW-bound)	NW	SO41 8GP		
Pennington (Hants), Pennington Oval, (S-bound)	S	SO41 8BR		
Pennington (Hants), Pennington Oval, (SE-bound)	SE	SO41 8BN		
Pennington (Hants), Mead Road, (SE-bound)	SE	SO41 8EP		
Pennington (Hants), Meadow Road, (NE-bound)	NE	SO41 8EH		
Pennington (Hants), Meadow Road, (SE-bound)	SE	SO41 8EU		
Pennington (Hants), Meadow Road, (NW-bound)	NW	SO41 8EU		
Pennington (Hants), nr Milford Road	SE	SO41 8DX		
Pennington (Hants), adj Milford Road	NW	SO41 8DX		
Pennington (Hants), Pennington Cross, (NE-bound)	NE	SO41 8DH		
Pennington (Hants), Pennington Cross, (SW-bound)	SW	SO41 8DH		
Pennington (Hants), adj South Street	NE	SO41 8DW		
Pennington (Hants), opp South Street	SW	SO41 8DL		
Lymington, Haglane Copse, (SW-bound)	SW	SO41 8DP		
Lymington, Haglane Copse, (NE-bound)	NE	SO41 8DP		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Efford #1, Efford Bridge, (W-bound)	W	SO41 0JE		
Efford #1, Efford Bridge, (E-bound)	E	SO41 0JE		
Efford #1, outside Otter Nursery	W	SO41 0JF		
Efford #1, opposite Otter Nursery	E	SO41 0JF		
Everton (Hants), adj Old Christchurch Road	E	SO41 0ZE	height - Kassell	Yes
Everton (Hants), opp Old Christchurch Road	SW	SO41 0ZR	height - Kassell	Yes
Everton (Hants), adj Cedar Drive	SW	SO41 0UA	height - Splay	
Everton (Hants), opp Cedar Drive	NE	SO41 0UA	height - Std	
Everton (Hants), Frys Lane, (SE-bound)	SE	SO41 0JX		
Everton (Hants), Frys Lane, (NW-bound)	NW	SO41 0JX		
Hordle, Spinney House, (NW-bound)	NW	SO41 0HE		
Hordle, Spinney House, (SE-bound)	SE	SO41 0HE		
Hordle, Sky End Lane, (SE-bound)	SE	SO41 0HJ		
Hordle, Sky End Lane, (NW-bound)	NW	SO41 0HJ		
Hordle, opp Lilac Cottage	NW	SO41 0HH		
Hordle, adj Lilac Cottage	SE	SO41 0HH		
Hordle, Woodcock Lane, (SE-bound)	SE	SO41 0FB		
Hordle, Woodcock Lane, (NW-bound)	NW	SO41 0HA		
Hordle, Cottagers Lane, (SE-bound)	SE	SO41 0FD		
Golden Hill (Hants), adj Bell Meadow	SE	SO41 0FF		
Golden Hill (Hants), opp Nordic Farm	W	SO41 0FN		
Golden Hill (Hants), nr Nordic Farm	E	SO41 0FN		
Hordle, Woodcock Lane, (W-bound)	W	SO41 0FL		
Hordle, Woodcock Lane, (E-bound)	E	SO41 0FL		
Hordle, Barrows Lane, (W-bound)	W	SO41 6DF		
Hordle, Barrows Lane, (E-bound)	E	SO41 6DF		
Hordle, adj Lightfoots Farm	W	SO41 6ZA		
Hordle, opp Lightfoots Farm	E	SO41 6ZA		
Bowling Green/Hants, Broadmead Orchard, (SW-bound)	SW	SO41 6DH		
Bowling Green/Hants, Broadmead Orchard, (E-bound)	E	SO41 6DH		
Bowling Green/Hants, Gordleton Farm, (S-bound)	S	SO41 6DJ		
Bowling Green/Hants, Gordleton Farm, (N-bound)	N	SO41 6DJ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bowling Green/Hants, Hannah Way, (SW-bound)	SW	SO41 8JD		
Bowling Green/Hants, Hannah Way, (NE-bound)	NE	SO41 8JD		
Bowling Green/Hants, Hazel Road, (SE-bound)	SE	SO41 8GY		
Bowling Green/Hants, Hazel Road, (NW-bound)	NW	SO41 8GY		
Bowling Green/Hants, Upper Common Road, (SE-bound)	SE	SO41 8GU		
Bowling Green/Hants, Upper Common Road, (NW-bound)	NW	SO41 8GU		
Bowling Green/Hants, Ramley House, (NW-bound)	NW	SO41 8LH		
Bowling Green/Hants, Ramley House, (SE-bound)	SE	SO41 8LH		
Bowling Green/Hants, Last Post, (N-bound)	N	SO41 8LP		
Bowling Green/Hants, Last Post, (S-bound)	S	SO41 8LP		
Mount Pleasant/Sway, Kings Lane, (S-bound)	S	SO41 6BX		
Mount Pleasant/Sway, Kings Lane, (N-bound)	N	SO41 6BX		
Durns Town, Chapel Lane, (SE-bound)	SE	SO41 6BT		
Durns Town, Chapel Lane, (NW-bound)	NW	SO41 6BT		
Sway, Back Lane, (SE-bound)	SE	SO41 6BU		
Sway, Back Lane, (NW-bound)	NW	SO41 6BU		
Everton (Hants), Lytton Lawn, (N-bound)	N	SO41 0TX	height - Std	
Everton (Hants), Lytton Lawn, (S-bound)	S	SO41 0TX	height - Std	
Lymore, Manor Road, (N-bound)	N	SO41 0TU	height - Kassell	Yes
Lymore, Manor Road, (S-bound)	S	SO41 0TU	height - Kassell	Yes
Lymore, The Vicarage, (NW-bound)	NW	SO41 0SG		
Lymore, The Vicarage, (SE-bound)	SE	SO41 0QN	height - Std	
Milford on Sea, adj Barnes Lane	NE	SO41 0QF	height - Kassell	Yes
Milford on Sea, opp Barnes Lane	SW	SO41 0QF	height - Kassell	
Milford on Sea, opp The Beach House	NE	SO41 0PT	height - Kassell	
Milford on Sea, adj The Beach House	SW	SO41 0PT	height - Kassell	
Milford on Sea, De La Warr Road, (NW-bound)	NW	SO41 0PS	height - Kassell	Yes
Milford on Sea, De La Warr Road, (SE-bound)	SE	SO41 0PS	height - Kassell	
Milford on Sea, Cornwallis Road, (SE-bound)	SE	SO41 0UW	height - Kassell	
Milford on Sea, Cornwallis Road, (NW-bound)	NW	SO41 0UU	height - Kassell	Yes
Milford on Sea, Whitby Road, (SE-bound)	SE	SO41 0WP	height - Kassell	
Milford on Sea, Whitby Road, (NW-bound)	NW	SO41 0WP	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Milford on Sea, West Road, (SE-bound)	SE	SO41 0LX	height - Kassell	
Milford on Sea, West Road, (NW-bound)	NW	SO41 0LX	height - Kassell	Yes
Downton (Hants), Downton Lane, (NW-bound)	NW	SO41 0XS		
Downton (Hants), Downton Lane, (SE-bound)	SE	SO41 0XS		
Downton (Hants), Taddiford Gap, (NW-bound)	NW	SO41 0LJ		
Downton (Hants), Taddiford Gap, (SE-bound)	SE	SO41 0LJ		
Downton (Hants), Keepers Cottage, (SE-bound)	SE	SO41 0LJ		
Downton (Hants), Keepers Cottage, (NW-bound)	NW	SO41 0LJ		
Barton on Sea, Angel Lane, (SE-bound)	SE	BH25 5PP		
Barton on Sea, Angel Lane, (NW-bound)	NW	BH25 5PP		
Barton on Sea, Milford Road, (N-bound)	N	BH25 7BB	height - Std	
Barton on Sea, Milford Road, (S-bound)	S	BH25 7BB	height - Kassell	
New Milton, Yew Tree Court, (NW-bound)	NW	BH25 6PJ	height - Kassell	
New Milton, Yew Tree Court, (SE-bound)	SE	BH25 6PJ	height - Kassell	
New Milton, Bradbeers, (NW-bound)	NW	BH25 6LW		
New Milton, Post Office, (SE-bound)	SE	BH25 6JG	height - Kassell	Yes
New Milton, Whitefield Road Terminus, (E-bound)	E	BH25 6JU	height - Kassell	Yes
New Milton, Fernhill Lane, (SW-bound)	SW	BH25 5JN		
New Milton, Fernhill Lane, (NE-bound)	NE	BH25 5JN		
New Milton, opp Manor Gardens	SW	BH25 5WT		
New Milton, o/s Manor Gardens	NE	BH25 5WT		
New Milton, Manor Road, (o/s 4)	S	BH25 5DY		
New Milton, Manor Road, (opp 4)	N	BH25 5DY		
New Milton, opp Hilton Road	S	BH25 5EA		
New Milton, adj Hilton Road	N	BH25 5EA		
New Milton, opposite Marston Road	SW	BH25 5AS		
New Milton, adjacent Marston Road	NE	BH25 5AS		
New Milton, Ashley Crossroads, (SE-bound)	SE	BH25 5AP	height - Std	Yes
New Milton, Ashley Crossroads, (NW-bound)	NW	BH25 5AP	height - Std	Yes
New Milton, Caird Avenue Tesco, (N-bound)	N	BH25 6BP	height - Std	Yes
Golden Hill (Hants), adj Hare Lane	SW	SO41 0GQ		
Golden Hill (Hants), opp Hare Lane	NE	SO41 0GQ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hordle, o/s WI Hall	NE	SO41 0AA		
Hordle, opp WI Hall	SW	SO41 0AA		
New Milton, opp Library	E	BH25 6RW		
New Milton, o/s Library	W	BH25 6RW		
New Milton, opp Hobart Road	NE	BH25 6RZ		
New Milton, adj Hobart Road	W	BH25 6RZ		
New Milton, nr Arnewood School	SW	BH25 6ER		
Gore (Hants), Milton Mead, (W-bound)	W	BH25 6RT		
Gore (Hants), Milton Mead, (E-bound)	E	BH25 6RN		
New Milton, Stem Lane, (E-bound)	E	BH25 5NE		
New Milton, Stem Lane, (W-bound)	W	BH25 5NE		Yes
New Milton, adj Walkford Lane	E	BH25 5NG		
New Milton, opp Walkford Lane	SW	BH25 5NG		
Barton on Sea, opp Naish Holiday Village	SE	BH25 7QT	height - Std	Yes
Barton on Sea, adj Naish Holiday Village	SW	BH25 7QT	height - Std	Yes
New Milton, nr The House Martin	W	BH25 6QQ	height - Std	Yes
New Milton, opp The House Martin	E	BH25 6QQ	height - Std	Yes
Old Milton, opp New Milton Junior School	NE	BH25 6EB		
Old Milton, o/s New Milton Junior School	SW	BH25 6EB		
New Milton, o/s Baptist Church	NE	BH25 6DS		
New Milton, opp Baptist Church	SW	BH25 6DS		
New Milton, Crossmead Avenue, (NE-bound)	NE	BH25 6DN		
Old Milton, o/s Quaker House	NE	BH25 6NR	height - Std	
Old Milton, Pantiles, (S-bound)	S	BH25 6PT	height - Kassell	
Old Milton, Pantiles, (N-bound)	N	BH25 6PT	height - Kassell	
Old Milton, adj Albany Close	N	BH25 7EP	height - Kassell	
Old Milton, opp Albany Close	S	BH25 7EP	height - Splay	
Barton on Sea, adj Highlands Road	S	BH25 7ES	height - Kassell	
Barton on Sea, opp Highlands Road	N	BH25 7ES	Yes	
Barton on Sea, adj Island View Court	N	BH25 7ET	height - Kassell	
Barton on Sea, opp Island View Court	S	BH25 7ET	Yes	
Barton on Sea, adj Grove Road	S	BH25 7EX	Yes	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Barton on Sea, opp Grove Road	N	BH25 7EX	Yes	
Barton on Sea, adj Beachcomber Cafe	W	BH25 7DZ	height - Kassell	Yes
Barton on Sea, opp Beachcomber Cafe	E	BH25 7ED	height - Kassell	Yes
Barton on Sea, Barton House, (W-bound)	W	BH25 7EQ	height - Kassell	Yes
Barton on Sea, Barton House, (E-bound)	E	BH25 7EF	height - Kassell	
Barton on Sea, adj Seaward Avenue	S	BH25 7ND	height - Kassell	Yes
Barton on Sea, opp Seaward Avenue	N	BH25 7ND	height - Kassell	
Barton on Sea, opp Seacroft Avenue	S	BH25 7NG	height - Std	
Barton on Sea, adj Seacroft Avenue	N	BH25 7NY	height - Std	
Old Milton, o/s The House Martin	SE	BH25 7NX	height - Std	
Barton on Sea, adj Becton Mead	S	BH25 7AA	height - Std	
New Milton, opp Leigh Road	SW	BH25 5JP	height - Std	
New Milton, adj Leigh Road	NE	BH25 5JP	height - Std	
New Milton, opp Brookyn Court	SE	BH25 5JU	height - Std	
New Milton, adj Brookyn Court	NW	BH25 5JU	Yes	
New Milton, Marley Avenue, (SE-bound)	SE	BH25 5NP	height - Std	
New Milton, Marley Avenue, (NW-bound)	NW	BH25 5NP	height - Std	
New Milton, adj Beechwood Avenue	NE	BH25 5LZ	height - Std	
New Milton, nr Beechwood Avenue	SW	BH25 5LZ	height - Std	
Bransgore, opp The Three Tuns	SE	BH23 8JH		
Bransgore, o/s The Three Tuns	NW	BH23 8JH		
Custards, Pikes Hill, (N-bound)	N	SO43 7NR		
Custards, Pikes Hill, (S-bound)	S	SO43 7AQ		
Holmsley, Station House Tea Rooms, (N-bound)	N	BH24 4HY		
Holmsley, Station House Tea Rooms, (S-bound)	S	BH24 4HY		
Bisterne Close, Durmast Cross, (NW-bound)	NW	BH24 4AY		Yes
Bisterne Close, Durmast Cross, (SE-bound)	SE	BH24 4AY		
Burley (Hants), School only, (NW-bound)	NW	BH24 4AP		
Burley (Hants), opp Burley Coach House	SE	BH24 4AB	height - Std	
Burley (Hants), o/s Burley Coach House	NW	BH24 4AB	height - Std	
Burley Street, adj Coach Hill Lane	SE	BH24 4DD	height - Std	
Burley Street, opp Coach Hill Lane	W	BH24 4DD	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Burley (Hants), opp Copse Road	SW	BH24 4ED	height - Kassell	
Burley (Hants), adj Copse Road	NE	BH24 4ED	height - Std	
Burley (Hants), opp Castle Hill Lane	W	BH24 4EJ	Yes	
Burley (Hants), adj Castle Hill Lane	E	BH24 4EJ	Yes	
Burley (Hants), adj Chubbs Farm	S	BH24 4EF	height - Std	
Burley (Hants), opp Chubbs Farm	N	BH24 4EF	Yes	
Thorney Hill, nr Thorney Hill Crossroads	SW	BH23 8DQ	height - Std	Yes
Thorney Hill, Thorney Hill Crossroads, (NE-bound)	NE	BH23 8DQ	Yes	
Thorney Hill, adj School Road	S	BH23 8DG	height - Std	
Thorney Hill, opp School Road	N	BH23 8DG	Yes	
Thorney Hill, adj Willow Lane	S	BH23 8DN	Yes	
Thorney Hill, opp Willow Lane	N	BH23 8DN	Yes	
Thorney Hill, opp Walkers Garage	S	BH23 8DH	Yes	
Thorney Hill, o/s Walkers Garage	N	BH23 8DH	Yes	
Bransgore, nr Wedgewood Gardens	S	BH23 8DB	height - Std	
Bransgore, adj Wedgewood Gardens	N	BH23 8DB	height - Std	
Bransgore, adj Bransgore Gardens	NE	BH23 8JD	height - Std	
Bransgore, opp Bransgore Gardens	SW	BH23 8JD	height - Std	
Bransgore, nr Ringwood Road	NE	BH23 8HZ	height - Std	
Bransgore, opp Ringwood Road	SW	BH23 8HZ	height - Std	Yes
Bransgore, opp Carpenters Arms	SW	BH23 8BP	height - Std	Yes
Bransgore, o/s Carpenters Arms	NE	BH23 8BP	Yes	
Bransgore, adj Bockhampton Corner	W	BH23 7AJ	Yes	
Bransgore, nr Bockhampton Corner	E	BH23 7AJ	Yes	
Sopley, nr The Woolpack Inn	SE	BH23 7AT	height - Std	
Sopley, opp The Woolpack Inn	N	BH23 7AX	height - Splay	
Moortown (Ringwood), adj Shires Close	N	BH24 3DJ		
Ringwood, Millstream Trading Estate, (NW-bound)	NW	BH24 3DL		
Ringwood, opp The Lamb	N	BH24 1DP	height - Std	
Ringwood, adj Fire Station	SE	BH24 1DR	height - Std	
Ringwood, opp Fire Station	N	BH24 1DH	height - Std	
Ringwood, Medical Centre, (opp footpath to The Close)	SW	BH24 1LG	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Ringwood, Medical Centre, (adj footpath to The Close)	N	BH24 1LB	height - Std	
Ringwood, Meeting House Lane, (Stand D)	E	BH24 1EY	height - Std	Yes
Ringwood, Meeting House Lane, (Stand C)	E	BH24 1EY	height - Std	Yes
Ringwood, Meeting House Lane, (Stand B)	E	BH24 1EY	height - Std	Yes
Ringwood, Meeting House Lane, (Stand A)	E	BH24 1HB	height - Std	Yes
Ringwood, adj Carvers Park	W	BH24 1HL	height - Std	
Ringwood, opp Carvers Park	E	BH24 1HL	height - Std	
Ringwood, nr Green Lane	N	BH24 1PS	height - Std	
Poulner, adj Fieldway	E	BH24 1JP	height - Splay	
Poulner, opp Fieldway	W	BH24 1JP	height - Std	
Poulner, opp White Hart	W	BH24 1JQ	height - Std	
Poulner, adj White Hart	E	BH24 1JH	height - Std	Yes
Hightown (Ringwood), opp Eastfield Court	S	BH24 1UN	height - Kassell	
Hightown (Ringwood), adj Ash Grove	S	BH24 1XT	height - Std	Yes
Ringwood, adj Gardner Road	W	BH24 3ER	height - Std	
Ringwood, opp Parsonage Barn Lane	W	BH24 1NE	height - Kassell	
Ringwood, nr Crow Arch Lane	S	BH24 1PB	height - Std	
Ringwood, adj New Street	W	BH24 3BA	height - Std	
Poulner, opp Northfield Road	S	BH24 1UB	height - Std	Yes
North Poulner, opp Poulner Schools	E	BH24 3LA	height - Std	Yes
Poulner, adj North Poulner Road	N	BH24 1SX	height - Std	
Poulner, opp Seymour Road	E	BH24 1SR	height - Std	
Poulner, opp Broadshard Lane	E	BH24 1LT	height - Std	
Blashford, adj Poulner Wells Garage	S	BH24 1AU	height - Kassell	Yes
Blashford, opp Poulner Wells Garage	N	BH24 1AU	height - Kassell	Yes
Blashford, adj Headlands Business Park	S	BH24 3PB	height - Kassell	
Blashford, nr Headlands Business Park	N	BH24 3PB	height - Kassell	
Blashford, opp Snails Lane	N	BH24 3PE	height - Kassell	
Blashford, adj Snails Lane	S	BH24 3PE	height - Kassell	Yes
Ellingham (Hants), adj Blashford Farm	NW	BH24 3PF	Yes	
Ellingham (Hants), opp Blashford Farm	SE	BH24 3PF	Yes	
Ellingham (Hants), nr Ellingham Crossroads	N	BH24 3PJ	Yes	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Ellingham (Hants), adj Ellingham Crossroads	S	BH24 3PJ	Yes	
Ibsley, opp Mockbeggar Lane	NE	BH24 3PP	height - Std	
Ibsley, adj Mockbeggar Lane	SW	BH24 3PP	height - Std	Yes
Ibsley, adj Ibsley Drove	S	BH24 3NW	Yes	
Ibsley, opp Ibsley Drove	N	BH24 3NW	Yes	
North Gorley, adj North Gorley Turn	S	SP6 2EY	Yes	
North Gorley, opp North Gorley Turn	N	SP6 2EY	height - Std	
North Gorley, adj Whites Motors	S	SP6 2HB	Yes	
North Gorley, opp Whites Motors	N	SP6 2HB	Yes	
Bickton, Gorley Nurseries, (S-bound)	S	SP6 2EX	Yes	
Bickton, Gorley Nurseries, (N-bound)	N	SP6 2EX	Yes	
Bickton, nr Bickton Crossroads	S	SP6 2EZ	height - Splay	
Bickton, adj Bickton Crossroads	N	SP6 2EZ	height - Std	
Fordingbridge, opp Redbrook Farm	N	SP6 2EU	height - Std	
Fordingbridge, adj Redbrook Farm	S	SP6 2EU	Yes	
Fordingbridge, adj Recreation Ground	N	SP6 1AN	height - Std	
Fordingbridge, adj Hillwoods Cars & Fuel	E	SP6 1AW	height - Std	
Fordingbridge, opp Post Office	SW	SP6 1AF	height - Std	
Fordingbridge, o/s Post Office	NE	SP6 1ZR	height - Std	Yes
Fordingbridge, adj Alexandra Road	N	SP6 1EH	height - Std	
Burgate (Hants), opp Waverley Road	SW	SP6 1QL	Yes	
Lower Burgate, opp Surma Valley	S	SP6 1EZ	height - Std	
Lower Burgate, adj Surma Valley	N	SP6 1EZ	height - Std	
Ashford (Hants), adj Ashford Close	SE	SP6 1BU		
Ashford (Hants), adj Jubilee Road	W	SP6 1DR		
Sandleheath, Sandleheath Crossroads, (NW-bound)	NW	SP6 1PR		Yes
Sandleheath, Sandleheath Crossroads, (SE-bound)	SE	SP6 1PR		
Damerham, adj High Street	NE	SP6 3ES		Yes
Damerham, opp High Street	SW	SP6 3HD		
Martin (Hants), adj Townsend Lane	NW	SP6 3LW		
Martin Drove End/Han, Martin Drove End, (SW-bound)	SW	SP6 3JT		
Upper Burgate, opp Burgate Cross	S	SP6 1LY	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Upper Burgate, adj Burgate Cross	N	SP6 1LY	Yes	
Breamore, adj Police Cottages	N	SP6 2ED	height - Std	
Breamore, opp Police Cottages	S	SP6 2ED	height - Std	
Breamore, nr Village Hall	N	SP6 2EG	Yes	Yes
Breamore, adj Village Hall	S	SP6 2EQ	Yes	
North Street/NForest, adj Breamore House Turn	N	SP6 2DJ	Yes	
North Street/NForest, opp Breamore House Turn	S	SP6 2DJ	Yes	
North Charford, nr South Charford Crossing	NE	SP6 2DN	Yes	
North Charford, adj South Charford Crossing	SW	SP6 2DN	Yes	
North Charford, adj Lions Lodge	S	SP6 2DS	Yes	
North Charford, opp Lions Lodge	N	SP6 2DS	Yes	
North Charford, adj Mays Firs	NW	SP6 2NS		
North Charford, adj Mount Pleasant Farm	SE	SP6 2NR		
Woodgreen (Hants), adj Bus Shelter	SE	SP6 2AQ	height - Std	Yes
Nomansland (Hants), Bramshaw Telegraph, (SE-bound)	SE	SP5 2PX		
Langley (Hants), Whitefield Farm, (SE-bound)	SE	SO45 1XR		
New Milton, Whitefield Road Terminus, (W-bound)	W	BH25 6DE	height - Kassell	Yes
Martin Drove End/Han, Martin Drove End, (SE-bound)	SE	SP6 3JT		
Martin (Hants), opp Townsend Lane	SE	SP6 3LW		
Cadnam, Bartley Lodge, (S-bound)	S	SO40 2NH		
Cadnam, Bartley Lodge, (N-bound)	N	SO40 2PQ		
Lower Buckland, May Avenue, (S-bound)	S	SO41 9ER		
Lymington, opp Town Hall	NE	SO41 9NX		
Lymington, Haglane Copse, (SE-bound)	SE	SO41 8DT		
Crow, Crow Crossroads, (S-bound)	S	BH24 3EA		
Beaulieu, opp Pages Lane	NW	SO42 7WD		
New Milton, Derwent Road, (E-bound)	E	BH25 5HG		
New Milton, nr Brownsea Close	N	BH25 5XE	height - Std	
Bashley, adj Village Store & PO	NW	BH25 5RX		
New Milton, Marryat Road, (W-bound)	W	BH25 5LN	height - Std	
New Milton, Marryat Road, (E-bound)	E	BH25 5LN	height - Std	
Hordle, opp Stopples Lane Shops	N	SO41 0GL		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
New Milton, Fir Avenue, (SW-bound)	SW	BH25 6EX		
New Milton, Fir Avenue, (E-bound)	E	BH25 6EX		
Ringwood, opp Hightown Gardens	SE	BH24 3EP		
Ringwood, adj Hightown Gardens	NW	BH24 3EP		
Barton on Sea, adj The Fairway	S	BH25 7AD	Yes	
Fordingbridge, adj Burnham Road	SE	SP6 1HD		
Fordingbridge, opp Burnham Road	NW	SP6 1HD		
Poulner, adj Seymour Road	W	BH24 1SR	height - Std	
Beaulieu, adj Pages Lane	SE	SO42 7WD		
Ringwood, opp Cloughs Road	N	BH24 1PT	height - Std	
Ringwood, opp East View Road	N	BH24 1PZ	height - Splay	
Fordingbridge, adj Normandy Way	E	SP6 1JN		
Fordingbridge, Market Place, (W-bound)	W	SP6 1JF		
Netley Marsh, Tatchbury Lane, (E-bound)	E	SO40 2GZ		
Netley Marsh, Tatchbury Lane, (W-bound)	W	SO40 2GZ		
Bartley, C of E Junior School, (S-bound)	S	SO40 2HR		
Bartley, C of E Junior School, (N-bound)	N	SO40 2HR		
Cove (Farnborough), Ladywood Avenue, (SW-bound)	SW	GU14 9SN		
Cove (Farnborough), Ladywood Avenue, (NE-bound)	NE	GU14 9SL		
Cove (Farnborough), Whetstone Road Shops, (SW-bound)	SW	GU14 9SX		
Southwood (Hants), Conway Drive, (W-bound)	W	GU14 9UH		
Southwood (Hants), Conway Drive, (E-bound)	E	GU14 9SE		
Cove (Farnborough), The Plough & Horses, (W-bound)	W	GU14 9RD		
Cove (Farnborough), The Plough & Horses, (E-bound)	E	GU14 9RH		
Rafborough, West Heath Bridge, (W-bound)	W	GU14 9RU		
Rafborough, St Johns Road, (SE-bound)	SE	GU14 9RR		
Cove (Farnborough), St John's Road, (SE-bound)	SE	GU14 9PS		
Cove (Farnborough), St John's Road, (NW-bound)	NW	GU14 9PS		
Cove (Farnborough), Cripsey Road, (NE-bound)	NE	GU14 9QB		Yes
Cove (Farnborough), Cripsey Road, (E-bound)	E	GU14 9QA		
Cove (Farnborough), adj Shakespeare Gardens	E	GU14 9QT		
Cove (Farnborough), Whetstone Road, (NW-bound)	NW	GU14 9RF		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Cove (Farnborough), Nightingale Close, (E-bound)	E	GU14 9QH		Yes
Cove (Farnborough), Pinewood School, (NW-bound)	NW	GU14 9JU		
Cove (Farnborough), opp Bartons Way	NE	GU14 9LH		
Cove (Farnborough), Pinewood Park, (nr 116)	NE	GU14 9LG		
Cove (Farnborough), Pinewood Park, (S-bound)	S	GU14 9LD		
Cove (Farnborough), Hill Corner Mobile Homes, (SW-bound)	SW	GU14 9JY		
Cove (Farnborough), Lakeside Gardens, (E-bound)	E	GU14 9JB		
Cove (Farnborough), Lakeside Gardens, (W-bound)	W	GU14 9JB		
Fox Lane, Mendip Road, (SW-bound)	SW	GU14 9HL		
Fox Lane, Mendip Road, (NE-bound)	NE	GU14 9HL		
Fox Lane, Irvine Drive, (SW-bound)	SW	GU14 9HJ		
Fox Lane, Irvine Drive, (NE-bound)	NE	GU14 9EX		
Fox Lane, Sandy Lane, (SW-bound)	SW	GU14 9EU		
Fox Lane, opp Derry Road	W	GU14 9FJ		
Fox Lane, opp The Fox Inn	NE	GU14 9BL		Yes
Fox Lane, All Saints Church, (SW-bound)	SW	GU14 9BW		Yes
Fox Lane, adj Derry Road	E	GU14 9BQ		
Fox Lane, Hawley Lane, (SW-bound)	SW	GU14 9FB		
Fox Lane, Hawley Lane, (NE-bound)	NE	GU14 9BD		
Fox Lane, opp New Inn	NW	GU17 9EU		
Fox Lane, o/s New Inn	SE	GU17 9EU		
Fox Lane, Hawley Court, (S-bound)	S	GU14 9EE		
Fox Lane, Hawley Court, (N-bound)	N	GU14 9EE		
Fox Lane, adj Medway Drive	N	GU14 9ED		Yes
Fox Lane, opp Medway Drive	S	GU14 9LW		Yes
Cove (Farnborough), Cove Manor School, (N-bound)	N	GU14 9DY		
Cove (Farnborough), o/s Cove Manor School	S	GU14 9DY		
Cove (Farnborough), Birchett Road, (SW-bound)	SW	GU14 9DS		
Cove (Farnborough), Birchett Road, (NE-bound)	NE	GU14 9DP		Yes
Rafborough, Andrews Road, (N-bound)	N	GU14 9RX		
Rafborough, West Heath Road, (S-bound)	S	GU14 9RX		
Rafborough, West Heath Road, (N-bound)	N	GU14 9RX		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Rafborough, Giffard Drive Shops, (NW-bound)	NW	GU14 8PX		
Rafborough, Giffard Drive Shops, (S-bound)	S	GU14 8PX		
Hawley Lane, Houseman Road, (SE-bound)	SE	GU14 8QD		
Hawley Lane, Houseman Road, (NW-bound)	NW	GU14 8QE		
Hawley Lane, Giffard Drive, (NE-bound)	NE	GU14 8SU		
Hawley Lane, Giffard Drive, (SW-bound)	SW	GU14 8SP		
Hawley Lane, Carmarthen Close, (SW-bound)	SW	GU14 8TE		Yes
Hawley Lane, Grange Community Junior School, (SW-bound)	SW	GU14 8XJ		Yes
Hawley Lane, Bracklesham Close, (N-bound)	N	GU14 8LJ	height - Kassell	
Hawley Lane, adj Mayfield Road	N	GU14 8DE		Yes
Hawley Lane, Totland Estate, (E-bound)	E	GU14 8LQ		
Hawley Lane, opp Chaucer Road	E	GU14 8ST		Yes
Rafborough, Watts Road, (W-bound)	W	GU14 8QY		
Rafborough, Watts Road, (NE-bound)	NE	GU14 8QZ		
Rafborough, Beta Road, (W-bound)	W	GU14 8PD		
Rafborough, Beta Road, (E-bound)	E	GU14 8PD		
Farnborough (Hants), Main Rail Station, (Stop T)	N	GU14 7NL		Yes
Farnborough (Hants), Ham and Blackbird, (Stop M)	S	GU14 7FT		Yes
Farnborough (Hants), Clockhouse, (Stop N)	E	GU14 7UA		
Farnborough (Hants), Victoria Road, (Stop G)	W	GU14 7RH		Yes
Farnborough (Hants), Victoria Road, (Stop H)	E	GU14 7PJ		
Farnborough (Hants), Elm Grove Road, (Stop P)	N	GU14 7RB		
Farnborough (Hants), Cove Green, (W-bound)	W	GU14 7TB		
Farnborough (Hants), Cove Green, (E-bound)	E	GU14 0EH		
Farnborough (Hants), Tradesmans Arms, (E-bound)	E	GU14 0EN		
Farnborough (Hants), Tradesmans Arms, (W-bound)	W	GU14 0ES		
Rafborough, Highfield Road, (SE-bound)	SE	GU14 0JA		
Rafborough, Ivy Leaf Club, (N-bound)	N	GU14 0HF		
Rafborough, adj Nash Close	SE	GU14 0HQ		
Rafborough, opp Nash Close	NW	GU14 0HQ		
Rafborough, Morval Close, (SW-bound)	SW	GU14 0JL		
Rafborough, Morval Close, (NE-bound)	NE	GU14 0JH		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Southwood (Hants), Derwent Close, (N-bound)	N	GU14 0JN		
Southwood (Hants), Derwent Close, (S-bound)	S	GU14 0JN		
Southwood (Hants), opp Merlin Way	W	GU14 0QB		
Southwood (Hants), Morrisons, (SE-bound)	SE	GU14 0PU		
Southwood (Hants), Morrisons, (NW-bound)	NW	GU14 0PU		
Farnborough (Hants), Kingsmead South, (Stop A)	W	GU14 7TE		Yes
Farnborough (Hants), Kingsmead South, (Stop B)	W	GU14 7TE		Yes
Farnborough (Hants), Kingsmead South, (Stop C)	SW	GU14 7TE		
Farnborough (Hants), Kingsmead South, (Stop W)	E	GU14 7TE		
Farnborough (Hants), Oak Road, (Stop E)	S	GU14 7AQ		Yes
Farnborough (Hants), Kingsmead Main Road, (Stop D)	N	GU14 7JL		Yes
Farnborough (Hants), Empress Avenue, (SW-bound)	SW	GU14 8AX		Yes
Farnborough (Hants), Napoleon Avenue, (NE-bound)	NE	GU14 8AY		Yes
Farnborough Green, Prospect Avenue, (Stop E)	N	GU14 8BF		Yes
Farnborough Green, Prospect Avenue, (Stop F)	S	GU14 8BQ		Yes
Farnborough Green, Sixth Form College, (Stop D)	W	GU14 8JT		
Farnborough Green, Sixth Form College, (Stop C)	E	GU14 8JT		
Farnborough Green, Sixth Form College, (Stop A)	S	GU14 8JS		Yes
Farnborough Green, Sixth Form College, (Stop B)	N	GU14 8ER		
Hawley Lane, Sand Hill, (S-bound)	S	GU14 8EW		
Hawley Lane, Sand Hill, (N-bound)	N	GU14 8EW		
Hawley Lane, opp Shopping Parade	S	GU14 8HR		Yes
Hawley Lane, adj Shopping Parade	N	GU14 8HR		Yes
Hawley Lane, Covey Close, (SW-bound)	SW	GU14 8EB		Yes
Hawley Lane, Covey Close, (NE-bound)	NE	GU14 8ED		Yes
Hawley Lane, Oaken Copse Crescent, (E-bound)	E	GU14 8DR		
Hawley Lane, Oaken Copse Crescent, (W-bound)	W	GU14 8DP		
Hawley Lane, Prince Charles Crescent, (SE-bound)	SE	GU14 8JF		
Hawley Lane, Prince Charles Crescent, (NW-bound)	NW	GU14 8JF		
Farnborough Green, Bradfords Garage, (N-bound)	N	GU14 8JA		Yes
Farnborough Green, Bradfords Garage, (S-bound)	S	GU14 8BD		Yes
Farnborough Street, Farnborough North Station, (SE-bound)	SE	GU14 8BZ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Farnborough Street, Chingford Avenue, (SW-bound)	SW	GU14 8AE		
Farnborough Street, Farnborough Road, (W-bound)	W	GU14 8AS		
Farnborough Park, Abbey Way, (W-bound)	W	GU14 7BZ		
Farnborough Park, Abbey Way, (E-bound)	E	GU14 7BZ		
Farnborough Park, Carlyon Close, (W-bound)	W	GU14 7BU		
Farnborough Park, Carlyon Close, (E-bound)	E	GU14 7BU		
Farnborough Park, Barnes Close, (E-bound)	E	GU14 7HZ		
Farnborough Park, Barnes Close, (SW-bound)	SW	GU14 7HZ		
Farnborough Park, Montacute Close, (S-bound)	S	GU14 7HG		
Farnborough Park, Montacute Close, (N-bound)	N	GU14 7HG		
Farnborough Park, Blaise Close, (S-bound)	S	GU14 7EH		
Farnborough Park, Blaise Close, (N-bound)	N	GU14 7EQ		
Farnborough Park, Chatsworth Road, (S-bound)	S	GU14 7ET		
Farnborough Park, Chatsworth Road, (N-bound)	N	GU14 7ET		
South Farnborough, Manor Road, (N-bound)	N	GU14 6RL		
South Farnborough, Manor Road, (S-bound)	S	GU14 6RL		
South Farnborough, Sycamore Road, (N-bound)	N	GU14 6QN		
South Farnborough, Sycamore Road, (S-bound)	S	GU14 6QN		
South Farnborough, Boundary Road, (N-bound)	N	GU14 6QW		
South Farnborough, The Grove, (N-bound)	N	GU14 6QP		
South Farnborough, The Grove, (S-bound)	S	GU14 6QP		
South Farnborough, Reading Road, (S-bound)	S	GU14 6NT		
South Farnborough, adjacent Rivers Close	W	GU14 6LZ		Yes
South Farnborough, adj South Street	S	GU14 6LP		
South Farnborough, opp South Street	N	GU14 6LT		
North Camp, Park Road, (E-bound)	E	GU14 6LF		
North Camp, Park Road, (W-bound)	W	GU14 6LF		
North Camp, Gravel Road, (E-bound)	E	GU14 6JY		
North Camp, Gravel Road, (W-bound)	W	GU14 6JY		
North Camp, Peabody Road, (E-bound)	E	GU14 6JR		
North Camp, Peabody Road, (W-bound)	W	GU14 6JR		
North Camp, Morris Road, (E-bound)	E	GU14 6HD		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
North Camp, opp Morris Road	W	GU14 6HF		
North Camp, Park Road Roundabout, (E-bound)	E	GU14 6HH		
North Camp, Netley Street, (S-bound)	S	GU14 6BU		Yes
North Camp, Netley Street, (N-bound)	N	GU14 6DA		Yes
South Farnborough, adj Buller Court	N	GU14 6DF		Yes
South Farnborough, opp Buller Court	S	GU14 6DF		Yes
South Farnborough, Albert Road, (N-bound)	N	GU14 6RY		
South Farnborough, Albert Road, (S-bound)	S	GU14 6RZ		
Farnborough Park, Rushmoor Council Offices, (N-bound)	N	GU14 7JQ		Yes
Farnborough Park, College of Technology, (S-bound)	S	GU14 7JG		Yes
North Camp, Napier Gardens, (N-bound)	N	GU11 2HR	height - Kassell	
North Camp, Napier Gardens, (SW-bound)	SW	GU11 2HR		
Aldershot, Hammersley Road, (NE-bound)	NE	GU11 2HS	height - Kassell	
Aldershot, Hammersley Road, (SW-bound)	SW	GU11 2LS	height - Kassell	
Montgomery Lines, Prince's Avenue, (NE-bound)	NE	GU11 2JL	height - Kassell	
Montgomery Lines, Prince's Avenue, (SW-bound)	SW	GU11 2JL	height - Kassell	
Montgomery Lines, St Andrews Church, (NE-bound)	NE	GU11 2BY	height - Kassell	
Montgomery Lines, St Andrews Church, (SW-bound)	SW	GU11 2BY	height - Kassell	
Montgomery Lines, Steeles Road, (NE-bound)	NE	GU11 2DP	height - Kassell	
Montgomery Lines, Steeles Road, (SW-bound)	SW	GU11 2DP	height - Kassell	
Montgomery Lines, Hospital Road, (SW-bound)	SW	GU11 1AY	height - Std	
Montgomery Lines, opp Hospital Road	NE	GU11 1AY		
North Town/Aldershot, Blacksmith Close, (W-bound)	W	GU12 4GA		
North Town/Aldershot, Blacksmith Close, (E-bound)	E	GU12 4GA		
North Town/Aldershot, Denmark Square, (W-bound)	W	GU12 4FA		Yes
North Town/Aldershot, Denmark Square, (E-bound)	E	GU12 4GB		
North Town/Aldershot, Farm Road, (SE-bound)	SE	GU12 4UG		
North Town/Aldershot, Field Way, (N-bound)	N	GU12 4UQ		
North Town/Aldershot, Meadow Way, (SW-bound)	SW	GU12 4UR		
North Town/Aldershot, North Lane Shops, (S-bound)	S	GU12 4TJ		Yes
North Town/Aldershot, North Lane Shops, (N-bound)	N	GU12 4SY		
North Town/Aldershot, Belle Vue Road, (N-bound)	N	GU12 4QR		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
North Town/Aldershot, St Augustines, (W-bound)	W	GU12 4QN		
North Town/Aldershot, St Augustines, (E-bound)	E	GU12 4SE		
North Town/Aldershot, opp Roberts Road	E	GU12 4RU		
North Town/Aldershot, adj Roberts Road	NW	GU12 4RU		
North Town/Aldershot, Redan Road, (SE-bound)	SE	GU12 4NJ		
Aldershot, Rosedale, (W-bound)	W	GU12 4NJ		
Aldershot, Football Stadium, (Stop Q)	NE	GU12 4SH	height - Std	
Aldershot, Football Stadium, (Stop R)	SW	GU11 1TJ	height - Std	
Aldershot, Redan Road, (Stop S)	SE	GU11 1TJ	height - Std	Yes
North Town/Aldershot, Manor Park, (NW-bound)	NW	GU12 4NX		
North Town/Aldershot, Manor Park, (SE-bound)	SE	GU12 4LU		
North Town/Aldershot, opp Brighton Road	E	GU12 4BX		
North Town/Aldershot, adj Brighton Road	NW	GU12 4HH		
North Town/Aldershot, Coleman Road, (E-bound)	E	GU12 4EZ		
North Town/Aldershot, Coleman Road, (W-bound)	W	GU12 4BZ		
North Town/Aldershot, opp Herrett Street	E	GU12 4DB		
North Town/Aldershot, North Lane, (E-bound)	E	GU12 4WD		
North Town/Aldershot, adj Herrett Street	W	GU12 4ET		
North Town/Aldershot, White Lion, (N-bound)	N	GU12 4EA		
North Town/Aldershot, White Lion, (S-bound)	S	GU12 4EA		
Tices Meadow, opp Heron Wood Road	SE	GU12 4AA	height - Std	
Tices Meadow, adj Heron Wood Road	NW	GU12 4AB	height - Std	Yes
Tices Meadow, adj Allden Avenue	N	GU12 4AE	height - Std	
Tices Meadow, adj Allden Gardens	NE	GU12 4AF	height - Std	
Tices Meadow, Bryce Gardens, (NE-bound)	NE	GU11 3SW	height - Std	Yes
Tices Meadow, opp Pool Road	NW	GU11 3SH	height - Std	Yes
Tices Meadow, adj Gloucester Road	E	GU11 3SG	height - Std	
Tices Meadow, opp Overton Close	SE	GU11 3RQ	height - Std	Yes
Tices Meadow, opp Basing Drive	SE	GU11 3RF	height - Std	
Tices Meadow, nr Boxalls Lane	SW	GU11 3RE	height - Std	Yes
Tices Meadow, adj Sandown Crescent	NE	GU11 3RD	height - Splay	
Tices Meadow, opp Gloucester Road	NE	GU11 3RB	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Tices Meadow, adj Gloucester Road	SW	GU11 3QY	height - Std	Yes
Tices Meadow, adj Guildford Road	SW	GU12 4EW	height - Kassell	Yes
Tices Meadow, adj Orchard Way	NE	GU12 4HR		
Tices Meadow, opp Orchard Way	SW	GU12 4EJ	height - Std	
North Town/Aldershot, adj Lower Farnham Road	N	GU11 3PS	height - Std	Yes
North Town/Aldershot, nr Lower Farnham Road	S	GU11 3PS	height - Std	
Tices Meadow, adj Brighton Road	S	GU11 3PR	height - Std	
Tices Meadow, opp Brighton Road	N	GU11 3SP	height - Std	
Aldershot, nr St Michaels Church	NW	GU11 3SY	height - Std	
Aldershot, adj St Michaels Church	SE	GU11 3SY	height - Std	
Aldershot, opp St Michaels Road	W	GU11 3HB	height - Std	
Aldershot, adj St Michaels Road	E	GU12 4JX	height - Std	
Aldershot, opp Bridge Road	NE	GU11 3NQ	height - Std	Yes
Aldershot, adj Bridge Road	S	GU11 3NQ	height - Std	
Aldershot, adj Hillside Road	NE	GU11 3NG	height - Std	
Aldershot, Hillside Road, (SW-bound)	SW	GU11 3NG		
Aldershot, nr Duke of York	NW	GU11 3NE	height - Std	
Aldershot, o/s Duke of York	SE	GU11 3NE	height - Std	
Aldershot, Halimote Road, (Stop P)	S	GU11 3EJ	height - Std	Yes
Aldershot, Halimote Road, (Stop O)	N	GU11 3EF	height - Std	
Aldershot, Grosvenor Road, (E-bound)	E	GU11 1NJ		
Aldershot, Bus Station, (Stop 2)	undefined	GU11 1HQ		
Aldershot, Bus Station, (Stop 3)	undefined	GU11 1HQ		
Aldershot, Bus Station, (Stop 4)	undefined	GU11 1HN		
Aldershot, Bus Station, (Stop 5)	undefined	GU11 1HN		
Aldershot, Bus Station, (Stop 6)	undefined	GU11 1HN		
Aldershot, Bus Station, (Stop 7)	undefined	GU11 1HN		
Aldershot, Bus Station, (Stop 8)	undefined	GU11 1HN		
Aldershot, Football Stadium, (Stop T)	NW	GU11 1TS	height - Std	Yes
Aldershot, Library, (Stop C)	W	GU11 1DQ	height - Std	Yes
Aldershot, Princes Gardens, (Stop E)	W	GU11 1BP	height - Std	Yes
Aldershot, Princes Gardens, (Stop F)	W	GU11 1BP	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Aldershot, Princes Hall, (Stop G)	S	GU11 1NX	height - Std	
Aldershot, Old Town Hall, (Stop M)	N	GU11 3DW	height - Std	
Aldershot, Old Town Hall, (Stop N)	S	GU11 3DW	height - Std	
Aldershot, Lime Street, (Stop L)	N	GU11 1QQ	height - Std	
Aldershot, Queens Road, (Stop Y)	S	GU11 3JE	height - Std	
Aldershot, Queens Road, (Stop Z)	SW	GU11 3JE	height - Std	
Aldershot, Sandford Road, (E-bound)	E	GU11 3LA	height - Std	
Aldershot, Sandford Road, (W-bound)	W	GU11 3LA		
Aldershot, Chetwode Terrace, (E-bound)	E	GU11 3PP		Yes
Aldershot, Chetwode Terrace, (W-bound)	W	GU11 3PP		
Aldershot, York Crescent, (N-bound)	N	GU11 3JQ		
Aldershot, York Crescent, (SW-bound)	SW	GU11 3HX		
Aldershot, York Road, (E-bound)	E	GU11 3UA		Yes
Aldershot, Cherryhill Grove, (SW-bound)	SW	GU11 3AJ		
Aldershot, Cranmore Gardens, (E-bound)	E	GU11 3AN		
Aldershot, Cranmore Gardens, (W-bound)	W	GU11 3AN		
Cargate, Rowhill Copse, (NE-bound)	NE	GU11 3BD		Yes
Cargate, Rowhill Copse, (SW-bound)	SW	GU11 3BD		
Aldershot, Cranmore Lane, (N-bound)	N	GU11 3BD		
Aldershot, Cranmore Lane, (S-bound)	S	GU11 3BD		
Aldershot, Wellington Centre, (Stop A)	E	GU11 1JW	height - Kassell	Yes
Farnborough (Hants), Ham and Blackbird, (Stop L)	NE	GU14 7LZ		
Tices Meadow, nr Tongham Road	S	GU12 4AU	height - Std	
Valley Park, Castle Lane, (SE-bound)	SE	SO53 4PU		Yes
Valley Park, Castle Lane, (NW-bound)	NW	SO53 4PU		
Valley Park, adj Raglan Close	SE	SO53 4LH		
Valley Park, opp Raglan Close	NW	SO53 4LH		
Valley Park, Pilgrims Close, (NE-bound)	NE	SO53 4TT		
Valley Park, Pilgrims Close, (SW-bound)	SW	SO53 4TT		
Valley Park, Chidden Holt, (SW-bound)	SW	SO53 4SD		Yes
Valley Park, Chidden Holt, (NE-bound)	NE	SO53 4RJ		
Valley Park, Stinchar Drive, (W-bound)	W	SO53 4SX		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Valley Park, Stinchar Drive, (E-bound)	E	SO53 4QA		Yes
Valley Park, Lambourn Square, (S-bound)	S	SO53 4AA		Yes
Valley Park, Alderwood Avenue, (W-bound)	W	SO53 4TJ		
Valley Park, Alderwood Avenue, (E-bound)	E	SO53 4TJ		
Valley Park, Katrine Crescent, (SE-bound)	SE	SO53 4RU		Yes
Valley Park, Katrine Crescent, (NW-bound)	NW	SO53 4RU		Yes
Hiltingbury, Baddesley Road, (N-bound)	N	SO53 5EP		
Hocombe, Hook Road, (N-bound)	N	SO53 5PL		
Hocombe, Hook Road, (S-bound)	S	SO53 5LS		
Ampfield, Potters Heron Inn, (NW-bound)	NW	SO51 9BW		Yes
Ampfield, Green Pond Lane, (NE-bound)	NE	SO51 9BR		Yes
Ampfield, Green Pond Lane, (SW-bound)	SW	SO51 9BR		Yes
Ampfield, o/s White Horse	W	SO51 9BQ		
Ampfield, opp White Horse	E	SO51 9BQ		Yes
Ampfield, Pound Lane, (NW-bound)	NW	SO51 9PA		Yes
Ampfield, Pound Lane, (SE-bound)	SE	SO51 9PA		Yes
Crampmoor, Jermyns Lane, (W-bound)	W	SO51 9AS		
Crampmoor, Jermyns Lane, (E-bound)	E	SO51 0QA		
Crampmoor, South Holmes Copse, (NE-bound)	NE	SO51 9BA		
Crampmoor, South Holmes Copse, (SW-bound)	SW	SO51 9BA		
Crampmoor, Woodlands, (NE-bound)	NE	SO51 9BB		
Crampmoor, Woodlands, (SW-bound)	SW	SO51 9BB		
Crampmoor, adjacent Crampmoor Lane	SW	SO51 9AL		Yes
Crampmoor, opposite Crampmoor Lane	NE	SO51 9AL		
Crampmoor, St Swithun's Church, (SE-bound)	SE	SO51 9AP		Yes
Crampmoor, St Swithun's Church, (NW-bound)	NW	SO51 9AP		
Woodley (Romsey), Champion Drive, (NE-bound)	NE	SO51 7US		Yes
Woodley (Romsey), Champion Drive, (SW-bound)	SW	SO51 7US		Yes
Woodley (Romsey), opp Viney Avenue	NE	SO51 7TB	height - Std	Yes
Woodley (Romsey), adj Viney Avenue	SW	SO51 7NN	height - Std	Yes
Romsey (Hants), opp The Crescent	NE	SO51 7NJ	height - Std	Yes
Romsey (Hants), adj The Crescent	SW	SO51 7NH	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Romsey (Hants), adj Cupernham Lane	NE	SO51 7NP	height - Std	Yes
Romsey (Hants), opp Cupernham Lane	SW	SO51 7NP	height - Std	Yes
Romsey (Hants), opp Abbey Lodge	NE	SO51 8JL		
Romsey (Hants), adj Abbey Lodge	SW	SO51 8JL		
Romsey (Hants), Alma Road, (Stop L)	NE	SO51 8AA		
Romsey (Hants), Alma Road, (Stop K)	SW	SO51 8AB		
Romsey (Hants), Linden Road, (Stop J)	E	SO51 8BZ		
Romsey (Hants), Linden Road, (Stop H)	W	SO51 8BX		
Woodley (Romsey), opp Winterbourne Road	S	SO51 7TN	height - Std	
Woodley (Romsey), opp Anstey Road	S	SO51 7TW	height - Std	
Woodley (Romsey), adj Ganger Farm Lane	S	SO51 7NZ	height - Std	
Woodley (Romsey), adj Woodley Close	S	SO51 0PA	height - Std	
Abbotswood (Romsey), Abbotswood Crossroads, (N-bound)	N	SO51 0PB		
Abbotswood (Romsey), Abbotswood Crossroads, (S-bound)	S	SO51 0PB		
Braishfield, nr Dog and Crook	NE	SO51 0QB	height - Std	
Braishfield, Dog and Crook, (SW-bound)	SW	SO51 0QB		
Braishfield, opp The Wheatsheaf Inn	N	SO51 0PP	height - Std	
Braishfield, nr The Wheatsheaf Inn	S	SO51 0PP	height - Std	Yes
Timsbury (Hants), Timsbury Institute, (SE-bound)	SE	SO51 0NA		
Timsbury (Hants), Timsbury Institute, (NW-bound)	NW	SO51 0NA		
Michelmersh, Recreation Ground, (S-bound)	S	SO51 0NH		Yes
Michelmersh, Recreation Ground, (N-bound)	N	SO51 0NH		
Michelmersh, The Malthouse Inn, (NW-bound)	NW	SO51 0NG		
Kimbridge, opposite Bear and Ragged Staff	NW	SO51 0AE		
Kimbridge, adjacent Bear and Ragged Staff	SE	SO51 0AE		
Michelmersh, adj Brickworks	E	SO51 0NN		
Michelmersh, Mannyngham Way, (S-bound)	S	SO51 0NZ		
Michelmersh, Mannyngham Way, (N-bound)	N	SO51 0NZ		
Belbins, Dukes Head, (SE-bound)	SE	SO51 0HP		
Belbins, Dukes Head, (N-bound)	N	SO51 0HD		
Kents Oak, Berrys Pond, (NW-bound)	NW	SO51 0GH		
Kents Oak, Berrys Pond, (SE-bound)	SE	SO51 0GH		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Awbridge, adjacent Church Lane	S	SO51 0HN		
Awbridge, opposite Church Lane	N	SO51 0HN		
Kents Oak, Wood Farm, (E-bound)	E	SO51 0GG		
Kents Oak, Wood Farm, (W-bound)	W	SO51 0GG		
Doctor's Hill, Newtown, (SE-bound)	SE	SO51 0GJ		
Doctor's Hill, Newtown, (NE-bound)	NE	SO51 0GJ		
Tote Hill, Council Houses, (N-bound)	N	SO51 0GL		
Tote Hill, Council Houses, (S-bound)	S	SO51 0GL		
Tote Hill, adjacent Carters Clay	SE	SO51 0GN		
Tote Hill, Carters Clay, (Adj The Banks)	NW	SO51 0GN		
Lockerley, opposite The Vicarage	S	SO51 0JF		
Lockerley, adjacent The Vicarage	N	SO51 0JF		
Lockerley, opposite St Johns Church	NW	SO51 0JY		
Lockerley, outside St Johns Church	SE	SO51 0JY		
Lockerley, Lockerley Green, (SW-bound)	SW	SO51 0JN		
Lockerley, Holbury Lane, (W-bound)	W	SO51 0JQ		
East Dean (Hants), adj Glebe Meadow	W	SP5 1HF		
West Tytherley, outside Village School	N	SP5 1NP		
West Tytherley, opposite Village School	S	SP5 1JX		
West Tytherley, adjacent Beales Court	N	SP5 1PD		
East Tytherley, Village Centre, (E-bound)	E	SP5 1LE		
Lockerley, adjacent The Star Inn	S	SO51 0JT		
Sherfield English, opp Bunny Lane	NW	SO51 6GP	Yes	
Sherfield English, Melchet Lodge, (NW-bound)	NW	SO51 6FQ		
Sherfield English, o/s Graemar Cottages	E	SO51 6FW	height - Std	Yes
Sherfield English, opp Graemar Cottages	W	SO51 6FW	height - Std	
Sherfield English, adj Hatchet Inn	W	SO51 6FN		
Sherfield English, nr Hatchet Inn	E	SO51 6FN		
Doctor's Hill, adj Newtown Road	E	SO51 6FF		
Doctor's Hill, opp Newtown Road	W	SO51 6FF		
Shootash, Dunwood Manor, (NW-bound)	NW	SO51 6FD		
Shootash, Shootash Crossroads, (NW-bound)	NW	SO51 0GB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Shootash, Shootash Crossroads, (SE-bound)	SE	SO51 0GB		
Shootash, Embley Park Lodge, (SE-bound)	SE	SO51 6ZB		
Shootash, Embley Park Lodge, (NW-bound)	NW	SO51 6ZB		
Ridge (Hants), adj Gardeners Lane	E	SO51 6BB		
Ridge (Hants), nr Gardeners Lane	W	SO51 6BB		
East Wellow, o/s Carlo's Tea Rooms	E	SO51 6BE		
East Wellow, opp Carlo's Tea Rooms	W	SO51 6BE		
West Wellow, War Memorial, (E-bound)	E	SO51 6GJ		
West Wellow, War Memorial, (W-bound)	W	SO51 6GJ		
West Wellow, Wheatears Drive, (SW-bound)	SW	SO51 6RH		
West Wellow, Wheatears Drive, (NE-bound)	NE	SO51 6RH		
West Wellow, Gurnays Mead, (S-bound)	S	SO51 6GH		
West Wellow, Gurnays Mead, (N-bound)	N	SO51 6BT		Yes
Blackhill (Hants), opp Blackhill Road	SE	SO51 6AY		
West Wellow, Chatmohr, (NW-bound)	NW	SO51 6AP		
West Wellow, Chatmohr, (SE-bound)	SE	SO51 6AP		
West Wellow, Canada Corner, (SE-bound)	SE	SO51 6RF		Yes
West Wellow, Canada Corner, (NW-bound)	NW	SO51 6RF		
West Wellow, Slab Lane, (NW-bound)	NW	SO51 6BU		
West Wellow, Slab Lane, (SE-bound)	SE	SO51 6BZ		
Plaitford (Hants), Maurys Lane, (E-bound)	E	SO51 6GY		
Plaitford (Hants), Maurys Lane, (W-bound)	W	SO51 6GY		
Plaitford (Hants), Village Hall, (E-bound)	E	SO51 6EE		
Plaitford (Hants), Village Hall, (W-bound)	W	SO51 6EE		
Dunbridge, opp Russell Drive	SE	SO51 0JX		
Dunbridge, adj Russell Drive	NW	SO51 0JX		
Broughton (Hants), Rectory Lane, (NW-bound)	NW	SO20 8AA		
Broughton (Hants), School Lane, (N-bound)	N	SO20 8AL		
Stockbridge (Hants), Test Valley School, (E-bound)	E	SO20 6HA		
Stockbridge (Hants), Town Hall, (W-bound)	W	SO20 6HD		
Stockbridge (Hants), St Peters Church, (E-bound)	E	SO20 6HE		
North Houghton, North Houghton Farm, (SW-bound)	SW	SO20 6LF		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
North Houghton, Houghton Lodge, (S-bound)	S	SO20 6LQ		
North Houghton, Houghton Lodge, (N-bound)	N	SO20 6LQ		
Houghton (Hants), The Boot Inn, (S-bound)	S	SO20 6LH		
Houghton (Hants), Village Hall, (N-bound)	N	SO20 6LW		
Houghton (Hants), Village Hall, (S-bound)	S	SO20 6LW		
Bossington (Hants), Houghton Corner, (SW-bound)	SW	SO20 6LR		
Horsebridge (Hants), opp John of Gaunt	N	SO20 6PU		
Horsebridge (Hants), o/s John of Gaunt	S	SO20 6PU		
King's Somborne, Parish Church, (SE-bound)	SE	SO20 6NB		Yes
King's Somborne, Parish Church, (NW-bound)	NW	SO20 6NX		
King's Somborne, adj Post Office	SW	SO20 6NY		
King's Somborne, opp Post Office	NE	SO20 6NY	height - Std	
King's Somborne, Muss Lane, (E-bound)	E	SO20 6QA		
King's Somborne, Muss Lane, (W-bound)	W	SO20 6QA		
King's Somborne, adj Riverside Green	NE	SO20 6NG		
King's Somborne, opp Riverside Green	SW	SO20 6NG		
King's Somborne, Ashley Turning, (N-bound)	N	SO20 6PG		
King's Somborne, Ashley Turning, (S-bound)	S	SO20 6PG		
Little Somborne, Somborne Park Road, (SE-bound)	SE	SO20 6QT		
Little Somborne, Somborne Park Road, (NW-bound)	NW	SO20 6QT		
Up Somborne, Strawberry Lane, (NE-bound)	NE	SO20 6QX		Yes
Up Somborne, Strawberry Lane, (SW-bound)	SW	SO20 6QX		
Romsey (Hants), adjacent Priestlands	N	SO51 8FQ		
Romsey (Hants), opposite Priestlands	S	SO51 8FQ		
Romsey (Hants), Council Offices, (Stop Q)	N	SO51 8AQ		
Romsey (Hants), opp Council Offices	S	SO51 1BY		
Romsey (Hants), Bus Station, (Stop E)	undefined	SO51 8LB		Yes
Romsey (Hants), Bus Station, (Stop D)	undefined	SO51 8AL		Yes
Romsey (Hants), Bus Station, (Stop C)	undefined	SO51 8BF		Yes
Romsey (Hants), Bus Station, (Stop B)	undefined	SO51 8BF		Yes
Romsey (Hants), Bus Station, (Stop A)	undefined	SO51 8BF		Yes
Romsey (Hants), adj Tadfield Road	SE	SO51 5AH	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Romsey (Hants), opp Petty Close	S	SO51 5UW		
Romsey (Hants), opp Jacobs Close	SE	SO51 5UZ	height - Std	
Romsey (Hants), opp David Court	E	SO51 5HS		
Romsey (Hants), adj Grays Close	N	SO51 5AU	height - Std	
Romsey (Hants), Tadburn Road, (W-bound)	W	SO51 5UU		Yes
Romsey (Hants), Tadburn Road, (E-bound)	E	SO51 5TA	height - Kassell	Yes
Halterworth, Chambers Avenue, (W-bound)	W	SO51 5RP	height - Kassell	Yes
Halterworth, Chambers Avenue, (E-bound)	E	SO51 5RP		Yes
Whitenap, adj Halterworth Lane	SE	SO51 5SX		
Halterworth, Primary School, (N-bound)	N	SO51 9LP		
Halterworth, adj Meon Road	W	SO51 5PS		
Halterworth, adj Anton Close	W	SO51 5QF		
Halterworth, opp Avon Crescent	NE	SO51 5QB	height - Std	
Halterworth, Saxon Way, (SE-bound)	SE	SO51 5RB		
Halterworth, adj The Vikings	S	SO51 5RF		
Whitenap, opp Halterworth Lane	NW	SO51 5SW		
Whitenap, adj Montfort Road	NW	SO51 5SJ		Yes
Whitenap, opp Montfort Road	SE	SO51 5SL		Yes
Whitenap, The Mountbatten School, (NW-bound)	NW	SO51 5SR		
Romsey (Hants), adjacent Great Well Drive	N	SO51 7YD	height - Std	
Cupernham, adj Mercer Way	N	SO51 7LG	height - Std	
Cupernham, opp Durban Close	N	SO51 7LD	height - Std	
Cupernham, adj Brook Way	NE	SO51 7JX	height - Std	
Cupernham, opp Brook Way	SW	SO51 7JX	height - Std	
Cupernham, adj Cavendish Close	SW	SO51 7HX	height - Std	
Cupernham, opp Cavendish Close	NE	SO51 7HX	height - Splay	
Cupernham, adjacent Carisbrooke Court	N	SO51 7JS	height - Std	
Cupernham, opp Ashley Meadows	NE	SO51 7JL	height - Std	
Over Wallop, opp Tilshead Caravans	W	SP5 1BS		
Over Wallop, o/s Tilshead Caravans	E	SP5 1BS		
Nether Wallop, Hollom House, (SW-bound)	SW	SP5 1BZ		
Nether Wallop, Hollom House, (NE-bound)	NE	SP5 1BZ		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Nether Wallop, Jack's Bush Farm, (SW-bound)	SW	SP5 1BZ		
Nether Wallop, Jack's Bush Farm, (NE-bound)	NE	SP5 1BZ		
Middle Wallop, adj Salisbury Lane	NE	SO20 8JR		
Middle Wallop, Salisbury Lane, (SW-bound)	SW	SO20 8JR		
Middle Wallop, The George Inn, (SW-bound)	SW	SO20 8EG		
Middle Wallop, The George Inn, (NW-bound)	NW	SO20 8HN		
Middle Wallop, The George Inn, (NE-bound)	NE	SO20 8HW		Yes
Over Wallop, The War Memorial, (NE-bound)	NE	SO20 8HT		
Over Wallop, Evans Close, (SW-bound)	SW	SO20 8JU		
Over Wallop, Evans Close, (W-bound)	W	SO20 8JU		
Over Wallop, Pound Close, (W-bound)	W	SO20 8JY		
Middle Wallop, Rosehill Farm, (NE-bound)	NE	SO20 8HF		
Middle Wallop, Rosehill Farm, (SW-bound)	SW	SO20 8HF		
Middle Wallop, Wallop Industries, (SW-bound)	SW	SO20 8DY		
Middle Wallop, Wallop Industries, (NE-bound)	NE	SO20 8DY		
Middle Wallop, Wallop Aac, (SW-bound)	SW	SO20 8QQ		Yes
Middle Wallop, Wallop Aac, (NE-bound)	NE	SO20 8QT		Yes
Middle Wallop, White Horse Service Station, (NE-bound)	NE	SO20 8DZ		
Middle Wallop, White Horse Service Station, (SW-bound)	SW	SO20 8DZ		
Abbots Ann Down, Down Farm, (NE-bound)	NE	SP11 7BX	Yes	
Abbots Ann Down, Down Farm, (SW-bound)	SW	SP11 7BX	Yes	
Eastover (Hants), Stonehanger Cottages, (NE-bound)	NE	SP11 7BY		
Eastover (Hants), Stonehanger Cottages, (SW-bound)	SW	SP11 7BY		
Abbots Ann, St Johns Cross, (SW-bound)	SW	SP11 7BS	height - Std	
Abbots Ann, St Johns Cross, (NE-bound)	NE	SP11 7BS	height - Std	Yes
Abbots Ann, St Johns Cross, (NW-bound)	NW	SP11 7BP	Yes	
Abbots Ann, St Johns Cross, (SE-bound)	SE	SP11 7BP	Yes	
Abbots Ann, opp Criswick Close	S	SP11 7EX	height - Std	
Abbots Ann, nr Criswick Close	N	SP11 7EX	height - Std	Yes
Abbots Ann, nr Bulbery	N	SP11 7AT	height - Std	
Abbots Ann, Bulbery, (S-bound)	S	SP11 7AT	Yes	
Abbots Ann, opp The Eagle	N	SP11 7BG	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Abbots Ann, nr The Eagle	S	SP11 7BG	Yes	
Abbots Ann, opp St Marys Church	S	SP11 7BH	Yes	
Abbots Ann, adj St Marys Church	N	SP11 7BH	Yes	
Abbots Ann, opp Abbots Close	E	SP11 7SN	height - Std	
Abbots Ann, adj Abbots Close	W	SP11 7SN	height - Std	
Little Ann, Abbots Hill, (E-bound)	E	SP11 7NW		
Little Ann, Abbots Hill, (W-bound)	W	SP11 7NW		
Little Ann, Poplar Farm Inn, (W-bound)	W	SP11 7NJ		
Little Ann, Poplar Farm Inn, (E-bound)	E	SP11 7NJ		
Little Ann, Old Salisbury Road, (N-bound)	N	SP11 7NS		
Little Ann, Old Salisbury Road, (SW-bound)	SW	SP11 7NS		
Anna Valley, Kingsmead, (E-bound)	E	SP11 7NQ		
Anna Valley, Kingsmead, (W-bound)	W	SP11 7NQ		
Anna Valley, adj Taskers Drive	E	SP11 7NF		
Anna Valley, adj White Oak Way	W	SP11 7NF		
Anna Valley, Greenfield Farm Shop, (E-bound)	E	SP11 7LY		
Anna Valley, Greenfield Farm Shop, (W-bound)	W	SP11 7LY		
Anna Valley, Barksbury Bridge, (E-bound)	E	SP11 7LR		
Anna Valley, Barksbury Bridge, (W-bound)	W	SP11 7LR		
Anna Valley, Clatford Lodge, (N-bound)	N	SP11 7LW		
Anna Valley, Clatford Lodge, (S-bound)	S	SP11 7LW		
Upper Clatford, opp Watery Lane	NW	SP11 7QD	height - Std	
Upper Clatford, adj Watery Lane	SE	SP11 7QD	Yes	
Upper Clatford, opp Village Hall	SE	SP11 7QF	Yes	
Upper Clatford, o/s Village Hall	NW	SP11 7QF	height - Std	
Upper Clatford, The Old Rectory, (SE-bound)	SE	SP11 7QP		
Upper Clatford, The Old Rectory, (NW-bound)	NW	SP11 7QP	Yes	
Goodworth Clatford, Briar Hill, (SE-bound)	SE	SP11 7RU	height - Std	
Goodworth Clatford, Briar Hill, (NW-bound)	NW	SP11 7RU	height - Splay	
Goodworth Clatford, Royal Oak, (N-bound)	N	SP11 7RB	height - Std	Yes
Goodworth Clatford, Royal Oak, (S-bound)	S	SP11 7RB	Yes	
Wherwell, Windwhistle Cottages, (SE-bound)	SE	SP11 7HU		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Wherwell, Windwhistle Cottages, (NW-bound)	NW	SP11 7HU		
Wherwell, The Old Chapel, (SW-bound)	SW	SP11 7JF		Yes
Wherwell, The Old Chapel, (NE-bound)	NE	SP11 7JF		
Wherwell, Longparish Road, (SE-bound)	SE	SP11 7JL		
Wherwell, Longparish Road, (NW-bound)	NW	SP11 7JL		
Chilbolton, nr Church of St Mary The Less	NE	SO20 6BG		Yes
Chilbolton, nr Church of St Mary The Less	SW	SO20 6BG		
Chilbolton, o/s Abbots Mitre	SW	SO20 6BE		
Chilbolton, opp Abbots Mitre	NE	SO20 6BE		
Chilbolton, Drove Road, (NE-bound)	NE	SO20 6BB		
Chilbolton, Drove Raod, (SW-bound)	SW	SO20 6BB		
Chilbolton, Coley Lane, (SE-bound)	SE	SO20 6AZ		
Chilbolton, Coley Lane, (NW-bound)	NW	SO20 6AZ		
Fullerton, nr Leckford Lane	NE	SO20 6AX	Yes	
Fullerton, Leckford Lane, (SW-bound)	SW	SO20 6AX	Yes	
Leckford, Water Gardens, (SW-bound)	SW	SO20 6EH		
Leckford, Water Gardens, (NE-bound)	NE	SO20 6EH		
Longstock, Peat Spade, (S-bound)	S	SO20 6EP		
Longstock, Peat Spade, (N-bound)	N	SO20 6DX		Yes
Leckford, St Nicholas's Church, (SW-bound)	SW	SO20 6JG	height - Std	
Leckford, o/s St Nicholas's Church	NE	SO20 6JG	height - Std	Yes
Mottisfont, Village Hall, (N-bound)	N	SO51 0LX		
Mottisfont, Village Hall, (S-bound)	S	SO51 0LX		
Mottisfont, opposite Bengers Lane	S	SO51 0LP		
Mottisfont, adjacent Bengers Lane	N	SO51 0LP		
Mottisfont, outside Mottisfont Abbey	SE	SO51 0LN		
Mottisfont, opposite Mottisfont Abbey	NW	SO51 0LN		
Andover, DE & S Main Entrance, (SW-bound)	SW	SP11 8HP		Yes
Monxton, Sunnybank, (NE-bound)	NE	SP11 8BZ		Yes
Monxton, Sunnybank, (SW-bound)	SW	SP11 8BZ		
Monxton, Monxton Crossroads, (NE-bound)	NE	SP11 8AW		Yes
Monxton, Monxton Crossroads, (SW-bound)	SW	SP11 8AW		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Amport, o/s The Hawk Inn	E	SP11 8AE		Yes
Thrupton (Hants), opp George House	NE	SP11 8LZ		Yes
Quarley, War Memorial, (E-bound)	E	SP11 8QE		Yes
Grateley, Chapel Lane, (W-bound)	W	SP11 8QX		Yes
Amport, Fox Farm, (SW-bound)	SW	SP11 8JB		
Amport, Primary School, (SW-bound)	SW	SP11 8BD		
Penton Corner, adj Short Lane	SE	SP11 8FF		Yes
Penton Corner, opp Short Lane	NW	SP11 8FE		
Penton Corner, The Bell Inn, (SE-bound)	SE	SP11 0PN		
Penton Corner, The Bell Inn, (NW-bound)	NW	SP11 0PN		
Weyhill, adj The Weyhill Fair	E	SP11 0QR		Yes
Weyhill, The Weyhill Fair, (W-bound)	W	SP11 0QS		
Weyhill, adj Penton Turn	SE	SP11 0ST		Yes
Weyhill, opp Penton Turn	NW	SP11 8DE		
Weyhill, adj Fairways	W	SP11 8DH	height - Std	
Fyfield (Hants), opp Duncan's Close	SW	SP11 8EJ	height - Std	Yes
Fyfield (Hants), nr Dark Lane	SW	SP11 8ET	Yes	
Kimpton (Hants), nr Church of St Peter & St Paul	N	SP11 8NX	Yes	
Kimpton (Hants), adj Village Hall	NW	SP11 8NY	Yes	
Kimpton (Hants), opp Foyle Road	N	SP11 8PB	Yes	Yes
Fyfield (Hants), Prebbles Lodge, (NW-bound)	NW	SP11 0QF		
Fyfield (Hants), Prebbles Lodge, (SE-bound)	SE	SP11 0QF		
Fyfield (Hants), White House, (SE-bound)	SE	SP11 0QQ		Yes
Fyfield (Hants), White House, (NW-bound)	NW	SP11 0QQ		
Appleshaw, The Beeches, (SE-bound)	SE	SP11 9AF		
Appleshaw, The Beeches, (NW-bound)	NW	SP11 9AF		
Appleshaw, East Lodge, (NW-bound)	NW	SP11 9AF		
Appleshaw, East Lodge, (SE-bound)	SE	SP11 9AF		
Little Shoddesden, adj Home Farm Lane	SE	SP11 9BP		
Little Shoddesden, opp Home Farm Lane	NW	SP11 9BP		
Little Shoddesden, Shoddesden Lane, (SE-bound)	SE	SP11 9PF		
Little Shoddesden, Shoddesden Lane, (NW-bound)	NW	SP11 9PF		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Penton Mewsey, adj Penton Bridge	E	SP11 0RA	height - Std	Yes
Penton Mewsey, opp Penton Bridge	W	SP11 0RA	height - Std	
Weyhill, opp Montessori School	N	SP11 0QD	Yes	
Weyhill, adj Montessori School	S	SP11 0QD	height - Std	
Weyhill, adj Rambridge Park	N	SP11 9BY	height - Std	
Weyhill, opp Rambridge Park	S	SP11 9BY	Yes	
Clanville (Hants), o/s The Lion	N	SP11 9HN	Yes	
Clanville (Hants), opp The Lion	S	SP11 9HN	Yes	
Ragged Appleshaw, Appleshaw Dene, (NE-bound)	NE	SP11 9HT	height - Std	
Ragged Appleshaw, Appleshaw Dene, (SW-bound)	SW	SP11 9HT	Yes	
Ragged Appleshaw, adj Greensey	NE	SP11 9HY	height - Std	Yes
Ragged Appleshaw, opp Greensey	SW	SP11 9HY	height - Std	
Appleshaw, adj West Park	S	SP11 9FP	height - Std	
Appleshaw, opp West Park	N	SP11 9FP	Yes	
Appleshaw, o/s Walnut Tree	S	SP11 9BQ	Yes	
Redenham, opp Privet Lane	S	SP11 9AR	Yes	
Redenham, adj Privet Lane	N	SP11 9AR	Yes	
Redenham, adj Home Farm Lane	NW	SP11 9AL	Yes	
Wildhern, opp Old Chapel	S	SP11 0JE	height - Std	
Hatherden, opp Primary School	S	SP11 0HT	height - Splay	Yes
Hatherden, adj Primary School	NW	SP11 0HT	height - Std	
Hatherden, adj The Close	NW	SP11 0HP	height - Std	
Tangley, opp War Memorial	N	SP11 0SE	Yes	
Tangley, Hampshire Gate, (NW-bound)	NW	SP11 9HF	Yes	
Vernham Street, Post Box, (N-bound)	N	SP11 0EN	Yes	
Littledown (Hants), Rockmoor Lane, (E-bound)	E	SP11 0EF	Yes	
Linkenholt, adj St Peters Church	E	SP11 0ED	Yes	
Woodhouse (Andover), The Old Police House, (N-bound)	N	SP11 6HG	height - Kassell	
Woodhouse (Andover), The Old Police House, (S-bound)	S	SP11 6HG	height - Std	
Enham Alamein, The Green, (S-bound)	S	SP11 6HQ	height - Std	Yes
Enham Alamein, The Green, (N-bound)	N	SP11 6HE	height - Std	
Enham Alamein, Enham Industries, (S-bound)	S	SP11 6JX	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Enham Alamein, Enham Industries, (N-bound)	N	SP11 6HH	height - Std	
Upper Enham, opp MacCallum Road	NW	SP11 6HL	height - Std	
Upper Enham, adj MacCallum Road	SE	SP11 6NQ	Yes	Yes
Upper Enham, Charlton Down Road, (N-bound)	N	SP11 6HZ	Yes	
Upper Enham, Charlton Down Road, (S-bound)	S	SP11 6HZ	Yes	
Windmill Hill/Hants, opp Doles Lodge	N	SP11 0DG	Yes	
Windmill Hill/Hants, adj Doles Lodge	S	SP11 0DG	Yes	
Hurstbourne Tarrant, Top of Hurstbourne Hill, (NE-bound)	NE	SP11 0DH	Yes	
Hurstbourne Tarrant, Top of Hurstbourne Hill, (SW-bound)	SW	SP11 0DH	Yes	
Hurstbourne Tarrant, opp George and Dragon	SW	SP11 0AU	height - Std	
Hurstbourne Tarrant, o/s George and Dragon	NE	SP11 0AU	Yes	
Hurstbourne Tarrant, outside Telephone Exchange	SW	SP11 0AG		
Hurstbourne Tarrant, opposite Telephone Exchange	NE	SP11 0AG		
Hurstbourne Tarrant, The Dene, (NE-bound)	NE	SP11 0AW	height - Std	
Hurstbourne Tarrant, The Dene, (SW-bound)	SW	SP11 0AW	height - Std	Yes
Hurstbourne Tarrant, Esseborne Manor, (NE-bound)	NE	SP11 0ER		
Hurstbourne Tarrant, Esseborne Manor, (SW-bound)	SW	SP11 0ER		
Upper Enham, o/s Alexandra House	SW	SP11 6JY	Yes	
Upper Enham, Home Farm, (W-bound)	W	SP11 6HZ	Yes	
Lit.London (Andover), opp Ridges View	NW	SP11 6JF	Yes	
Smannell, opp Smannell & Enham School	NW	SP11 6JJ	Yes	
Andover Down, Pisa Cottages, (E-bound)	E	SP11 6LJ		
Andover Down, Pisa Cottages, (W-bound)	W	SP11 6LJ		
Andover Down, Fox Farm, (W-bound)	W	SP11 6LL		
Andover Down, Fox Farm, (E-bound)	E	SP11 6LL		
Hurstbourne Priors, opp Fox Garage	W	SP11 6LW		
Hurstbourne Priors, adj Fox Garage	E	SP11 6LW		
East Aston, opp Mill House Lane	E	SP11 6QQ	Yes	
East Aston, adj Mill House Lane	W	SP11 6QQ	Yes	
East Aston, Cowleaze Cottages, (NE-bound)	NE	SP11 6QG	Yes	
East Aston, Cowleaze Cottages, (SW-bound)	SW	SP11 6QF	Yes	
East Aston, adj The Cricketers	SW	SP11 6QB	Yes	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
East Aston, opp The Cricketers	NE	SP11 6QB		Yes
Middleton (Hants), Mill Lane, (NE-bound)	NE	SP11 6PT		
Middleton (Hants), Mill Lane, (SW-bound)	SW	SP11 6PT		
Middleton (Hants), adj Park View Cottages	NE	SP11 6PF	Yes	
Middleton (Hants), opp Park View Cottages	SW	SP11 6PE	Yes	Yes
Andover, Bus Station, (Stand A)	undefined	SP10 1LY	height - Kassell	
Andover, Bus Station, (Stand B)	undefined	SP10 1LY	height - Kassell	
Andover, Bus Station, (Stand C)	undefined	SP10 1LY	height - Kassell	
Andover, Bus Station, (Stand D)	undefined	SP10 1LY	height - Kassell	
Andover, Bus Station, (Stand E)	undefined	SP10 1LY		
Andover, Bus Station, (Stand F)	undefined	SP10 1LY		
Andover, Bus Station, (Stand G)	undefined	SP10 1LY		
Andover, Bus Station, (Stand H)	undefined	SP10 1LY		
Andover, St Anns Close, (NE-bound)	NE	SP10 2JD		
Andover, St Anns Close, (SW-bound)	SW	SP10 2FT		
Andover, Willow Grove, (E-bound)	E	SP10 2JU		
Andover, Willow Grove, (W-bound)	W	SP10 2JU		
Andover, Anton Arms, (SW-bound)	SW	SP10 2JN		
Andover, Anton Arms, (NE-bound)	NE	SP10 2LD		Yes
Andover, Floral Way, (NE-bound)	NE	SP10 2LJ		
Andover, Floral Way, (SW-bound)	SW	SP10 2LJ		
Andover, opp Lynwood Drive	W	SP10 3BD		
Andover, adj Lynwood Drive	E	SP10 3BD		Yes
Andover, Colebrook Way, (W-bound)	W	SP10 3UD		Yes
Andover, Colebrook Way, (SE-bound)	SE	SP10 3WT		
Andover, opp St Andrews Church	SE	SP10 3BG	height - Kassell	Yes
Andover, o/s St Andrews Church	NW	SP10 3BG	height - Kassell	Yes
Andover, Cheavley Close, (SE-bound)	SE	SP10 3LW		
Andover, Cheavley Close, (NW-bound)	NW	SP10 3LJ		
Andover, Gregorys Corner, (NW-bound)	NW	SP10 3NL		Yes
Andover, Gregorys Corner, (SE-bound)	SE	SP10 3NL		
Andover, Stephenson Close, (NE-bound)	NE	SP10 3LX		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Andover, Stephenson Close, (SW-bound)	SW	SP10 3LX		
Charlton (Hants), Watt Close, (N-bound)	N	SP10 3TG		
Charlton (Hants), Watt Close, (S-bound)	S	SP10 3TG		
Charlton (Hants), Portway Ind Est North, (SW-bound)	SW	SP10 3LF		
Charlton (Hants), opp Smeaton Road	SW	SP10 3SL		
Charlton (Hants), adj Royce Close	S	SP10 3FB		
Penton Corner, adj Joule Road	SW	SP10 3SF		
Penton Corner, opp Telford Gate	N	SP10 3SF		
Penton Corner, adj Arkwright Gate	NE	SP10 3SB		
Charlton (Hants), o/s Andover FC	E	SP10 3SE		
Charlton (Hants), Foxcotte Lane, (E-bound)	E	SP10 4EZ		
Charlton (Hants), Foxcotte Lane, (W-bound)	W	SP10 4AA		
Charlton (Hants), Brancaster Avenue, (NE-bound)	NE	SP10 4EN		
Charlton (Hants), Royal Oak, (SE-bound)	SE	SP10 4AZ		Yes
Charlton (Hants), Royal Oak, (NW-bound)	NW	SP10 4AZ		
Andover, Munnings Court, (W-bound)	W	SP10 3PZ		
Andover, Munnings Court, (E-bound)	E	SP10 3SY		Yes
Andover, Gainsborough Court, (W-bound)	W	SP10 3ST		
Andover, Sutherland Court, (W-bound)	W	SP10 3SP		
Andover, Sutherland Court, (SE-bound)	SE	SP10 3SP		Yes
Andover, Hepworth Close, (SW-bound)	SW	SP10 3UU		Yes
Andover, Hepworth Close, (NE-bound)	NE	SP10 3TD		
Andover, Constable Court, (W-bound)	W	SP10 3PX		Yes
Andover, Constable Court, (NE-bound)	NE	SP10 3PX		
Andover, outside College Lay-by	SE	SP10 3HF		Yes
Andover, opp College Lay-by	NW	SP10 3HF		Yes
Andover, The Folly Roundabout, (SW-bound)	SW	SP10 3JH		
Andover, The Folly Roundabout, (E-bound)	E	SP10 3JQ		
Andover, Station Approach, (NW-bound)	NW	SP10 3JF	height - Kassell	
Andover, adj Andover Station	NE	SP10 3HW	height - Kassell	Yes
Andover, opp Andover Station	SW	SP10 3HW	height - Kassell	Yes
Andover, Manor Road, (SE-bound)	SE	SP10 3JN	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Andover, Manor Road, (NW-bound)	NW	SP10 3JN	height - Kassell	
Andover, War Memorial Hospital, (SE-bound)	SE	SP10 3LQ	height - Splay	Yes
Andover, War Memorial Hospital, (NW-bound)	NW	SP10 3LQ	height - Std	Yes
Andover, Enham Arch, (S-bound)	S	SP10 5PF	height - Kassell	Yes
Andover, Enham Arch, (N-bound)	N	SP10 4DR	height - Kassell	Yes
King Arthurs Way, adj Galahad Close	NW	SP10 4BQ		Yes
King Arthurs Way, opp Stuart Court	NE	SP10 4BZ		Yes
King Arthurs Way, adj Tintagel Close	N	SP10 4DD		Yes
Roman Way, adj Primary School	E	SP10 5JY		Yes
Roman Way, adj Florence Court	SE	SP10 5JJ		Yes
Cricketers Way, Smannell Road, (S-bound)	S	SP10 5BY		Yes
Roman Way, Turin Court, (SE-bound)	SE	SP10 5LD		
Roman Way, Turin Court, (NW-bound)	NW	SP10 5LD		
East Anton, Venice Court, (NW-bound)	NW	SP11 6FP		
East Anton, Venice Court, (SE-bound)	SE	SP11 6FP		
Cricketers Way, opp Sobers Square	S	SP10 5DX		Yes
Cricketers Way, Hutton Square, (W-bound)	W	SP10 5DW		
Cricketers Way, Swallowfields, (N-bound)	N	SP10 5BX		Yes
Cricketers Way, Spring Meadows, (NE-bound)	NE	SP11 6JP		
Cricketers Way, Spring Meadows, (SW-bound)	SW	SP10 5PL		Yes
River Way, adj Clyde Court	E	SP10 1DZ	height - Kassell	Yes
River Way, nr Phoenix Park	SW	SP10 5HW	height - Kassell	Yes
Andover, adj Pilgrims Way Subway	E	SP10 5HS	height - Kassell	Yes
Andover, nr River Way	NE	SP10 5HY	height - Kassell	
Andover, adj Icknield School	NW	SP11 6LT	height - Kassell	Yes
River Way, Medway Court, (W-bound)	W	SP10 5EZ	height - Kassell	Yes
River Way, adj Calder Court	W	SP10 5EG	height - Kassell	Yes
Andover, Dances Close, (N-bound)	N	SP10 1DR	height - Kassell	
Andover, Dances Close, (S-bound)	S	SP10 1DR	height - Kassell	
Andover, o/s Corunna Main	N	SP10 1HY	height - Kassell	Yes
Andover, opp Corunna Main	S	SP10 1HY	height - Kassell	
Andover, Kings Yard, (N-bound)	N	SP10 1HB	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Andover, Georges Yard, (S-bound)	S	SP10 1EP	height - Std	
Andover, Sarum House, (S-bound)	S	SP10 2PB	height - Std	
Andover, Sarum House, (N-bound)	N	SP10 2PB	height - Std	
Andover, opposite Andover Golf Club	NE	SP10 2EF	height - Std	
Andover, outside Andover Golf Club	SW	SP10 2EF	height - Std	
Andover, A303 Slip Road, (Opp 78)	S	SP10 2ER		
Andover, A303 Slip Road, (o/s Old Grange)	N	SP10 2ER		
Andover, opp Conholt Road	SE	SP10 2HF	height - Std	
Andover, outside Methodist Church	E	SP10 1BJ	height - Kassell	Yes
Andover, adj Vincent House	W	SP10 2SF	height - Std	
Andover, opp Vincent House	E	SP10 2PE	height - Std	
Sheep Fayre, opp Walled Meadow	SW	SP10 2RL	height - Std	
Sheep Fayre, adj Walled Meadow	NE	SP10 2BL	height - Std	
Sheep Fayre, adj Woodlands Way	NE	SP10 2PL	height - Std	
Andover, Admirals Way, (SE-bound)	SE	SP10 1PW		Yes
Sheep Fayre, adj Sheep Fair	SE	SP10 2QW	height - Kassell	
Sheep Fayre, nr Sheep Fair	NW	SP10 2QL	height - Kassell	Yes
Sheep Fayre, adj Shepherds Row	NW	SP10 2QH	Yes	
Sheep Fayre, nr Shepherds Row	NE	SP10 2QA	height - Std	
Sheep Fayre, adj Wool Grove	E	SP10 2QG	height - Std	
Sheep Fayre, adj Pen Close	NE	SP10 2PZ	height - Std	
Sheep Fayre, opp Pen Close	SW	SP10 2PZ	height - Std	
Sheep Fayre, nr Sidmouth Road	NW	SP10 2PY	height - Splay	
Sheep Fayre, opp Sidmouth Road	SE	SP10 2PX	height - Std	
Andover, adj Winton School	E	SP10 2PU	height - Std	
Andover, opp Winton School	W	SP10 2QY	height - Kassell	
Admiral's Way, opp Benbow Court	NE	SP10 1PW	height - Std	Yes
Admiral's Way, opp Drake Court	NE	SP10 1QA	height - Std	
Admiral's Way, adj Drake Court	SW	SP10 1QA	height - Std	Yes
Admiral's Way, opp Hood Close	SE	SP10 1QD	height - Std	
Admiral's Way, adj Hood Close	NW	SP10 1QE	height - Std	
Andover, Admirals Way, (N-bound)	N	SP10 1PH		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Andover, on Colenzo Drive	E	SP10 1JL	height - Std	
Andover, opp Valencia Way	NE	SP10 1JF	height - Std	
Andover, Valencia Way, (o/s 37)	N	SP10 1JE	height - Std	
Walworth Business Pa, opp South Way	NE	SP10 5LU	height - Std	Yes
Walworth Business Pa, adj South Way	SW	SP10 5AT	height - Std	Yes
Walworth Business Pa, opp Focus Way	NW	SP10 5AB		
Walworth Business Pa, adj Focus Way	SE	SP10 5AB		
Walworth Business Pa, Doughty Way, (NE-bound)	NE	SP10 5NP		
Walworth Business Pa, Doughty Way, (SW-bound)	SW	SP10 5NP		
Picket Twenty, Harewood, (E-bound)	E	SP11 6LH		
Picket Twenty, Harewood, (W-bound)	W	SP11 6LH		
Picket Twenty, Picket Twenty, (NW-bound)	NW	SP11 6LF		
Picket Twenty, Picket Twenty, (S-bound)	S	SP11 6LF		
Andover Down, A303 Slip Road, (S-bound)	S	SP11 6TB		
Forton (Longparish), adj Middleton House	NE	SP11 6NT	Yes	
Forton (Longparish), opp Middleton House	SW	SP11 6NT	Yes	
Forton (Longparish), opp Forton Lane	NE	SP11 6NL	Yes	
Forton (Longparish), adj Forton Lane	SW	SP11 6NL	Yes	Yes
Forton (Longparish), Station Hill, (W-bound)	W	SP11 7AH		
Barton Stacey, Barton Stacey Turn, (W-bound)	W	SO21 3QS	height - Std	
Barton Stacey, nr Cocum Road	W	SO21 3NP	height - Std	
Barton Stacey, Roman Way, (N-bound)	N	SO21 3RX	height - Std	
Barton Stacey, West Road, (N-bound)	N	SO21 3RY	height - Std	
Barton Stacey, Kings Elms, (E-bound)	E	SO21 3RF	height - Std	Yes
Sutton Scotney, Holly Tree Farm, (S-bound)	S	SO21 3RA		
Sutton Scotney, Holly Tree Farm, (N-bound)	N	SO21 3RA		
Upper Bullington, Lower Bullington Turn, (S-bound)	S	SO21 3QG		Yes
Upper Bullington, Lower Bullington Turn, (N-bound)	N	SO21 3RB		
Upper Bullington, Barton Stacey Turn, (N-bound)	N	SO21 3QG		
Upper Bullington, Barton Stacey Turn, (S-bound)	S	SO21 3QG		Yes
Shipton Bellinger, Parkhouse Roundabout, (SE-bound)	SE	SP4 0EG		
Shipton Bellinger, Parkhouse Roundabout, (NW-bound)	NW	SP4 0EG		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Shipton Bellinger, St Peters Close, (NW-bound)	NW	SP9 7UE		Yes
Shipton Bellinger, St Peters Close, (SE-bound)	SE	SP9 7YF		
Shipton Bellinger, Red Villas, (SE-bound)	SE	SP9 7UB		Yes
Shipton Bellinger, Red Villas, (NW-bound)	NW	SP9 7UB		
Shipton Bellinger, Parkhouse Road, (E-bound)	E	SP9 7UA		Yes
Shipton Bellinger, adj Village Shop	SW	SP9 7TW		
Shipton Bellinger, Threadgill Way, (NW-bound)	NW	SP9 7TT		
Smannell, Finkley Manor Farm, (SW-bound)	SW	SP11 6AG	Yes	
North Baddesley, adj St Andrews Close	NW	SO52 9GG		
North Baddesley, opp St Andrews Close	SE	SO52 9GG		
North Baddesley, Crescent Road, (NW-bound)	NW	SO52 9HQ		
North Baddesley, Crescent Road, (SE-bound)	SE	SO52 9HT		
North Baddesley, adjacent Firgrove Road	SE	SO52 9JP		Yes
North Baddesley, opposite Firgrove Road	NW	SO52 9FN	height - Kassell	Yes
North Baddesley, opp St Christophers Close	NW	SO52 9LT		
North Baddesley, adj St Christophers Close	SE	SO52 9LT		
North Baddesley, Brook Close, (SW-bound)	SW	SO52 9ET		
North Baddesley, Brownhill Road, (SW-bound)	SW	SO52 9EX		Yes
North Baddesley, The Vineyards, (NE-bound)	NE	SO52 9EQ		
North Baddesley, opp Edwina Close	SW	SO52 9EH	height - Std	Yes
North Baddesley, opp Infant School	SE	SO52 9NW		Yes
North Baddesley, outside Infant School	NW	SO52 9EE		
North Baddesley, Misslebrook Lane, (E-bound)	E	SO52 9LY		
North Baddesley, Misslebrook Lane, (W-bound)	W	SO52 9LY		
Chilworth (Hants), o/s The Chilworth Arms	NW	SO16 7LD	height - Kassell	
Chilworth (Hants), opp The Chilworth Arms	SE	SO16 7LB	height - Std	Yes
Chilworth (Hants), The Orchard, (W-bound)	W	SO16 7LA		
Chilworth (Hants), The Orchard, (E-bound)	E	SO16 7JY		
Chilworth (Hants), Green Lane, (NW-bound)	NW	SO16 7JU	height - Kassell	
Chilworth (Hants), Green Lane, (SE-bound)	SE	SO16 7JU		
Chilworth (Hants), Pinelands Road, (NW-bound)	NW	SO16 7JT		
Chilworth (Hants), Pinelands Road, (S-bound)	S	SO16 7JT		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Chilworth (Hants), Birch Road, (SW-bound)	SW	SO16 7LG		
Chilworth (Hants), Birch Road, (NE-bound)	NE	SO16 7LG		
Chilworth (Hants), Hilton Hotel, (SW-bound)	SW	SO16 3RB		
North Baddesley, opp Avenue Shops	NW	SO52 9EJ		Yes
North Baddesley, outside Avenue Shops	SE	SO52 9EJ		Yes
North Baddesley, opposite St Johns Court	NE	SO52 9AW		
North Baddesley, adjacent St Johns Court	SW	SO52 9AT	height - Kassell	
North Baddesley, Tanners Road, (SW-bound)	SW	SO52 9AR		
North Baddesley, Tanners Road, (NE-bound)	NE	SO52 9DL		
North Baddesley, Meadow Close, (SW-bound)	SW	SO52 9FQ		
North Baddesley, Meadow Close, (NE-bound)	NE	SO52 9FQ		
North Baddesley, Brook Close, (NE-bound)	NE	SO52 9EU		
North Baddesley, Kiln Farm Riding School, (NE-bound)	NE	SO52 9LP		
North Baddesley, Kiln Farm Riding School, (SW-bound)	SW	SO52 9LP		
Rownhams, nr Motorway Bridge	S	SO16 8AN		Yes
Rownhams, adj Motorway Bridge	N	SO16 8AN		Yes
Rownhams, Routs Way, (S-bound)	S	SO16 8AW		
Rownhams, Routs Way, (N-bound)	N	SO16 8AT		
Rownhams, nr St John's Church	NE	SO16 8JW		
Rownhams, adj St John's Church	SW	SO16 8JW		
Rownhams, Rownhams Way, (NE-bound)	NE	SO16 8AG		
Rownhams, Rownhams Way, (SW-bound)	SW	SO16 8AE		
Rownhams, opp Upton Crescent	NW	SO16 0XW		Yes
Rownhams, adj Upton Crescent	SE	SO16 0XW		Yes
Rownhams, Balmoral Way, (NW-bound)	NW	SO16 0YJ		
Rownhams, Balmoral Way, (SE-bound)	SE	SO16 0XA		
Rownhams, The Balmoral, (SE-bound)	SE	SO16 0XJ		Yes
Rownhams, The Balmoral, (NW-bound)	NW	SO16 0XJ		Yes
Amport, opp The Hawk Inn	W	SP11 8AF		
Thrupton (Hants), Recreation Ground, (S-bound)	S	SP11 8NS		Yes
River Way, Tesco Car Park, (N-bound)	N	SP10 1UZ	height - Std	Yes
Andover, Rookwood School, (W-bound)	W	SP10 3AP	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Cricketers Way, Swallowfields, (S-bound)	S	SP10 5BX		
Andover, Junction Road, (E-bound)	E	SP10 2JG	height - Std	
Cricketers Way, Hutton Square, (E-bound)	E	SP10 5DW		
Cricketers Way, adj Sobers Square	NW	SP10 5DX		
Grateley, adj Shire Horse	SE	SP11 7DZ		
Grateley, opp Shire Horse	NW	SP11 7DZ		
Fyfield (Hants), adj Church Path	W	SP11 8EL	Yes	
Upton (HurstbourneT), adj Telephone Box	S	SP11 0JS	Yes	
Vernham Dean, opp The George Inn	N	SP11 0JZ	height - Std	
Andover, The Link, (E-bound)	E	SP10 3BY		
Andover, nr Shaw Close	W	SP10 3BW		
Charlton (Hants), adj Richborough Drive	NE	SP10 4EZ		
Picket Piece, o/s Fluens Yard	E	SP11 6UW	height - Std	
Picket Piece, opp Fluens Yard	W	SP11 6UX	height - Std	
Chilbolton, Garston Mede, (SW-bound)	SW	SO20 6AH		
Chilbolton, Garston Mede, (NE-bound)	NE	SO20 6AH		
Walworth Business Pa, Walworth Roundabout, (NW-bound)	NW	SP10 5AS		
Walworth Business Pa, Walworth Roundabout, (SE-bound)	SE	SP10 5AS		
Romsey (Hants), adjacent Mountbatten Avenue	S	SO51 8WH		
Michelmersh, Hill View Road, (N-bound)	N	SO51 0NL		
Michelmersh, Hill View Road, (S-bound)	S	SO51 0NL		
Saxon Fields, adj Cuxhaven Way	W	SP10 4LU	height - Std	
Saxon Fields, Andeferas Road, (SW-bound)	SW	SP10 4NF	height - Splay	
Oliver's Battery, Momford Road, (NE-bound)	NE	SO22 4JR		Yes
Oliver's Battery, Momford Road, (SW-bound)	SW	SO22 4JR		
Oliver's Battery, Sunnydown Road, (NE-bound)	NE	SO22 4LD		Yes
Oliver's Battery, Farley Close, (SE-bound)	SE	SO22 4HA		Yes
Oliver's Battery, outside Shopping Parade	N	SO22 4JQ		Yes
Oliver's Battery, opp Shopping Parade	SW	SO22 4EZ		
Oliver's Battery, Olivers Battery Road, (W-bound)	W	SO22 4JG		Yes
Oliver's Battery, Olivers Battery Road, (E-bound)	E	SO22 4JD		
Badger Farm, Elder Close, (E-bound)	E	SO22 4LL		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Badger Farm, St Annes Close, (E-bound)	E	SO22 4LQ		Yes
Badger Farm, Barley Down Drive, (SW-bound)	SW	SO22 4LS		Yes
Badger Farm, Meadow Way Subway, (W-bound)	W	SO22 4LY		Yes
Badger Farm, nr Sainsburys	W	SO22 4JE		Yes
Pitt (Hants), Pitt P&R, (NE-bound)	NE	SO22 4LP		Yes
Stanmore (Hants), Queens Mead, (SE-bound)	SE	SO22 4BA		
Stanmore (Hants), nr Walpole Road	SW	SO22 4BL		Yes
Stanmore (Hants), Fox Lane, (S-bound)	S	SO22 4DS		Yes
Stanmore (Hants), Minden Way, (E-bound)	E	SO22 4DU		Yes
Stanmore (Hants), Cobbett Close, (NE-bound)	NE	SO22 4EN		Yes
Stanmore (Hants), Somers Close, (NE-bound)	NE	SO22 4EQ		Yes
Stanmore (Hants), Wavell Way, (NW-bound)	NW	SO22 4EH		
Stanmore (Hants), Drayton Street, (W-bound)	W	SO22 4BN		
Stanmore (Hants), Battery Hill, (NW-bound)	NW	SO22 4BH	height - Std	
Stanmore (Hants), adj Thurmond Road	N	SO22 4DF	height - Std	
Stanmore (Hants), Woolford Close, (N-bound)	N	SO22 4DJ	height - Std	
Stanmore (Hants), Woolford Close, (S-bound)	S	SO22 4DJ	height - Std	Yes
Stanmore (Hants), The Valley, (E-bound)	E	SO22 4DH	height - Std	Yes
Stanmore (Hants), The Valley, (W-bound)	W	SO22 4DH	height - Std	
Stanmore (Hants), Octavia Hill, (E-bound)	E	SO22 4QW	height - Std	Yes
Stanmore (Hants), opp Sportsman's Club	S	SO22 4AG		Yes
Stanmore (Hants), o/s Sportsman's Club	N	SO22 4AG		Yes
Stanmore (Hants), Stanmore Lane, (SW-bound)	SW	SO22 4AB		Yes
Stanmore (Hants), Cromwell Road, (W-bound)	W	SO22 4AB		Yes
Pitt (Hants), Pitt Village, (NE-bound)	NE	SO22 5QX		
Pitt (Hants), Pitt Village, (SW-bound)	SW	SO22 5QX	height - Std	
Compton End, Bushfield Roundabout, (S-bound)	S	SO21 2BD		
St Cross (Win'ster), Grange Road, (S-bound)	S	SO23 9RT		
St Cross (Win'ster), Grange Road, (N-bound)	N	SO23 9RT		Yes
St Cross (Win'ster), The Bell Inn, (SW-bound)	SW	SO23 9SD		Yes
St Cross (Win'ster), The Bell Inn, (NE-bound)	NE	SO23 9RE		Yes
St Cross (Win'ster), Barnes Close, (N-bound)	N	SO23 9RD		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
St Cross (Win'ster), Kingsgate Road, (S-bound)	S	SO23 9PX		Yes
St Cross (Win'ster), Ranelagh Road, (N-bound)	N	SO23 9HP		Yes
St Cross (Win'ster), Ranelagh Road, (S-bound)	S	SO23 9PR		Yes
Winchester, Romans Road, (S-bound)	S	SO23 9QP		Yes
Winchester, Romans Road, (N-bound)	N	SO23 9TT		
Winchester, St. Thomas Church, (NE-bound)	NE	SO23 9EG		
Winchester, St. Thomas Church, (SW-bound)	SW	SO23 9EH		
Winchester, The Broadway, (Stand 7)	NW	SO23 9BE		Yes
Winchester, The Broadway, (Stand 5)	NW	SO23 9BE		Yes
Winchester, Bus Station, (Stand A)	undefined	SO23 9BA		Yes
Winchester, Bus Station, (Drop Off)	undefined	SO23 9BA		
Winchester, Bus Station, (Stand G)	undefined	SO23 9BA		Yes
Winchester, Bus Station, (Stand F)	undefined	SO23 9BA		
Winchester, Bus Station, (Stand E)	undefined	SO23 9BA		
Winchester, Bus Station, (Stand B)	undefined	SO23 9BA		
Winchester, Bus Station, (Stand C)	undefined	SO23 9BA		
Winchester, Bus Station, (Stand D)	undefined	SO23 9BA		
Winchester, The Broadway, (Stand B)	undefined	SO23 9BA		
Winchester, o/s Marks & Spencer	NW	SO23 8AP		Yes
Winchester, adj Upper Brook Street	NW	SO23 8AP		Yes
The Soke, o/s Chesil Lodge	SW	SO23 0HX		
Bar End, Barfield P&R, (NE-bound)	NE	SO23 9NN		Yes
The Soke, o/s Chesil Car Park	NE	SO23 0JJ		
Bar End, St Catherines, (NW-bound)	NW	SO23 8RA		Yes
Bar End, Barfield Close, (S-bound)	S	SO23 9NP		
Highcliffe (Hants), Nelson Road, (E-bound)	E	SO23 0QS		Yes
Highcliffe (Hants), Gordon Avenue, (SE-bound)	SE	SO23 0QR		
Highcliffe (Hants), Nelson Road, (W-bound)	W	SO23 0QE		
Highcliffe (Hants), Dell Road, (N-bound)	N	SO23 0QD		
Highcliffe (Hants), opp Portal Road	S	SO23 0PY		
Highcliffe (Hants), Meon House, (W-bound)	W	SO23 0PZ		Yes
Highcliffe (Hants), o/s Chesil Mews House	W	SO23 0QU		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Winnall (Winchester), opposite Baring Road	E	SO23 0PF		
Winnall (Winchester), adj Fairdown Close	W	SO23 0JX		
Winnall (Winchester), adj Quarry Road	W	SO23 0JZ		
Winnall (Winchester), opp Quarry Road	E	SO23 0JZ		
Winnall (Winchester), opp St Swithun's School	W	SO21 1HA		
Winnall (Winchester), opp Fairdown Close	E	SO23 0JY		
Winnall (Winchester), Turnpike Down, (N-bound)	N	SO23 0PD		
Winnall (Winchester), Turnpike Down, (S-bound)	S	SO23 0PD		Yes
Winnall (Winchester), Baigent Close, (E-bound)	E	SO23 0PB		Yes
Winnall (Winchester), Garbett Road, (SW-bound)	SW	SO23 0NZ		Yes
Winnall (Winchester), Winnall Manor Road, (W-bound)	W	SO23 0NQ	height - Kassell	Yes
Winnall (Winchester), Shepherds Road, (NE-bound)	NE	SO23 0NN		Yes
Winnall (Winchester), Tesco Extra, (N-bound)	N	SO23 7RS		Yes
Stanmore (Hants), Stanmore School, (NW-bound)	NW	SO22 4AW		
Stanmore (Hants), Stanmore School, (SE-bound)	SE	SO22 4AN		Yes
Stanmore (Hants), adj Cromwell Shops	NE	SO22 4AE		Yes
Pitt (Hants), Pitt Roundabout, (SW-bound)	SW	SO22 5QN		
Winchester, Westgate, (Stop Pb)	N	SO23 8UT		Yes
Winchester, Westgate, (Stop Pa)	S	SO23 8BH		Yes
Winchester, North Walls, (SE-bound)	SE	SO23 8DB		Yes
Winchester, City Road, (Stop Rd)	E	SO23 8GB		Yes
Winchester, City Road, (Stop Rc)	W	SO23 8GB		Yes
Winchester, City Road, (Stop Rb)	W	SO23 8SD		Yes
Winchester, City Road, (Stop Ra)	NW	SO23 8SD		Yes
Winchester, Railway Station, (Stop Qc)	W	SO23 8TJ		Yes
Winchester, Railway Station, (Stop Qb)	E	SO23 7BZ		Yes
Winchester, Jewry Street, (Stop N)	SW	SO23 8RG		Yes
Winchester, Discovery Centre, (Stop Ta)	N	SO23 8FJ		
Winchester, Railway Station, (Stop Wb)	E	SO22 6RB		
Stanmore (Hants), Airlie Corner, (NE-bound)	NE	SO22 4AA	height - Std	Yes
Stanmore (Hants), Airlie Corner, (SW-bound)	SW	SO22 4AA	height - Std	
St Cross (Win'ster), Christchurch Road, (E-bound)	E	SO23 9SA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
St Cross (Win'ster), Christchurch Road, (W-bound)	W	SO23 9TD		
St Cross (Win'ster), Edgar Road, (E-bound)	E	SO23 9TA		
St Cross (Win'ster), Edgar Road, (W-bound)	W	SO23 9TA		
Stanmore (Hants), Sparkford Close, (SW-bound)	SW	SO22 4NL	height - Std	
Winchester, Erskine Road, (N-bound)	N	SO22 4NJ	height - Std	Yes
Winchester, Royal Hampshire County Hospital, (S-bound)	S	SO22 4NY	height - Std	
Winchester, Royal Hampshire County Hospital, (N-bound)	N	SO22 4NY	height - Std	
Winchester, Royal Hampshire County Hospital, (W-bound)	W	SO22 5DF		Yes
Winchester, Royal Hampshire County Hospital, (E-bound)	E	SO22 5DF		Yes
Winchester, Queens Road, (E-bound)	E	SO22 4GZ		
Winchester, Queens Road, (W-bound)	W	SO22 4GZ		
Sleepers Hill, Sleepers Hill, (NE-bound)	NE	SO22 5PH		Yes
Sleepers Hill, Sleepers Hill, (SW-bound)	SW	SO22 4NS		
Stanmore (Hants), Battery Hill, (SW-bound)	SW	SO22 4BH		Yes
Stanmore (Hants), Battery Hill, (NE-bound)	NE	SO22 5PG		Yes
Fulflood, Cornes Close, (NW-bound)	NW	SO22 5DR	height - Std	
Fulflood, Cornes Close, (SE-bound)	SE	SO22 5DS		
Fulflood, Greenhill Road, (NE-bound)	NE	SO22 5DU		
Fulflood, Greenhill Road, (SW-bound)	SW	SO22 5DU		
Fulflood, adj Poets Way	E	SO22 5AP		
Fulflood, opp Poets Way	S	SO22 5AP		
Fulflood, Fordington Avenue, (NW-bound)	NW	SO22 5AX		
Fulflood, Fordington Avenue, (SE-bound)	SE	SO22 5AX		
Fulflood, Westgate School, (NW-bound)	NW	SO22 5AY		
Fulflood, Western Road, (SE-bound)	SE	SO22 6RN		Yes
Fulflood, Western Road, (NW-bound)	NW	SO22 6RW		
Fulflood, Berewecke Road, (NW-bound)	NW	SO22 6RH		
Fulflood, Berewecke Road, (SE-bound)	SE	SO22 6AQ		Yes
Weeke (Winchester), Dean Lane Corner, (Stop Ref A)	NW	SO22 5JF		Yes
Weeke (Winchester), Dean Lane Corner, (Stop Ref B)	SE	SO22 5JF		Yes
Weeke (Winchester), Dean Lane Corner, (Stop Ref C)	SW	SO22 5PA		Yes
Teg Down, Dean Lane, (SW-bound)	SW	SO22 5LQ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Teg Down, Dean Lane, (NE-bound)	NE	SO22 5NE		
Teg Down, Teg Down Meads, (o/s 68)	NE	SO22 5ND		Yes
Teg Down, Teg Down Meads, (o/s 79)	SW	SO22 5NG		
Teg Down, Webster Road, (NW-bound)	NW	SO22 5NZ		
Teg Down, Teg Down Meads, (adj 2)	NE	SO22 5JU		Yes
Teg Down, Grovelands Road, (E-bound)	E	SO22 5NY		
Teg Down, Hillside Road, (E-bound)	E	SO22 5NU		Yes
Teg Down, Teg Down Meads, (adj 1)	SW	SO22 5NZ		Yes
Winchester, adj Arthur Road	S	SO23 7TN		
Winchester, nr Arthur Road	NE	SO23 7BA		
Abbots Barton, nr Abbots Road	N	SO23 7EX	height - Std	
Abbots Barton, Colley Close, (SE-bound)	SE	SO23 7ET	height - Std	
Abbots Barton, nr Stoke Road	SW	SO23 7HB	height - Std	
Abbots Barton, adj Stoke Road	NE	SO23 7HB	height - Std	
Abbots Barton, opp Park Road	SW	SO23 7HU	height - Std	Yes
Abbots Barton, adj Park Road	NE	SO23 7HU	height - Std	
Winchester, opp Hyde Church Lane	NE	SO23 7EL		
Winchester, adj Hyde Church Lane	SW	SO23 7HL		
Headbourne Worthy, School Lane, (SW-bound)	SW	SO23 7JR	height - Std	Yes
Headbourne Worthy, School Lane, (NE-bound)	NE	SO23 7JR	height - Std	
Abbots Barton, opp Coram Close	SW	SO23 7HW	height - Std	
Abbots Barton, Warwick Court, (W-bound)	W	SO23 7AN	height - Std	
Abbots Barton, adj Salcot Road	E	SO23 7AX	height - Std	
Headbourne Worthy, Taylors Corner, (SW-bound)	SW	SO23 7JJ		
Kings Worthy, opp St Marys Church	NE	SO23 7HX		
Kings Worthy, nr St Marys Church	SW	SO23 7HX		Yes
Kings Worthy, Champion Way, (NW-bound)	NW	SO23 7QX		
Kings Worthy, opp Cart and Horses	SW	SO23 7QN		
Kings Worthy, adjacent Nations Hill	SW	SO23 7QZ		
Kings Worthy, opposite Nations Hill	NE	SO23 7QZ		
Fulflood, adj Jolly Farmer	NW	SO22 6AE		Yes
Fulflood, Jolly Farmer, (SE-bound)	SE	SO22 6AG		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Long Park (Winchst), Littleton Stud, (SE-bound)	SE	SO22 6QX		
Long Park (Winchst), Littleton Stud, (NW-bound)	NW	SO22 6QX		
Littleton (Hants), Church Lane, (S-bound)	S	SO22 6QU	height - Std	
Littleton (Hants), Church Lane, (N-bound)	N	SO22 6QU		
Littleton (Hants), opp Paddock View	SE	SO22 6FD	height - Std	
Littleton (Hants), adj Paddock View	NW	SO22 6FD		
Littleton (Hants), adjacent The Hall Way	SE	SO22 6QN	height - Std	Yes
Littleton (Hants), opposite The Hall Way	NW	SO22 6QN		
Littleton (Hants), adj North Drive	SE	SO22 6BY	height - Std	
Littleton (Hants), opp North Drive	NW	SO22 6BY	height - Std	
Littleton (Hants), Deane Down Drove, (SW-bound)	SW	SO22 6PT	height - Std	Yes
Littleton (Hants), Deane Down Drove, (NW-bound)	NW	SO22 6PT	height - Std	
Littleton (Hants), Chestnut Avenue, (SE-bound)	SE	SO22 6PT	height - Std	Yes
Harestock, adj Kennel Lane	NE	SO22 6NU	height - Std	
Harestock, opp Kennel Lane	SW	SO22 6NU	height - Std	
Harestock, Buriton Road, (SE-bound)	SE	SO22 6HT	height - Std	
Harestock, Buriton Road, (NW-bound)	NW	SO22 6HU	height - Std	
Harestock, opp The March Hare	N	SO22 6JN		
Harestock, o/s The March Hare	S	SO22 6JN		Yes
Harestock, Henry Beaufort School, (SE-bound)	SE	SO22 6LB		Yes
Harestock, Henry Beaufort School, (NW-bound)	NW	SO22 6EZ		
Harestock, Devenish Road, (W-bound)	W	SO22 6HE		Yes
Harestock, Taplings Close, (W-bound)	W	SO22 6HF		Yes
Harestock, Fromond Road, (N-bound)	N	SO22 6ED		
Harestock, Ashley Close, (N-bound)	N	SO22 6LS		Yes
Harestock, Winslade Road, (NE-bound)	NE	SO22 6LN	height - Std	Yes
Harestock, Burley Road, (N-bound)	N	SO22 6LG		Yes
Harestock, Fromond Road, (SE-bound)	SE	SO22 6EF		Yes
Harestock, Trussell Crescent, (NW-bound)	NW	SO22 6EF		
Weeke (Winchester), Westman Road, (SE-bound)	SE	SO22 6DS		Yes
Weeke (Winchester), Westman Road, (NW-bound)	NW	SO22 6DS		
Weeke (Winchester), Weeke Primary School, (SW-bound)	SW	SO22 6DR		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Weeke (Winchester), Weeke Primary School, (NE-bound)	NE	SO22 6DR		Yes
Harestock, Westman Road, (SE-bound)	SE	SO22 6EP		Yes
Harestock, Westman Road, (NW-bound)	NW	SO22 6EP		
Weeke (Winchester), Stoney Lane Corner, (SE-bound)	SE	SO22 6DB		
Fulflood, Bereweeke Way, (SE-bound)	SE	SO22 6AL		Yes
Harestock, near Stoney Lane	S	SO22 6DW		Yes
Harestock, adj Stoney Lane	N	SO22 6DW		
Fulflood, Bereweeke Way, (NW-bound)	NW	SO22 6BH		
Fulflood, Stockbridge Road, (E-bound)	E	SO22 6AQ		
Harestock, Harestock Corner, (SE-bound)	SE	SO22 5JW		
Harestock, Harestock Road, (SE-bound)	SE	SO22 6NW		
Harestock, Harestock Road, (NW-bound)	NW	SO22 6NP		
Harestock, Andover Road North, (S-bound)	S	SO22 6JG		
Harestock, Mountbatten Court, (SE-bound)	SE	SO22 6AY		Yes
Harestock, Mountbatten Court, (NW-bound)	NW	SO22 6AY		
Harestock, Andover Road North, (N-bound)	N	SO22 6NN		
Littleton (Hants), Flowerdown Barracks, (NW-bound)	NW	SO22 6NQ		
Littleton (Hants), Flowerdown Barracks, (SE-bound)	SE	SO22 6NQ		Yes
Littleton (Hants), Three Maids Hill, (SE-bound)	SE	SO21 2QG		
Weeke (Winchester), Stoney Lane Corner, (NW-bound)	NW	SO22 6DB		
Ladwell, opp Compton Down Lane	N	SO21 2LE		
Ladwell, adj Compton Down Lane	S	SO21 2LE		
Ladwell, Main Road, (N-bound)	N	SO21 2LB		
Hursley, adj Poles Lane	S	SO21 2LA		
Hursley, opp Poles Lane	N	SO21 2LA		
Hursley, Kings Head Inn, (S-bound)	S	SO21 2JX		
Hursley, Kings Head Inn, (NW-bound)	NW	SO21 2JQ		Yes
Standon (Hants), IBM Main Entrance, (S-bound)	S	SO21 2JR		
Standon (Hants), IBM Main Entrance, (N-bound)	N	SO21 2JR		
Standon (Hants), Standon Farm, (S-bound)	S	SO21 2JH		Yes
Standon (Hants), Standon Farm, (N-bound)	N	SO21 2JH		Yes
Pitt (Hants), Millers Lane, (SW-bound)	SW	SO22 5SW		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Pitt (Hants), Millers Lane, (NE-bound)	NE	SO22 5SW		
Long Park (Winchst), Littleton House, (NW-bound)	NW	SO21 2QF		
Long Park (Winchst), Littleton House, (SE-bound)	SE	SO21 2QF		
Long Park (Winchst), Long Park Junction, (NW-bound)	NW	SO21 2QE		
Long Park (Winchst), Long Park Junction, (SE-bound)	SE	SO21 2QF		
Long Park (Winchst), Beeches Farm, (SE-bound)	SE	SO21 2QD		
Long Park (Winchst), Beeches Farm, (NW-bound)	NW	SO21 2QD		
Crawley (Hants), The Rectory, (SE-bound)	SE	SO21 2PN		
Crawley (Hants), The Rectory, (NW-bound)	NW	SO21 2PN		
Crawley (Hants), Pond, (W-bound)	W	SO21 2PN		
Crawley (Hants), Pond, (E-bound)	E	SO21 2PN		
Crawley (Hants), opp Village Hall	E	SO21 2PS		
Crawley (Hants), outside Village Hall	W	SO21 2PS		Yes
Crawley (Hants), inside Hacks Lane	E	SO21 2PU		
Crawley (Hants), opp Hacks Lane	W	SO21 2PU		
Crawley (Hants), adj Crawley Court	NE	SO21 2PZ		
Crawley (Hants), opp Crawley Court	SW	SO21 2PZ		Yes
Crawley (Hants), opp Folly Farm	NE	SO21 2PH		
Crawley (Hants), adj Folly Farm	SW	SO21 2PH		
Sparsholt (Hants), adj St Stephens Church	NE	SO21 2NR	height - Std	Yes
Sparsholt (Hants), Westley Lane, (E-bound)	E	SO21 2NE		Yes
Sparsholt (Hants), Sparsholt College, (N-bound)	N	SO21 2AQ		
Worthy Down, Worthy Down Turn, (S-bound)	S	SO21 2QP		Yes
Worthy Down, Worthy Down Turn, (N-bound)	N	SO21 2QS		
Wonston (Hants), South Wonston Turn, (S-bound)	S	SO21 3EZ		
Wonston (Hants), Markson Road, (E-bound)	E	SO21 3EU		
Wonston (Hants), adj Groves Close	W	SO21 3BU	height - Std	Yes
Wonston (Hants), Primary School, (W-bound)	W	SO21 3TA		
Wonston (Hants), Borman Way, (W-bound)	W	SO21 3HY		Yes
Wonston (Hants), adj Waverley Drive	S	SO21 3EA		Yes
Wonston (Hants), Burns Close, (E-bound)	E	SO21 3HE		Yes
Wonston (Hants), Downs Road, (N-bound)	N	SO21 3HD		Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Wonston #1, Wonston Lane, (S-bound)	S	SO21 3HL		
Wonston #1, Wonston Lane, (N-bound)	N	SO21 3HL		
Wonston #1, Plantation Cottages, (N-bound)	N	SO21 3PB		
Wonston #1, Plantation Cottages, (S-bound)	S	SO21 3PB		
Sutton Scotney, Sutton Manor Farm, (N-bound)	N	SO21 3NZ		
Sutton Scotney, Sutton Manor Farm, (S-bound)	S	SO21 3NZ		
Sutton Scotney, Coach and Horses, (N-bound)	N	SO21 3JH		Yes
Sutton Scotney, Coach and Horses, (S-bound)	S	SO21 3XX		Yes
Wonston #1, East Stoke Farm, (S-bound)	S	SO21 3PL		
Wonston #1, East Stoke Farm, (N-bound)	N	SO21 3PL		
Wonston (Hants), Wallers Ash, (N-bound)	N	SO21 3PW		
Wonston (Hants), Wallers Ash, (S-bound)	S	SO21 3PW		
Wonston (Hants), Ox Drove Track, (N-bound)	N	SO21 2RR		
Wonston (Hants), Ox Drove Track, (S-bound)	S	SO21 2RR		
Springvale, adjacent The King Charles	SW	SO23 7LL		
Springvale, opposite The King Charles	NE	SO23 7LT		Yes
Springvale, outside Tesco Express	N	SO23 7NB		Yes
Springvale, opposite Tesco Express	S	SO23 7ND		
Springvale, Ramsay Road, (NW-bound)	NW	SO23 7FE		
Springvale, Vian Place, (SW-bound)	SW	SO23 7NR		Yes
Springvale, Pound Road, (NW-bound)	NW	SO23 7PU		Yes
Springvale, Shopping Parade, (NW-bound)	NW	SO23 7PH		Yes
Springvale, Brooke Close, (SW-bound)	SW	SO23 7PQ		Yes
Springvale, Edinburgh Road, (SE-bound)	SE	SO23 7NL		Yes
Springvale, Fryers Close, (SE-bound)	SE	SO23 7LP		Yes
Kings Worthy, adj Cart and Horses	E	SO23 7QR		
Sparsholt (Hants), Woodman Close, (E-bound)	E	SO21 2NY	height - Std	
Sparsholt (Hants), Woodman Close, (W-bound)	W	SO21 2NT	height - Std	Yes
Abbots Worthy, adj Mill Lane	W	SO21 1DU	height - Std	Yes
Abbots Worthy, nr Mill Lane	E	SO21 1DU	height - Std	
Martyr Worthy, Easton Lane, (W-bound)	W	SO21 1DX		Yes
Martyr Worthy, Easton Lane, (E-bound)	E	SO21 1DX		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Itchen Abbas, adj Village Hall	S	SO21 1BH		
Itchen Abbas, opp Village Hall	N	SO21 1BH		
Couch Green, Chilland Lane, (E-bound)	E	SO21 1EB		
Couch Green, Chilland Lane, (W-bound)	W	SO21 1EB		
Couch Green, Couch Green, (E-bound)	E	SO21 1EA		
Couch Green, Couch Green, (W-bound)	W	SO21 1DZ	height - Std	
Martyr Worthy, War Memorial, (W-bound)	W	SO21 1EY		
Martyr Worthy, War Memorial, (E-bound)	E	SO21 1EY		
Itchen Abbas, opp Rectory Lane	W	SO21 1BN		
Itchen Abbas, adj Rectory Lane	E	SO21 1BN		
Itchen Stoke, St Marys Church, (W-bound)	W	SO24 0QX		
Itchen Stoke, nr St Marys Church	E	SO24 0QX		
New Alresford, Ladycroft Crossroads, (SE-bound)	SE	SO24 0QP		
New Alresford, Ladycroft Crossroads, (NW-bound)	NW	SO24 0QP		
New Alresford, New Farm Road, (W-bound)	W	SO24 9QT		Yes
New Alresford, New Farm Road, (E-bound)	E	SO24 9QT		
New Alresford, Bridge Road, (W-bound)	W	SO24 9ET		Yes
New Alresford, Bridge Road, (E-bound)	E	SO24 9ET		
New Alresford, opp Co-Op	NE	SO24 9AU	height - Std	
New Alresford, adj Co-Op	SW	SO24 9AB	height - Kassell	Yes
New Alresford, adj Broad Street	NE	SO24 9BU	height - Std	Yes
Old Alresford, Village Hall, (NE-bound)	NE	SO24 9DJ		
Old Alresford, Village Hall, (SW-bound)	SW	SO24 9SJ		Yes
New Alresford, Beech Road, (NW-bound)	NW	SO24 9JR		
New Alresford, Nursery Road, (W-bound)	W	SO24 9JT		
New Alresford, Sun Hill School, (N-bound)	N	SO24 9NB		
New Alresford, Appledown Close, (N-bound)	N	SO24 9NE		
New Alresford, opp The Cricketers	NE	SO24 9LN		Yes
New Alresford, nr The Cricketers	SW	SO24 9LN		
New Alresford, adj Robertson Road	NE	SO24 9LH		Yes
New Alresford, opp Robertson Road	SW	SO24 9LH		Yes
New Alresford, adj Rosebery Road	W	SO24 9HB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
New Alresford, adj Elm Road	SW	SO24 9JY		Yes
New Alresford, opp Elm Road	NE	SO24 9JY		Yes
New Alresford, Perins School, (SE-bound)	SE	SO24 9FD		
New Alresford, Ashburton Close, (S-bound)	S	SO24 9HF		
New Alresford, adj Lovells Walk	W	SO24 9HH		
Wonston #1, Stoke Charity, (N-bound)	N	SO21 3PQ		Yes
Wonston #1, Stoke Charity, (S-bound)	S	SO21 3PQ		
Micheldever, opp War Memorial	W	SO21 3DL		Yes
Micheldever, o/s Village Hall	E	SO21 3DL		Yes
Micheldever, adj Playing Fields	E	SO21 3DJ		Yes
Micheldever, opp Playing Fields	W	SO21 3DJ		
East Stratton, East Stratton Turn, (NE-bound)	NE	SO21 3DW		
East Stratton, East Stratton Turn, (SW-bound)	SW	SO21 3DW		
East Stratton, East Stratton Farm, (N-bound)	N	SO21 3XA		
East Stratton, East Stratton Farm, (S-bound)	S	SO21 3XA		
East Stratton, opp The Northbrook Arms	SE	SO21 3DX		
East Stratton, Baring Close, (NW-bound)	NW	SO21 3DY	height - Std	
East Stratton, o/s The Northbrook Arms	NW	SO21 3DX		
Micheldever, Lunways Inn, (NE-bound)	NE	SO21 3BT		
Micheldever, Lunways Inn, (SW-bound)	SW	SO21 3BT		
Kings Worthy, Burnthouse Cottages, (NE-bound)	NE	SO21 1AE		
Kings Worthy, Burnthouse Cottages, (SW-bound)	SW	SO21 1AE		
No Man's Land/Hants, Science Centre, (E-bound)	E	SO21 1HH		
No Man's Land/Hants, Science Centre, (W-bound)	W	SO21 1HH		Yes
No Man's Land/Hants, adj Magdalen Hill Cemetery	W	SO21 1HE		Yes
No Man's Land/Hants, opp Magdalen Hill Cemetery	E	SO21 1HE		
No Man's Land/Hants, Fair Lane, (W-bound)	W	SO21 1HE	height - Std	
No Man's Land/Hants, Fair Lane, (E-bound)	E	SO21 1HF		
No Man's Land/Hants, Magdalen Hill Down, (W-bound)	W	SO21 1HD		Yes
No Man's Land/Hants, Magdalen Hill Down, (E-bound)	E	SO21 1HD		
Winnall (Winchester), o/s St Swithun's School	E	SO21 1HA		
Compton End, opp Martins Fields	SW	SO21 2AX		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Compton End, Compton Street, (S-bound)	S	SO21 2BA	height - Std	Yes
Compton End, Compton Street, (N-bound)	N	SO21 2BA		Yes
Shawford (Hants), Shawford Down, (NE-bound)	NE	SO21 2AG		Yes
Shawford (Hants), Shawford Down, (SW-bound)	SW	SO21 2AG		
Shawford (Hants), South Down, (SW-bound)	SW	SO21 2BX		Yes
Shawford (Hants), South Down, (NE-bound)	NE	SO21 2BX		Yes
South Down (Hants), adj Highways Road	NE	SO21 2DF		
South Down (Hants), Highways Road, (SW-bound)	SW	SO21 2DE		
Otterbourne, Sparrowgrove, (SW-bound)	SW	SO21 2DN		Yes
Otterbourne, Sparrowgrove, (NE-bound)	NE	SO21 2DN	height - Kassell	
Otterbourne, Oakwood Avenue, (NE-bound)	NE	SO21 2EB	height - Kassell	Yes
Otterbourne, Oakwood Avenue, (SW-bound)	SW	SO21 2EB		Yes
Otterbourne, The White Horse, (NE-bound)	NE	SO21 2EH	height - Kassell	Yes
Otterbourne, The White Horse, (SW-bound)	SW	SO21 2EQ		Yes
Otterbourne, Otterbourne Hill Green, (SW-bound)	SW	SO21 2HW		Yes
Otterbourne, Otterbourne Hill Green, (NE-bound)	NE	SO21 2HJ		Yes
Otterbourne, opp The Otter	E	SO21 2HW	height - Std	
Otterbourne, opp Boyatt Lane Allotments	N	SO21 2HP	height - Std	
Otterbourne, adj Boyatt Lane Allotments	S	SO21 2HP	height - Std	
Highbridge (Hants), Highbridge Farm, (NE-bound)	NE	SO50 6HN	height - Kassell	
Highbridge (Hants), Highbridge Farm, (W-bound)	W	SO50 6HN	height - Kassell	
Highbridge (Hants), Wardle Road, (NE-bound)	NE	SO50 6HQ	height - Kassell	
Highbridge (Hants), Wardle Road, (SW-bound)	SW	SO50 6HQ	height - Kassell	
Highbridge (Hants), Green Pastures, (SW-bound)	SW	SO50 6HS	height - Kassell	
Highbridge (Hants), Green Pastures, (NE-bound)	NE	SO50 6HZ	height - Kassell	
Highbridge (Hants), adj Dog and Crook	NW	SO50 6HZ	height - Std	
Highbridge (Hants), opp Dog and Crook	SE	SO50 6HZ	height - Std	
Highbridge (Hants), adj Bishopstoke Lane	W	SO21 1UG	height - Std	
Highbridge (Hants), opp Bishopstoke Lane	E	SO21 1UG	height - Std	
Colden Common, opp Grays Close	SW	SO21 1UG	height - Std	
Colden Common, nr Grays Close	NE	SO21 1UL	height - Std	
Colden Common, adj Primary School	S	SO21 1UT	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Colden Common, opp Primary School	N	SO50 6HW	height - Std	Yes
Colden Common, adj Surgery	W	SO21 1SB	height - Kassell	
Colden Common, adj Spring Lane	S	SO21 1SB	height - Std	
Colden Common, nr Spring Lane	N	SO21 1SB	height - Std	
Colden Common, Lower Moors Road, (W-bound)	W	SO21 1SG	height - Std	Yes
Colden Common, Lower Moors Road, (E-bound)	E	SO21 1SG	height - Std	
Colden Common, adj St Kilda Cottages	NE	SO21 1FH	height - Std	
Colden Common, adj Commons End	NW	SO21 1RR	height - Std	
Colden Common, opp Commons End	SE	SO21 1RR	height - Std	
Twyford (Hants), opp Woodland Drove	N	SO21 1RN	height - Std	Yes
Twyford (Hants), adj Woodland Drove	S	SO21 1RN	height - Std	
Twyford (Hants), adj Highbridge Road	N	SO21 1FR	height - Std	
Twyford (Hants), nr Highbridge Road	S	SO21 1FR	height - Std	
Twyford (Hants), Crossroads, (S-bound)	S	SO21 1RF	height - Std	Yes
Twyford (Hants), Crossroads, (opp PO)	NE	SO21 1NH	height - Std	Yes
Twyford (Hants), nr Northfields	N	SO21 1NU	height - Kassell	Yes
Twyford (Hants), adj Northfields	S	SO21 1NP	height - Kassell	Yes
Hockley, o/s Hockley Cottages	NW	SO21 1PJ	height - Std	Yes
Hockley, opp Hockley Cottages	SE	SO21 1PJ	height - Std	
Hockley, opp Hockley Golf Club	NW	SO21 1PL	height - Std	
Hockley, adj Hockley Golf Club	SE	SO21 1PL	height - Std	
Twyford (Hants), opp Churchfields	W	SO21 1QD		
Twyford (Hants), adj Churchfields	E	SO21 1QD		
Shawford (Hants), Shawford Station, (E-bound)	E	SO21 2BN		
Shawford (Hants), Shawford Station, (W-bound)	W	SO21 2BN		
Twyford (Hants), Crossroads, (adj PO)	E	SO21 1NH		
Twyford (Hants), Crossroads, (opp PO)	W	SO21 1NH		
Twyford (Hants), opp Watley Lane	NE	SO21 1PY		
Twyford (Hants), adj Watley Lane	SW	SO21 1PY		
Twyford (Hants), adj Old Pumping Station	W	SO21 1QA		
Twyford (Hants), opp Old Pumping Station	E	SO21 1QA		
Morestead, Hazeley Cottages, (NE-bound)	NE	SO21 1QA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Morestead, Hazeley Cottages, (SW-bound)	SW	SO21 1QA		
Morestead, adj Hazeley Road	NW	SO21 1NB		Yes
Morestead, opp Hazeley Road	SE	SO21 1NB		
Owslebury, Bottom Pond Farm, (SE-bound)	SE	SO21 1JE		
Owslebury, Bottom Pond Farm, (NW-bound)	NW	SO21 1JE		
Owslebury, East Acre, (NE-bound)	NE	SO21 1LL		
Owslebury, East Acre, (SW-bound)	SW	SO21 1LL		
Owslebury, adj Cricket Green	SW	SO21 1LL		
Owslebury, opp Cricket Green	NE	SO21 1LL		
Owslebury, Gorse Down, (SW-bound)	SW	SO21 1LN		
Owslebury, Beech Grove, (NE-bound)	NE	SO21 1LP		
Owslebury, adj St Andrews Church	SW	SO21 1ET		
Owslebury, opp St Andrews Church	NE	SO21 1ET		
Owslebury, The Ship Inn, (N-bound)	N	SO21 1LT		Yes
Owslebury, Longwood Crossroads, (SE-bound)	SE	SO21 1LL		
Owslebury, Longwood Crossroads, (NW-bound)	NW	SO21 1LL		
Lower Upham, Hatchley Lane, (SE-bound)	SE	SO32 1HG		
Lower Upham, Hatchley Lane, (NW-bound)	NW	SO32 1HG		
Lower Upham, Stroud Wood Farm, (NW-bound)	NW	SO32 1HH		
Lower Upham, Stroud Wood Farm, (SE-bound)	SE	SO32 1HH		
Lower Upham, near Mortimers Lane	NW	SO32 1HD	height - Std	Yes
Lower Upham, opposite Mortimers Lane	SE	SO32 1HD	height - Std	Yes
Lower Upham, opp Wold Cottages	NW	SO32 1HA	height - Std	
Lower Upham, adj Wold Cottages	SE	SO32 1HA	height - Std	
Wintershill, opp Meadowview	NW	SO32 2AJ	height - Splay	
Wintershill, adj Meadowview	SE	SO32 2AJ	height - Std	
Bishop's Waltham, opp Ashton Lane	NW	SO32 1BZ	height - Std	Yes
Bishop's Waltham, adj Ashton Lane	SE	SO32 1BZ	height - Std	Yes
Bishop's Waltham, nr Churchill Avenue	NW	SO32 1DF	height - Std	Yes
Bishop's Waltham, adj Churchill Avenue	SE	SO32 1NL	height - Std	Yes
Bishop's Waltham, adj The Avenue	NW	SO32 1BJ	height - Std	Yes
Bishop's Waltham, adj Claylands Road	SE	SO32 1BG	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bishop's Waltham, o/s Priory Court	NW	SO32 1JW	height - Std	Yes
Bishop's Waltham, adj Ponds Lane	SE	SO32 1PR	height - Std	Yes
Colden Common, opp Brickmakers Road	W	SO21 1TR	height - Std	
Colden Common, adj Brickmakers Road	E	SO21 1TR	height - Std	
Colden Common, adj St Vigor Way	E	SO21 1TW	height - Std	
Colden Common, opp St Vigor Way	W	SO21 1TW	height - Std	Yes
Colden Common, adj Vears Lane	NW	SO21 1US	height - Std	Yes
Colden Common, opp Vears Lane	SE	SO21 1TE	height - Std	
Colden Common, adj Hunts Close	NW	SO21 1RE	height - Std	
Colden Common, opp Hunts Close	SE	SO21 1RE	height - Std	
Colden Common, adj Main Road	NE	SO21 1RE	height - Std	Yes
Colden Common, nr Main Road	SW	SO21 1SD	height - Std	
Colden Common, opp Surgery	E	SO21 1SB	height - Std	
Nob's Crook, Woodside Centre, (NW-bound)	NW	SO21 1TJ	height - Std	
Nob's Crook, Woodside Centre, (SE-bound)	SE	SO21 1TJ	Yes	
Fisher's Pond, opp Fishers Pond	N	SO50 7HG	height - Std	
Fisher's Pond, adj Fishers Pond	S	SO50 7HG	height - Std	
Fisher's Pond, Fishers Pond Garage, (W-bound)	W	SO50 7HE		
Fisher's Pond, Fishers Pond Garage, (E-bound)	E	SO50 7HE		
Marwell, nr Marwell Zoo Car Park	NE	SO21 1JY		
Durley (Hants), Snakemoor Farm, (SW-bound)	SW	SO32 2BW		
Durley (Hants), Snakemoor Farm, (NE-bound)	NE	SO32 2BW		
Durley (Hants), Church Lane, (SW-bound)	SW	SO32 2AQ		
Durley (Hants), Church Lane, (NE-bound)	NE	SO32 2AQ		
Durley (Hants), Primary School, (E-bound)	E	SO32 2AR		
Durley (Hants), Primary School, (W-bound)	W	SO32 2AR		
Durley (Hants), Village Hall, (SE-bound)	SE	SO32 2ER		Yes
Durley (Hants), Village Hall, (NW-bound)	NW	SO32 2ER		Yes
Durley (Hants), Middle Farm Cottage, (SW-bound)	SW	SO32 2AB		
Durley (Hants), Middle Farm Cottage, (NE-bound)	NE	SO32 2AB	height - Std	
Wintershill, adj Old Durley Chapel	SW	SO32 2AA		
Wintershill, opp Old Durley Chapel	NE	SO32 2AA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Wintershill, opp Robin Hood	NE	SO32 2AG		
Wintershill, o/s Robin Hood	SW	SO32 2AF		
Wintershill, Laurel Farm, (W-bound)	W	SO32 2AH		
Wintershill, Laurel Farm, (E-bound)	E	SO32 2AH		
Wintershill, Wintershill Farm, (W-bound)	W	SO32 2AH		
Wintershill, Wintershill Farm, (E-bound)	E	SO32 2AH		
Curdridge, adj Hill Farm	NE	SO32 2DS	Yes	
Curdridge, opp Hill Farm	SW	SO32 2DS	height - Std	
Curdridge, adj Chapel Lane	SW	SO32 2DQ	height - Std	
Curdridge, opp Chapel Lane	NE	SO32 2DQ	height - Std	
Curdridge, opp Church Lane	SW	SO32 2HF	height - Std	Yes
Curdridge, adj Church Lane	NE	SO32 2HF	height - Std	
Curdridge, adj Botley Station	NE	SO30 2GE	height - Std	
Curdridge, opp Botley Station	SW	SO30 2GE		
Curdridge, Kings Corner, (NE-bound)	NE	SO30 2HA	height - Std	
Curdridge, Kings Corner, (W-bound)	W	SO30 2HA	height - Std	
Curdridge, Pinkmead Farm, (SE-bound)	SE	SO30 2HA		
Curdridge, Pinkmead Farm, (NW-bound)	NW	SO30 2HA		
Curbridge (Hants), Fairthorne Manor, (SE-bound)	SE	SO30 2JL		
Curbridge (Hants), Fairthorne Manor, (NW-bound)	NW	SO30 2JL		
Curbridge (Hants), Horse & Jockey, (S-bound)	S	SO30 2HB		
Curbridge (Hants), Horse & Jockey, (N-bound)	N	SO30 2HB		
Burridge (Hants), Ridge Lane, (SW-bound)	SW	SO30 2HB		
Burridge (Hants), Ridge Lane, (NE-bound)	NE	SO30 2HB		
Burridge (Hants), Bluebell Way, (NE-bound)	NE	SO30 2HB		
Burridge (Hants), Bluebell Way, (SW-bound)	SW	SO30 2HB		
Funtley, adj River Lane	SW	PO15 6DP	height - Std	
Funtley, nr River Lane	NE	PO15 6DP	Yes	
Knowle Village, Knowle Cottages, (adj junction)	S	PO17 5GD	Yes	
Knowle Village, Knowle Cottages, (opp junction)	N	PO17 5GD	Yes	
Meon Park, Redhill Crossroads, (S-bound)	S	PO17 5HF	height - Std	
Meon Park, Redhill Crossroads, (N-bound)	N	PO17 5HF	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Meon Park, Park Place, (SE-bound)	SE	PO17 5EZ	height - Std	
Meon Park, Park Place, (NW-bound)	NW	PO17 5EZ	height - Std	
Shedfield, Ashley Manor, (N-bound)	N	SO32 2JF	height - Std	Yes
Shedfield, Ashley Manor, (S-bound)	S	SO32 2JF	height - Std	Yes
Shedfield, opp Church Road	S	SO32 2JB	height - Std	
Shedfield, adj Church Road	N	SO32 2JA	height - Std	Yes
Shedfield, Sandy Hill, (NE-bound)	NE	SO32 2HS	height - Std	
Shedfield, Sandy Hill, (S-bound)	S	SO32 2HS	Yes	
Waltham Chase, adj The Black Dog	N	SO32 2LY	height - Std	
Waltham Chase, opp The Black Dog	S	SO32 2LX	height - Std	
Waltham Chase, nr Village Hall	N	SO32 2EP	height - Std	
Waltham Chase, o/s Village Hall	S	SO32 2LW	height - Std	
Waltham Chase, Curdridge Lane, (S-bound)	S	SO32 2NA	height - Std	Yes
Waltham Chase, Curdridge Lane, (N-bound)	N	SO32 2TS	height - Std	
Waltham Chase, Clewers Lane, (S-bound)	S	SO32 2LJ		
Waltham Chase, Clewers Lane, (NW-bound)	NW	SO32 2LJ		
Bishop's Waltham, Forest Farm, (S-bound)	S	SO32 2LL		
Bishop's Waltham, Forest Farm, (N-bound)	N	SO32 2LL		
Bishop's Waltham, Coppice Hill, (NW-bound)	NW	SO32 1PB		
Bishop's Waltham, Coppice Hill, (SE-bound)	SE	SO32 1PB		
Bishop's Waltham, in The Square	NW	SO32 1GJ	height - Std	Yes
Bishop's Waltham, o/s North Pond	SW	SO32 1RX	height - Std	Yes
Bishop's Waltham, opp North Pond	NE	SO32 1RX	Yes	
Bishop's Waltham, adj Garfield Road	E	SO32 1AW	height - Std	Yes
Bishop's Waltham, opp Garfield Road	W	SO32 1AW	height - Std	
Bishop's Waltham, adj Colville Drive	SW	SO32 1EE	height - Std	
Bishop's Waltham, opp Colville Drive	NE	SO32 1EE	height - Std	
Bishop's Waltham, adj Bank Street	N	SO32 1NS	height - Std	
Bishop's Waltham, opposite Bank Street	SE	SO32 1SP	height - Std	
Bishop's Waltham, opp Cricklemede	E	SO32 1SL	height - Std	Yes
Bishop's Waltham, nr Cricklemede	W	SO32 1EH	height - Std	
Bishop's Waltham, nr Gunners Park	W	SO32 1ES	height - Splay	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bishop's Waltham, adj Gunners Park	E	SO32 1DU	height - Std	
Bishop's Waltham, adj Rareridge Lane	E	SO32 1DS	height - Std	
Bishop's Waltham, opp Rareridge Lane	W	SO32 1DS	height - Std	
Bishop's Waltham, nr Paradise Lane	SE	SO32 1NU	Yes	
Bishop's Waltham, adj Paradise Lane	NW	SO32 1NU	height - Std	
Shirrell Heath, adj Cannons Reach	SW	SO32 2JH		
Shirrell Heath, Prince of Wales, (NE-bound)	NE	SO32 2JN		
Shirrell Heath, Prince of Wales, (SW-bound)	SW	SO32 2JN		
Shirrell Heath, Solomons Lane, (SW-bound)	SW	SO32 2JX		
Shirrell Heath, Gravel Hill Depot, (SW-bound)	SW	SO32 2JQ		
Shirrell Heath, Bishop's Wood Road, (S-bound)	S	SO32 2PP		
Swanmore (Hants), opp St Barnabas Church	SW	SO32 2WS	height - Std	
Swanmore (Hants), Swanmore Primary School, (SE-bound)	SE	SO32 2WS		
Swanmore (Hants), o/s St Barnabas Church	NW	SO32 2WS	height - Std	Yes
Swanmore (Hants), opp Hampton Hill	NW	SO32 2TL	height - Std	
Swanmore (Hants), nr Hampton Hill	SE	SO32 2TL	height - Std	
Swanmore (Hants), adj Moorlands Road	SE	SO32 2QL	height - Std	
Swanmore (Hants), opp Moorlands Road	NW	SO32 2QL	height - Std	
Swanmore (Hants), opp Recreation Ground	SW	SO32 2PG	height - Std	
Swanmore (Hants), adj Recreation Ground	NE	SO32 2NW	height - Std	Yes
Swanmore (Hants), opp Technology College	SW	SO32 2RB	height - Std	Yes
Swanmore (Hants), o/s Technology College	NE	SO32 2RB	height - Std	
Waltham Chase, adj Brickyard Road	SW	SO32 2PJ	height - Std	
Waltham Chase, opp Brickyard Road	NE	SO32 2PJ	height - Std	
Waltham Chase, adj Forest Road	NE	SO32 2PJ	height - Std	
Waltham Chase, nr Waltham Grange	NW	SO32 2LA	height - Std	
Waltham Chase, adj Forest Gardens	SE	SO32 2LA	height - Std	Yes
Waltham Chase, opp Forest Gardens	NW	SO32 2LA	height - Std	
Swanmore (Hants), opp Dodds Lane	SW	SO32 2PZ		
Swanmore (Hants), adj Dodds Lane	NE	SO32 2PZ		
Hill Grove (Hants), Hill Place Cottage, (NE-bound)	NE	SO32 2PY		
Hill Grove (Hants), Hill Place Cottage, (SW-bound)	SW	SO32 2PY		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hill Grove (Hants), Hill Place Farm, (SW-bound)	SW	SO32 2PY		
Hill Grove (Hants), Hill Place Farm, (NE-bound)	NE	SO32 2PY		
Droxford, Mayhill House, (NE-bound)	NE	SO32 3PT		
Droxford, Mayhill House, (SW-bound)	SW	SO32 3PT		
Droxford, South Hill, (NE-bound)	NE	SO32 3PB		
Droxford, South Hill, (SW-bound)	SW	SO32 3PB		
Droxford, Park Lane, (N-bound)	N	SO32 3RB		
Droxford, Park Lane, (S-bound)	S	SO32 3RB		
Meonstoke, Sheep Pond Lane, (SW-bound)	SW	SO32 3QZ		
Meonstoke, Sheep Pond Lane, (NE-bound)	NE	SO32 3QZ		
Meonstoke, Corhampton Park, (N-bound)	N	SO32 3NE		
Meonstoke, Corhampton Park, (S-bound)	S	SO32 3NE		
Meonstoke, The Butts, (S-bound)	S	SO32 3ND		
Meonstoke, The Butts, (N-bound)	N	SO32 3ND		
Meonstoke, Stocks Lane, (E-bound)	E	SO32 3LW		
Meonstoke, Stocks Lane, (SW-bound)	SW	SO32 3LW		
Exton (Hants), opp Church Lane	S	SO32 3NR		
Exton (Hants), adj Church Lane	N	SO32 3NR		
Warnford, adj Peake New Road	S	SO32 3LA		
Warnford, opp Peake New Road	N	SO32 3LA		
Warnford, Abbey House, (N-bound)	N	SO32 3LB		
Warnford, Abbey House, (S-bound)	S	SO32 3LB		
Warnford, o/s The George & Falcon	E	SO32 3LD		
Warnford, opp The George & Falcon	W	SO32 3LD		
Warnford, Windmere Cottages, (W-bound)	W	GU32 1JN		
Warnford, Windmere Cottages, (E-bound)	E	GU32 1JN		
West Meon, West Lodge, (SW-bound)	SW	GU32 1JL		
West Meon, West Lodge, (NE-bound)	NE	GU32 1JL		
West Meon, opp Headon View	S	GU32 1LQ	height - Std	
West Meon, adj Headon View	N	GU32 1LQ	Yes	
West Meon, o/s The Thomas Lord	E	GU32 1LN	height - Std	Yes
West Meon, opp The Thomas Lord	W	GU32 1LN	Yes	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
West Meon, nr Lynch Lane	E	GU32 1LU	height - Std	
West Meon, adj Lynch Lane	W	GU32 1LU	height - Std	
West Meon, opp Vinnells Lane	W	GU32 1LX	Yes	Yes
West Meon, adj Vinnells Lane	E	GU32 1NA	Yes	
West Meon Woodlands, West Meon Hut, (S-bound)	S	GU32 1JX		
West Meon Woodlands, West Meon Hut, (E-bound)	E	GU32 1JX		Yes
West Meon Woodlands, West Meon Hut, (W-bound)	W	GU32 1JX		
West Meon Woodlands, Pest Houses, (NW-bound)	NW	GU32 1JS		
West Meon Woodlands, Pest Houses, (SE-bound)	SE	GU32 1JS		
West Meon Woodlands, Lowlands Farm, (SE-bound)	SE	GU32 1JS		
West Meon Woodlands, Lowlands Farm, (NW-bound)	NW	GU32 1JS		
West Meon Woodlands, The Dean, (NW-bound)	NW	SO24 0LJ		
West Meon Woodlands, The Dean, (SE-bound)	SE	SO24 0LJ		
West Meon Woodlands, Brockwood Turn, (NW-bound)	NW	SO24 0LJ		Yes
West Meon Woodlands, Brockwood Turn, (SE-bound)	SE	SO24 0LJ		Yes
Bramdean, adj Tithelands Lane	SE	SO24 0LL		
Bramdean, opp Tithelands Lane	NW	SO24 0LL		
Bramdean, adj Woodcote Manor Cottages	SE	SO24 0LL		
Bramdean, opp Woodcote Manor Cottages	NW	SO24 0LL		
Bramdean, adj The Fox Inn	NW	SO24 0LW		
Bramdean, opp The Fox Inn	SE	SO24 0LW		
Bramdean, New Cottages, (W-bound)	W	SO24 0JX		
Bramdean, New Cottages, (E-bound)	E	SO24 0JX		
Hinton Ampner, Hinton Hill, (E-bound)	E	SO24 0JZ		Yes
Hinton Ampner, Hinton Hill, (W-bound)	W	SO24 0JZ		
Hinton Ampner, Hinton Ampner Park, (E-bound)	E	SO24 0JY		
Hinton Ampner, Hinton Ampner Park, (W-bound)	W	SO24 0NH		
New Cheriton, adj Petersfield Road	N	SO24 0NQ		
New Cheriton, near Petersfield Road	S	SO24 0QJ		
Cheriton (Hants), opposite Raebarn Close	NW	SO24 0QE		
Cheriton (Hants), adjacent Raebarn Close	SE	SO24 0QE		
Cheriton (Hants), o/s War Memorial	NW	SO24 0PZ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Cheriton (Hants), opp War Memorial	S	SO24 0PZ		
Cheriton (Hants), The Pastures, (N-bound)	N	SO24 0PR		
Cheriton (Hants), The Pastures, (S-bound)	S	SO24 0PR		
Tichborne, opp Mill Cross Cottages	SE	SO24 0NG		
Tichborne, Mill Cross Cottages, (N-bound)	N	SO24 0NG		
New Alresford, adj Jesty Road	SE	SO24 9QR	height - Std	
New Alresford, opp Jesty Road	NW	SO24 9QR		
New Alresford, New Farm Road, (S-bound)	S	SO24 9QT	height - Std	
New Alresford, Perins School, (NW-bound)	NW	SO24 9JJ		
Tichborne, opp Orrs Meadow	NE	SO24 0HU		
Tichborne, adj Orrs Meadow	SW	SO24 0HU		
No Man's Land/Hants, Avington Turn, (W-bound)	W	SO21 1HW		
No Man's Land/Hants, Avington Turn, (E-bound)	E	SO21 1HW		
Swarraton, Bus Shelter, (NW-bound)	NW	SO24 9TQ		
Swarraton, Bus Shelter, (SE-bound)	SE	SO24 9TQ		
Bighton, Manor Farm Crossroads, (SE-bound)	SE	SO24 9RB		
Bighton, Manor Farm Crossroads, (NW-bound)	NW	SO24 9RB		
Gundleton, Four Ways, (N-bound)	N	SO24 9SW		
Gundleton, Four Ways, (S-bound)	S	SO24 9SW		
Ropley Dean, Old Park Road, (SW-bound)	SW	SO24 0BG		
Ropley Dean, Old Park Road, (NE-bound)	NE	SO24 0BA		
Bishop's Sutton, adj Water Lane	E	SO24 0AR		
Bishop's Sutton, opp Water Lane	W	SO24 0AW		Yes
Bishop's Sutton, opp The Ship	NW	SO24 0AD		Yes
Bishop's Sutton, The Ship, (SE-bound)	SE	SO24 0AD		
Wickham (Hants), The Square, (NE-bound)	NE	PO17 5JN	height - Std	Yes
Wickham (Hants), adj Shell Garage	SE	PO17 5BY	height - Std	
Wickham (Hants), opp Shell Garage	NW	PO17 5BY	height - Std	
Crockerhill (Hants), adj Greenlees Close	N	PO17 5BU	height - Std	
Crockerhill (Hants), opp Greenlees Close	S	PO17 5BU	height - Std	
North Boarhunt, adj Trampers Lane	SE	PO17 6DJ		
Southwick (Hants), Golden Lion, (SE-bound)	SE	PO17 6EB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Southwick (Hants), opp Golden Lion	N	PO17 6EB		
Denmead, near Lowland Road	SW	PO7 6XT	height - Std	Yes
Denmead, opposite Lowland Road	NE	PO7 6XT	height - Std	
Denmead, adjacent Green Lane	NE	PO7 6FR		
Denmead, Denmead Green, (E-bound)	E	PO7 6NR	height - Std	Yes
Denmead, Denmead Green, (W-bound)	W	PO7 6NN	height - Std	Yes
Denmead, War Memorial Hall, (SE-bound)	SE	PO7 6PW	height - Std	Yes
Denmead, War Memorial Hall, (NW-bound)	NW	PO7 6PW	height - Std	
Mead End (Denmead), Dando Road, (SE-bound)	SE	PO7 6PS	height - Std	Yes
Mead End (Denmead), Mill Road, (NW-bound)	NW	PO7 6PT	height - Std	Yes
Denmead, Glasspool, (NW-bound)	NW	PO7 6LS	height - Std	
Denmead, Glasspool, (SE-bound)	SE	PO7 6EA	height - Std	Yes
Anthill Common, opp School Lane	SE	PO7 6LT	height - Std	Yes
Anthill Common, adj School Lane	NW	PO7 6LT	height - Std	
Anthill Common, Anthill, (S-bound)	S	PO7 6ER	height - Std	
Anthill Common, Anthill, (N-bound)	N	PO7 6ER	height - Std	
Forest Gate/Win'ster, Uplands Road, (S-bound)	S	PO7 6EX	height - Std	
Forest Gate/Win'ster, Uplands Road, (N-bound)	N	PO7 6EX	height - Std	
Hambledon (Hants), Lotts Stores, (NE-bound)	NE	PO7 4SN		
Hambledon (Hants), Lotts Stores, (SW-bound)	SW	PO7 4SN		
Hambledon (Hants), Old Barn Crescent, (NE-bound)	NE	PO7 4AF		
Hambledon (Hants), Green Lane, (SW-bound)	SW	PO7 4SS		
Hambledon (Hants), adjacent The Gardens	NE	PO7 4RW		
Fulflood, outside Peter Symonds	SW	SO22 6RX		
Kings Worthy, Campion Way, (SE-bound)	SE	SO23 7QX	height - Std	Yes
Winchester, adj Worthy Lane	S	SO23 7BY		
Curdridge, opp Cricketer's Inn	SW	SO32 2BJ	Yes	
Curdridge, o/s Cricketer's Inn	NE	SO32 2BJ	Yes	
Glebe (Hants), opp Nation's Farm	E	SO32 2BH	Yes	
Glebe (Hants), o/s Nation's Farm	W	SO32 2BH	Yes	
Glebe (Hants), adj Clayhill Close	E	SO32 2TT	height - Std	
Glebe (Hants), opp Clayhill Close	W	SO32 2TT	Yes	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Waltham Chase, adjacent Provene Gardens	E	SO32 2LD	height - Std	
Waltham Chase, opposite Provene Gardens	W	SO32 2LD	height - Splay	Yes
Bishop's Waltham, adj Godfrey Pink Way	W	SO32 1PB	height - Std	
Bishop's Waltham, opp Godfrey Pink Way	E	SO32 1PB	height - Std	
Bishop's Waltham, Hoe Road, (SW-bound)	SW	SO32 1SL	height - Std	
Bishop's Waltham, Hoe Road, (NE-bound)	NE	SO32 1SL	height - Splay	
Lower Upham, adj Stroudwood Lane	NE	SO32 1HF	Yes	
Lower Upham, opp Stroudwood Lane	SW	SO32 1HF	Yes	
Wonston (Hants), South Wonston Turning, (N-bound)	N	SO21 3ES		
Pitt (Hants), adj Kilham Lane	NE	SO22 5PZ		
Littleton (Hants), Three Maids Hill, (NW-bound)	NW	SO21 2QG		
Hatch Bottom, Oak Knowle, (SE-bound)	SE	SO18 3AE	height - Std	Yes
Townhill Park(Hants), Romill Close, (NW-bound)	NW	SO18 3NF	height - Kassell	Yes
Fulflood, opp Peter Symonds	NE	SO22 6RX		
Hurstbourne Priors, London Road, (N-bound)	N	RG28 7SE	Yes	
Hurstbourne Priors, London Road, (S-bound)	S	RG28 7SE	Yes	
Four Marks, Station Approach, (SW-bound)	SW	GU34 5HQ		Yes
Bentley (Hants), nr Bentley Crossroads	S	GU10 5NB	height - Std	
Rotten Green, opp Pale Lane	NW	RG27 8AZ		
Pondtail, Aldershot Road, (SE-bound)	SE	GU51 3EJ		
Abbotswood (Romsey), adj Hillier Arboretum	NE	SO51 0PB	Yes	Yes
Abbotswood (Romsey), opp Hillier Arboretum	SW	SO51 0PB	Yes	Yes
Petersfield, Broadway Park, (NW-bound)	NW	GU31 4NB		
Petersfield, Tesco, (Stop H)	SE	GU31 4JR		Yes
Steep, Bedales School, (W-bound)	W	GU32 2DG		
Locks Heath, Lodge Road, (SE-bound)	SE	SO31 6LT		
Locks Heath, Lodge Road, (NW-bound)	NW	SO31 6LT		
Charlton (Hants), opp Royal Oak	W	SP10 4AH		
Fordingbridge, inside Burgate Sch Grounds	NE	SP6 1EZ		
Whitchurch (Hants), adjacent Bell Street	SW	RG28 7BX		
South View, o/s Vyne Schools Field	E	RG21 5NU		
Bordon, Tesco, (N-bound)	N	GU35 0BU		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Little Ann, opp Poplar Farm Inn	SW	SP11 7NJ		
Over Wallop, King Lane Cottages, (N-bound)	N	SO20 8JF		
Stanmore (Hants), opp Cromwell Shops	SW	SO22 4AE		
Stanmore (Hants), Cromwell Road, (E-bound)	E	SO22 4AB		
Stanmore (Hants), Stanmore Lane, (NE-bound)	NE	SO22 4AB		
Andover, Harrow Way School, (W-bound)	W	SP10 3RQ		
Andover, Harrow Way, (SW-bound)	SW	SP10 3DP		
Andover, Milton Avenue, (W-bound)	W	SP10 3DR		
Andover, Blendon Drive, (W-bound)	W	SP10 3NQ		
Andover, Blendon Drive, (E-bound)	E	SP10 3ND		Yes
Andover, The Drove, (SE-bound)	SE	SP10 3NY		Yes
Andover, Silver Birch Road, (SE-bound)	SE	SP10 3DG		
Andover, King George Road, (NE-bound)	NE	SP10 3DQ		
Andover, Ferndale Road, (N-bound)	N	SP10 3DT		
Andover, opp Cherry Tree Road	NE	SP10 3RG		
Andover, Charlton Road, (SE-bound)	SE	SP10 3RE		
Winchester, Railway Station, (Stop Qa)	E	SO23 7BZ		Yes
Winchester, Railway Station, (Stop Wa)	W	SO22 6RB		Yes
Thorney Hill, Black Lane, (SE-bound)	SE	BH23 8EA		
Thorney Hill, Black Lane, (NW-bound)	NW	BH23 8EA		
Thorney Hill, School Road, (NW-bound)	NW	BH23 8DZ		
Thorney Hill, School Road, (SE-bound)	SE	BH23 8DZ		
East End, Sowley Lane, (W-bound)	W	SO42 7XF		
East End, East End Pond, (NE-bound)	NE	SO41 5ST		
East End, East End Pond, (SW-bound)	SW	SO41 5ST		
South Baddesley, The School, (SW-bound)	SW	SO41 5RP		
South Baddesley, The School, (NE-bound)	NE	SO41 5RP		
Portmore (Hants), Portmore Cross Roads, (NW-bound)	NW	SO41 5RH		
Portmore (Hants), Portmore Cross Roads, (SE-bound)	SE	SO41 5RH		
Keyhaven, nr War Memorial	NW	SO41 0TN		
Sway, adj Wheel Inn	N	SO41 8LP		
Sway, opp Wheel Inn	S	SO41 8LP		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Ashurst (Hants), Busketts Way, (SE-bound)	SE	SO40 7AE		
Ashurst (Hants), Fletchwood Lane, (SE-bound)	SE	SO40 7AH		
Hill Top (Hants), Hill Top Gate, (W-bound)	W	SO42 7YT		
Hill Top (Hants), Hill Top Gate, (E-bound)	E	SO42 7YT		
Dibden Purlieu, Armitage Avenue, (NE-bound)	NE	SO45 4LG		
North Baddesley, Scrag Hill, (SE-bound)	SE	SO52 9DP		
Valley Park, adj School Lane	SE	SO53 3PD		Yes
Valley Park, opp School Lane	NW	SO53 3PA		Yes
North Baddesley, Scrag Hill, (NW-bound)	NW	SO52 9DP		Yes
Hound, Hamble Schools, (grounds)	W	SO31 4NE		
Butlocks Heath, Bowcombe, (S-bound)	S	SO31 5PH	height - Kassell	Yes
Langley (Hants), Whitefield Farm, (NW-bound)	NW	SO45 1XR		
Butlocks Heath, Woolston Road, (W-bound)	W	SO31 5GJ	height - Kassell	
Kempshott Park, Garlic Lane, (S-bound)	S	RG22 4RQ		
Kempshott Park, adj Wedderburn Avenue	W	RG22 4QG	height - Std	Yes
Kempshott Park, Aurora Drive, (SW-bound)	SW	RG22 4UF		
Kempshott Park, Broadmere Road, (N-bound)	N	RG22 4FJ	height - Splay	Yes
Kempshott Park, Rycroft Meadow, (N-bound)	N	RG22 4SF	height - Std	Yes
Kempshott Park, Blunt Road, (NE-bound)	NE	RG22 4QE		
Kempshott Park, Play Park, (N-bound)	N	RG22 4AL	height - Std	Yes
Lasham, Lasham Cross Roads, (SW-bound)	SW	GU34 5RX		
Valley Park, Bird Field, (NE-bound)	NE	SO53 4HG		
The Soke, opp Chesil Car Park	SW	SO23 0JJ		
Valley Park, Wood End Way, (E-bound)	E	SO53 4LW		
Valley Park, Wood End Way, (W-bound)	W	SO53 4LL		
Valley Park, Sir Galahad Road, (SW-bound)	SW	SO53 4HD	height - Std	
Southwood (Hants), opp BMW UK	W	GU14 0QS		
Liss Forest, adj Forest Rise	N	GU33 7BH		
Liss, Liss Schools, (SE-bound)	SE	GU33 7LQ		
Liss Forest, opp Wylde Green Lane	NE	GU33 7BE		
East Stratton, Bridge over M3, (W-bound)	W	SO21 3FJ		
East Stratton, Bridge over M3, (E-bound)	E	SO21 3FJ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Micheldever, Deers Leap Turn, (SW-bound)	SW	SO21 3BP		
Micheldever, Deers Leap Turn, (NE-bound)	NE	SO21 3BP		
Bridgemary, Bridgemary School, (NW-bound)	NW	PO13 0PA		
Hill Park (Fareham), Nashe Close, (NE-bound)	NE	PO15 6NW		Yes
Hill Park (Fareham), Fareham Park Road, (NE-bound)	NE	PO15 6LX		
Badger Farm, o/s Sainsburys Store	W	SO22 4QB		
Oliver's Battery, Sunnydown Road, (NW-bound)	NW	SO22 4JS		
South Ham, Old Worting Road, (N-bound)	N	RG22 6NP		
Odiham, RAF Odiham Turning, (SW-bound)	SW	RG29 1PP		
Sparsholt (Hants), Westley Lane, (W-bound)	W	SO21 2NE		
North Baddesley, Packridge Lane, (N-bound)	N	SO52 9LP		
North Baddesley, Packridge Lane, (S-bound)	S	SO52 9LP		
Basingstoke, Churchill Way, (E-bound)	E	RG21 7AH		
Liphook, Lark Rise, (W-bound)	W	GU30 7QT		Yes
Liphook, Stonehouse Road, (E-bound)	E	GU30 7DF		
Winchester, West Hill, (NE-bound)	NE	SO22 5DE	height - Kassell	
Calmore, Tudor Close, (SE-bound)	SE	SO40 2SR		
Calmore, Bowater Way, (N-bound)	N	SO40 2UN		
Calmore, Sarum Compton House, (E-bound)	E	SO40 2GT		
Calmore, Mortimer Close, (N-bound)	N	SO40 2QJ		
Calmore, Bearslane Close, (NW-bound)	NW	SO40 3PQ		
Calmore, opp Embley Close	N	SO40 2QX		
Fair Oak (Eastleigh), Stoke Wood Surgery, (SE-bound)	SE	SO50 8PF	height - Kassell	Yes
Fair Oak (Eastleigh), Stoke Wood Surgery, (NW-bound)	NW	SO50 8JP	height - Kassell	Yes
Applemore, College Only, (SE-bound)	SE	SO45 4RQ		
Marchwood, Ordnance Way, (S-bound)	S	SO40 4UX		
Waltham Chase, Swanmore School Grounds, (NE-bound)	NE	SO32 2RB		
Curdrige, opp Reading Room Lane	NE	SO32 2HF	height - Std	
Valley Park, Knightwood Road, (SE-bound)	SE	SO53 4LP		
Pamber End, Silchester Turning, (S-bound)	S	RG26 5EZ		
Pamber End, Silchester Turning, (N-bound)	N	RG26 5EZ		
Fryern Hill, opp Peverells Road	NW	SO53 2LL	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hiltingbury, Pine Road, (NW-bound)	NW	SO53 5NR		
Rownhams, opp Betteridge Drive	NE	SO16 8JQ		
Rownhams, Horns Drove, (E-bound)	E	SO16 8JZ		
Rownhams, Horns Drove, (W-bound)	W	SO16 8LA		
Rownhams, adj Betteridge Drive	SW	SO16 8JQ		
Whitsbury, opp The Cartwheel Inn	NW	SP6 3QA		
Whitsbury, o/s The Cartwheel Inn	SE	SP6 3QA		
Hill Park (Fareham), Hill Park Road, (N-bound)	N	PO15 6EY	height - Std	
Hill Park (Fareham), opp Henley Gardens	SE	PO15 6HE	height - Std	
Hill Park (Fareham), adj Marlow Close	E	PO15 6HJ	height - Std	
Hill Park (Fareham), adj Funtley Hill	E	PO16 7UX	height - Std	
Hill Park (Fareham), opp Funtley Hill	W	PO16 7UX	height - Std	
Hill Park (Fareham), opp Marlow Close	W	PO15 6HD	height - Std	
Hill Park (Fareham), adj Henley Gardens	NW	PO15 6HE	height - Std	
Hedge End (Hants), Heath House Lane, (N-bound)	N	SO30 0LA		
Hedge End (Hants), adj Rosemary Gardens	NE	SO30 0LU		
Hedge End (Hants), opp Freegrunds Road	NE	SO30 0NA		
Hedge End (Hants), adj Mapleton Road	NW	SO30 0GN		
Hedge End (Hants), adj Sherborne Way	N	SO30 0GH		
Hedge End (Hants), nr Sherborne Way	S	SO30 0GF		
Hedge End (Hants), nr Mapleton Road	SE	SO30 0GL		
Hedge End (Hants), adj Cortina Way	NW	SO30 0JA		
Hedge End (Hants), opp Rosemary Gardens	SW	SO30 0LT		
Hedge End (Hants), adj Stockholm Drive	SW	SO30 0JB		
Mead End (Denmead), Maple Drive, (SE-bound)	SE	PO7 6QF	height - Std	Yes
Denmead, near Harvest Road	NE	PO7 6LB		
Denmead, opposite Harvest Road	SW	PO7 6LB	height - Std	Yes
Denmead, near Green Lane	SW	PO7 6FR	height - Std	
Havant, Leisure Centre, (NW-bound)	NW	PO9 2HU	height - Std	
Exbury, Exbury Gardens, (in car park)	NE	SO45 1AZ		
Saxon Fields, Saxon Way, (adj footpath)	S	SP10 4LG	height - Std	
Eastleigh (Hants), Lakeside Country Park, (NE-bound)	NE	SO50 5RQ	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Eastleigh (Hants), Lakeside Country Park, (SW-bound)	SW	SO50 5RQ	height - Kassell	
Fareham, Sainsbury, (NE-bound)	NE	PO16 8SU	height - Std	
Shootash, Shootash Crossroads, (N-bound)	N	SO51 0GB		
Cupernham, adj Richmond Lane	S	SO51 7WG		
Cupernham, opp Richmond Lane	N	SO51 7WG		
Romsey (Hants), opposite Mountbatten Avenue	NW	SO51 8WH		
Whiteley, Primary School, (SE-bound)	SE	PO15 7LS		Yes
Kings Worthy, opposite Legion Lane	N	SO23 7LE		
Kings Worthy, adjacent Legion Lane	S	SO23 7RA		
Andover, DE & S Turning Circle, (SE-bound)	SE	SP11 8BF		Yes
Andover, Monxton Road, (NE-bound)	NE	SP11 8HJ		
Andover, Monxton Road, (SW-bound)	SW	SP11 8HJ		
North Waltham, opp Elizabethan Rise	SW	RG25 2SX		
North Waltham, adj Elizabethan Rise	NE	RG25 2SX		
Romsey (Hants), o/s Romsey Hospital	SW	SO51 7ZA	height - Std	Yes
Cupernham, opposite Carisbrooke Court	S	SO51 7JS	height - Std	
Romsey (Hants), opposite Great Well Drive	S	SO51 7YD	height - Std	
Cupernham, adj Robert Whitworth Drive	SW	SO51 7SD	height - Std	
Romsey (Hants), adj Robert Whitworth Drive	SW	SO51 7RN	height - Std	
Popley, Montserrat Road, (N-bound)	N	RG24 9RS	height - Kassell	Yes
Bramley (Hants), opp The Bramley Inn	W	RG26 5BT	height - Std	Yes
Itchen Stoke, Auctions Rooms, (E-bound)	E	SO24 0QT		
Itchen Stoke, Auction Rooms, (W-bound)	W	SO24 0QT		
Fulflood, Westgate School, (SE-bound)	SE	SO22 5AY		
Grange Park #1, opp Whites Way	N	SO30 2RR	height - Std	
Lee-on-the-Solent, adj Beach Road	SE	PO13 9JD	height - Std	
Cowplain, opp Cowplain Social Club	NE	PO8 8XJ	height - Kassell	
Cowplain, adj Cowplain Social Club	SW	PO8 8XJ	height - Kassell	
Ancells Farm, The Heron On the Lake, (SE-bound)	SE	GU51 2UP		
Winnall (Winchester), opp Winnall Close	NW	SO21 1ZE		
Winnall (Winchester), adj Winnall Close	SE	SO21 1ZE		
Widley (Hants), nr The Brow	SW	PO7 5BU	height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Clanfield (Hants), opp Coombs Close	S	PO8 0HF	height - Std	
Leigh Park (Havant), opp The Swallow	NW	PO9 5BE	height - Kassell	
Leigh Park (Havant), opp Beaulieu Avenue	S	PO9 4LH	height - Kassell	Yes
Farnborough (Hants), Kingsmead North, (Stop F)	SE	GU14 7SR		Yes
Fort Brockhurst, Brune Medical Centre, (NE-bound)	NE	PO13 0EW	height - Kassell	Yes
Fort Brockhurst, Brune Medical Centre, (SW-bound)	SW	PO13 0EW	height - Kassell	Yes
Broadoak (Botley), Woodhouse Lane, (E-bound)	E	SO30 2JQ		
Bishopstoke, Stoke Park Junior School, (N-bound)	N	SO50 6LX	height - Kassell	Yes
Titchfield, Bowling Green, (E-bound)	E	PO14 4EA		
Titchfield, Bowling Green, (W-bound)	W	PO14 4EA		
Bishopstoke, Recreation Ground, (W-bound)	W	SO50 6LA	height - Kassell	
Bishopstoke, Recreation Ground, (E-bound)	E	SO50 6LA	height - Kassell	
Church Crookham, Portland Drive, (NW-bound)	NW	GU52 6PL		
Greatham (Hants), adj Bakers Field	SW	GU33 6EU		
Greatham (Hants), opp Bakers Field	NE	GU33 6EU		
Old Basing, Belle Vue Road, (S-bound)	S	RG24 7DL		
Hatch (Hants), opp Cavalier Road	NW	RG24 7JP	height - Std	
Whitehill (Hants), opp Mayflower Road	W	GU35 9DB		
Whitehill (Hants), adj Mayflower Road	E	GU35 9DB		
Eastleigh (Hants), Fleming Park, (S-bound)	S	SO50 9NL	height - Kassell	
Cricket Hill, Cricket Hill Roundabout, (NE-bound)	NE	GU17 9LJ		
Cricket Hill, Cricket Hill Roundabout, (S-bound)	S	GU17 9LJ		
Sutton Scotney, Wessex Park, (NW-bound)	NW	SO21 3LA		
Sutton Scotney, Wessex Park, (SE-bound)	SE	SO21 3LA		
Hartfordbridge, Hulfords Lane, (NE-bound)	NE	RG27 8AF		
Hartfordbridge, Hulfords Lane, (SW-bound)	SW	RG27 8AF		
Blackwater (Hants), adj Quebec Gardens	SE	GU17 9BZ		
Bramley Corner, Yew Tree Cottage, (W-bound)	W	RG26 5DG		
Bramley Corner, Yew Tree Cottage, (E-bound)	E	RG26 5DG		
Keyhaven, adj New Lane	W	SO41 0TG		
Milford on Sea, adj Swallow Drive	W	SO41 0QW		
Hockley, Hockley Link, (NE-bound)	NE	SO21 1PL	height - Std	

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Hockley, Hockley Link, (SW-bound)	SW	SO21 1PL	height - Std	
Southwood (Hants), Larch Way, (SE-bound)	SE	GU14 0QN		
Southwood (Hants), Oldwood Chase, (N-bound)	N	GU14 0QW		
Ringwood, opp New Street	E	BH24 1NW	height - Std	
Ringwood, opp Crow Arch Lane	N	BH24 1FB	height - Std	
Ringwood, adj Parsonage Barn Lane	E	BH24 1NE	height - Std	
Ringwood, opp Gardner Road	E	BH24 3ER	height - Std	
Hightown (Ringwood), opp Ash Grove	N	BH24 1XT	height - Std	
Hightown (Ringwood), adj Eastfield Court	N	BH24 1UN	height - Std	
Poulner, adj Northfield Road	N	BH24 1UB	height - Std	
Poulner, adj Broadshard Lane	W	BH24 1LT	height - Std	
Martin (Hants), adj Sillens Lane	NW	SP6 3LF		
Martin (Hants), opp Sillens Lane	SE	SP6 3LF		
Ashford (Hants), opp Jubilee Road	SE	SP6 1DR		
Ashford (Hants), opp Ashford Close	NW	SP6 1BU		
Fordingbridge, opp Normandy Way	W	SP6 1JN		
Fordingbridge, Market Place, (E-bound)	E	SP6 1JF		
North Charford, Woodfalls Cross, (S-bound)	S	SP5 2LP		
North Charford, opp Mount Pleasant Farm	NW	SP6 2NR		
North Charford, opp Mays Firs	SE	SP6 2NS		
Winchester, Discovery Centre, (Stop Tb)	N	SO23 8FJ		Yes
Ringwood, nr Ringwood School	W	BH24 1SE	height - Std	
Bashley, adj Glendene Caravan Park	NE	BH25 5TQ	Yes	
Tiptoe, adj Primary School	SE	SO41 6FU		
Rownhams, Hurricane Drive, (W-bound)	W	SO16 8LG	height - Std	
Rownhams, Hurricane Drive, (NE-bound)	NE	SO16 8LG	height - Std	
Bishopstoke, opp The River Inn	SE	SO50 6DD	height - Std	
Bishopstoke, adj The River Inn	NW	SO50 6DD	height - Std	
Bishopstoke, adj Manor Farm Close	SE	SO50 6LX	height - Std	
Bishopstoke, opp Manor Farm Close	NW	SO50 6LH	height - Std	
Eastleigh (Hants), Cedar Road, (N-bound)	N	SO50 9ND	height - Kassell	
Eastleigh (Hants), Cedar Road, (S-bound)	S	SO50 9ND	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Deane (Hants), Oakley Hall, (SW-bound)	SW	RG25 3AU		
Deane (Hants), Oakley Hall, (NE-bound)	NE	RG25 3AU		
Brookvale (Hants), opp Sinclair Drive	W	RG21 7RT	height - Kassell	Yes
Worthy Park, o/s Princes Mead School	E	SO21 1AN		
Worthy Park, opp Princes Mead School	SW	SO21 1AN		
Middle Wallop, opp Beech Close	SE	SO20 8RB		Yes
Allbrook, Thornden School Grounds, (N-bound)	N	SO53 2DW	height - Kassell	
Vicars Hill, adj Hordle Walhampton School	S	SO41 5ZG		
Vicars Hill, opp Hordle Walhampton School	N	SO41 5ZG		
Chandler's Ford, opp Heathlands Road	SW	SO53 1GS		
Chandler's Ford, Cypress Grove, (SW-bound)	SW	SO53 1GQ		
Heather Row, opp Basingstoke Country Hotel	E	RG27 9JR		
Heather Row, adj Basingstoke Country Hotel	W	RG27 9JR		
Milford on Sea, opp Swallow Drive	E	SO41 0QY		
Keyhaven, opp New Lane	E	SO41 0TG		
Heckfield, Wellington Country Park, (N-bound)	N	RG7 1YB		
Mount Pleasant/Tadly, Tadley Common Road, (W-bound)	W	RG26 3PX		
Admiral's Way, adjacent Andover Down Roundabout	W	SP10 5NP	height - Std	
Admiral's Way, near Andover Down Roundabout	E	SP10 5NP	height - Std	
Rooksdown, Mill Road, (NE-bound)	NE	RG24 9JR		
Rooksdown, Mill Road, (SW-bound)	SW	RG24 9SJ		
Rooksdown, Domitian Gardens, (NW-bound)	NW	RG24 9RN		
Rooksdown, Domitian Gardens, (SE-bound)	SE	RG24 9RN		
Farnborough (Hants), Kingsmead North, (Stop Y)	NW	GU14 7SR		
Oakridge (Hants), opp Oakridge House	NE	RG21 5QR	height - Kassell	Yes
Oakridge (Hants), opp Jefferson Road	NW	RG21 5QR	height - Std	
Oakridge (Hants), adj Jefferson Road	SE	RG21 5QR	height - Std	
Tadley (Hants), Manse Lane, (SE-bound)	SE	RG26 3NL		
Brighton Hill, Copland Close, (SW-bound)	SW	RG22 4NJ	height - Kassell	Yes
Brighton Hill, Vivaldi Close, (SE-bound)	SE	RG22 4YP	height - Kassell	Yes
Brighton Hill, o/s The Portsmouth Arms	NE	RG22 4DA	height - Splay	Yes
Brighton Hill, opp The Portsmouth Arms	SW	RG22 4DA	height - Kassell	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hatch Warren, Whitestones, (NE-bound)	NE	RG22 4XX		
Hatch Warren, Cropmark Way, (W-bound)	W	RG22 4UQ		
Hatch Warren, Hepplewhite Drive, (SW-bound)	SW	RG22 4TG	height - Kassell	
Hatch Warren, Northgate Way, (SW-bound)	SW	RG22 4YN		
Hatch Warren, adj Lapin Lane	SE	RG22 4XH	height - Kassell	Yes
Hatch Warren, Danebury Road, (NE-bound)	NE	RG22 4RF		
Brighton Hill, Vivaldi Close, (NW-bound)	NW	RG22 4YP	height - Kassell	Yes
Daneshill, adj Swing Swang Lane	NE	RG24 8NR		
Daneshill, opp Swing Swang Lane	SW	RG24 8NR		Yes
Daneshill, Wade Road Top, (W-bound)	W	RG24 8AH		
Chineham, Belvedere Gardens, (SE-bound)	SE	RG24 8WX		
Brighton Hill, adj Heathfield	SW	RG22 4LQ	height - Kassell	Yes
Brighton Hill, Bernstein Road, (NW-bound)	NW	RG22 4NG		
Brighton Hill, Dankworth Road, (N-bound)	N	RG22 4NL		Yes
Brighton Hill, Delius Close, (NE-bound)	NE	RG22 4DR	height - Kassell	Yes
South Ham, opp St Peter's Church	SW	RG22 6RF		
South Ham, Stag Hill north, (SW-bound)	SW	RG22 6RH	height - Kassell	Yes
Popley, Lawrence Close, (NE-bound)	NE	RG24 9DP		Yes
Eastrop (Hants), opp St Marys Church	S	RG21 4AX		
Brookvale (Hants), BCOT, (E-bound)	E	RG21 8TP	height - Std	Yes
Brookvale (Hants), Westdeane Court, (SW-bound)	SW	RG21 7UD	height - Std	Yes
Kempshott, Homesteads Road, (S-bound)	S	RG22 5LG		
Buckskin, Edgehill Close, (SW-bound)	SW	RG22 5AB	height - Std	Yes
Oakley (Basingstoke), opp Anton Close	NE	RG23 7AD		
Oakley (Basingstoke), adj Anton Close	SW	RG23 7AG		
Oakley (Basingstoke), adj Itchen Close	NW	RG23 7DJ		
Oakley (Basingstoke), opp Itchen Close	SE	RG23 7DJ		
Daneshill, Bartons Lane, (SE-bound)	SE	RG24 8QX		
Old Basing, Fiveways, (N-bound)	N	RG24 7HE		
Rooksdown, Parklands, (SW-bound)	SW	RG24 9RH		
Rooksdown, Parklands, (NE-bound)	NE	RG24 9RH		
Eastleigh (Hants), Bus Station, (Stand F)	undefined	SO50 9FB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Lee-on-the-Solent, Osborne Road, (NW-bound)	NW	PO13 9BB	height - Kassell	Yes
Lee-on-the-Solent, Osborne Road, (SE-bound)	SE	PO13 9BB	height - Kassell	
Hill Park (Fareham), opp Burt Close	SE	PO15 6LA		
Locks Heath, Kams Palace Rbt, (o/s 7)	SE	SO31 6QA		
Titchfield Common, Cambridge Green, (SW-bound)	SW	PO14 4ND		
Titchfield Common, Common Lane, (SW-bound)	SW	PO14 4BU		
Titchfield Common, Common Lane, (N-bound)	N	PO14 4FJ		
Lee-on-the-Solent, opp Rowan Close	N	PO13 9FF	height - Kassell	Yes
Lee-on-the-Solent, nr Rowan Close	S	PO13 9DU	height - Std	Yes
Fareham, Russell Place, (Stop V)	N	PO16 7SD	height - Std	
Woodcot, Asda Superstore, (W-bound)	W	PO14 1TS		Yes
Whiteley, Primary School, (NW-bound)	NW	PO15 7LS		Yes
Whiteley, Andalusian Gardens, (NE-bound)	NE	PO15 7DU		Yes
Whiteley, Timor Close, (NE-bound)	NE	PO15 7EH		
Whiteley, Buchan Avenue, (S-bound)	S	PO15 7EX		Yes
Whiteley, Whiteley Way, (N-bound)	N	PO15 7FX		
Whiteley, Tesco, (N-bound)	N	PO15 7FG		Yes
Locks Heath, Richards Close, (S-bound)	S	SO31 6LP		
Heathfield (Fareham), Greyfriars Road, (SW-bound)	SW	PO15 5PW		
Alver Village, opp Derby Court	S	PO13 8GB	height - Std	Yes
Alver Village, adj Derby Court	N	PO13 8DU	height - Std	
Bridgemary, adj Birchmore Close	W	PO13 0NT	height - Std	Yes
Wickham (Hants), Wickham Bridge, (NW-bound)	NW	PO17 5NH	height - Std	
Wickham (Hants), Wickham Bridge, (SE-bound)	SE	PO17 5NH	height - Std	
Catherington, adj All Saints Church	S	PO8 0TH		
Catherington, opp All Saints Church	N	PO8 0TH		
Soake, adj Soake Road	SE	PO7 6QX		
Denmead, Creech View, (SE-bound)	SE	PO7 6UA	height - Std	
Denmead, Creech View, (NW-bound)	NW	PO7 6UA		
Mead End (Denmead), near Home Mead	NW	PO7 6UZ		
Mead End (Denmead), adjacent Home Mead	SE	PO7 6UZ	height - Std	
Mead End (Denmead), opposite Little Corner	NW	PO7 6XJ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Mead End (Denmead), near Little Corner	SE	PO7 6XJ	height - Std	Yes
Mead End (Denmead), opposite Great Mead	SW	PO7 6HH		
Mead End (Denmead), near Great Mead	NE	PO7 6HH	height - Std	
Forest Gate/Win'ster, Well Hill, (NW-bound)	NW	PO7 6HB		
Forest Gate/Win'ster, Well Hill, (SE-bound)	SE	PO7 6HB		
Hambledon (Hants), Hook Vinney, (N-bound)	N	PO7 4QL		
Hambledon (Hants), Hook Vinney, (S-bound)	S	PO7 4QL		
New Milton, Fire Station, (S-bound)	S	BH25 6DH		
New Milton, opp Holly Lane	NW	BH25 5AL		
New Milton, adj Holly Lane	SE	BH25 5AL		
Everton (Hants), Wainsford Road, (E-bound)	E	SO41 0JW		
Everton (Hants), Wainsford Road, (W-bound)	W	SO41 0JW		
Everton (Hants), adj Milford Road	NW	SO41 0EX	height - Std	
Barton on Sea, Engleburn Court, (SE-bound)	SE	BH25 5PL		
Barton on Sea, Engleburn Court, (NW-bound)	NW	BH25 5PL	height - Std	
New Milton, Ashley Crossroads, (W-bound)	W	BH25 5BS		
New Milton, Ashley Crossroads, (E-bound)	E	BH25 5BS		
New Milton, Derwent Road, (W-bound)	W	BH25 5HG		
Barton on Sea, adj Marine Drive West	N	BH25 7QB	height - Std	
Beaulieu, Beaulieu Garage, (W-bound)	W	SO42 7PJ		
Sway, Sway Station, (SE-bound)	SE	SO41 6AB		
Brockenhurst, Brockenhurst Station, (S-bound)	S	SO42 7TW		
Ashurst (Hants), adj Ash Grove	SE	SO40 7BW		
Ashurst (Hants), opp Ash Grove	NW	SO40 7BW		
Foxhills (Ashurst), Lyndhurst Road, (SE-bound)	SE	SO40 7BG		
Pennington (Hants), Priestlands School, (N-bound)	N	SO41 8DG		
Aldershot, Arthur Street, (Stop B)	E	GU11 1SH	height - Std	Yes
South Farnborough, opposite College of Technology	W	GU14 6SA		
Whitehill (Hants), opp Bus Turning Circle	S	GU35 9BT	height - Std	
Hawley Lane, Lulworth Close, (NW-bound)	NW	GU14 8FD		
Romsey (Hants), adj Malthouse Close	S	SO51 8FG		
Romsey (Hants), adjacent Fishlake Meadows	S	SO51 0HA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Ibsley, adj The Bridge	N	BH24 3PP	Yes	
Ibsley, opp The Bridge	S	BH24 3PP	height - Std	
Hatchet Green, Hale Village Green, (N-bound)	N	SP6 2ND		
North Charford, Woodfalls Cross, (N-bound)	N	SP5 2LP		
Godshill (Hants), opp Well Lane	NE	SP6 2LG		
Godshill (Hants), Sandy Balls, (NE-bound)	NE	SP6 2JZ		
Godshill (Hants), Strawberry Farm, (NE-bound)	NE	SP6 2JJ		
Shipton Bellinger, adj Salisbury Road	W	SP9 7TF		
Shipton Bellinger, nr Salisbury Road	E	SP9 7TF		
Liphook, adj Sainsburys	SE	GU30 7TW		Yes
Liphook, opp Sainsburys	NW	GU30 7UR		Yes
Kempshott Park, adj Priestdown	SW	RG22 4WY	height - Std	Yes
Bramley (Hants), adj The Smithy	NW	RG26 5AZ		
Bramley (Hants), nr The Smithy	SE	RG26 5AZ		
Bramley (Hants), o/s The Bramley Inn	E	RG26 5BT	height - Std	
Fleet (Hart), Fleet Hospital, (N-bound)	N	GU51 4LZ		
Warnborough Green, Lord Derby Roundabout, (N-bound)	N	RG29 1HE		
Warnborough Green, Lord Derby Roundabout, (S-bound)	S	RG29 1HB		
Odiham, RAF Odiham, (SE-bound)	SE	RG29 1PN		
Hartley Wintney, Park Corner Road, (NE-bound)	NE	RG27 8NX	height - Std	
Hartley Wintney, Park Corner Road, (SW-bound)	SW	RG27 8NX	height - Std	
Yateley, Blackbushe Car Auctions, (E-bound)	E	RG27 0PZ		
Yateley, Blackbushe Car Auctions, (SW-bound)	SW	RG27 0PZ		
Lynch Hill, The Gables, (E-bound)	E	RG28 7NH		
Whitchurch (Hants), Kings Walk, (SW-bound)	SW	RG28 7DZ	height - Std	
Bell Hill, adj Princes Road	W	GU32 3QZ		
Bell Hill, opp Princes Road	E	GU32 3QZ		
High Cross (Hants), opp Privett Road	W	GU32 1EG		
Buriton, Buriton House, (NW-bound)	NW	GU31 5RR		
Liss, Woodbourne Close, (NE-bound)	NE	GU33 7BA		
Liss, Woodbourne Close, (SW-bound)	SW	GU33 7BA		
Grange Park #1, outside Berrywood Business Village	N	SO30 2UN		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Grange Park #1, opposite Berrywood Business Village	S	SO30 2UN		
Andover, John Hanson School, (S-bound)	S	SP10 3BB		
Oliver's Battery, Austen Avenue, (S-bound)	S	SO22 4HW		
Stanmore (Hants), Battery Hill, (SE-bound)	SE	SO22 4BH	height - Std	
Sparsholt (Hants), Westley Turning, (NW-bound)	NW	SO21 2LZ		
Sparsholt (Hants), Sparsholt Turning, (N-bound)	N	SO21 2LS		
Sparsholt (Hants), Sparsholt Turning, (NW-bound)	NW	SO21 2LS		
Headbourne Worthy, Taylors Corner, (NE-bound)	NE	SO23 7JJ	height - Std	
Winnall (Winchester), Moorside Road, (SW-bound)	SW	SO23 7RU		
Winnall (Winchester), Moorside Road, (NE-bound)	NE	SO23 7RU		
New Alresford, Ladycroft Crossroads, (SW-bound)	SW	SO24 0QP		
New Alresford, Ladycroft Crossroads, (NE-bound)	NE	SO24 0QP		
Ropley Soke, Gravel Lane, (SW-bound)	SW	GU34 5HA		
Ropley Soke, Gravel Lane, (NE-bound)	NE	GU34 5JB		
Alton (Hants), Dowden Grove, (N-bound)	N	GU34 2NE		
Selborne, opp Goslings Croft	NE	GU34 3HY		
Selborne, adj Goslings Croft	SW	GU34 3HY		
East Meon, Primary School, (N-bound)	N	GU32 1NR		
West Meon, Westbury House, (adj access road)	W	GU32 1HY	Yes	
West Meon, Westbury House, (opp access rd)	E	GU32 1HY	Yes	
Andover, opp Tyrells Croft	SW	SP10 2PD	height - Std	Yes
Andover, Station Approach, (SE-bound)	SE	SP10 3JF	height - Kassell	
Stockbridge (Hants), opp New Street	E	SO20 6HF		
Stockbridge (Hants), adj New Street	W	SO20 6HF		
Abbots Ann, The Peak, (NE-bound)	NE	SP11 7NX		
Abbots Ann, The Peak, (SW-bound)	SW	SP11 7NX		
Amport, Sarson Close, (S-bound)	S	SP11 8AA		
Monxton, nr Willow Farm	NE	SP11 8BX		
Monxton, adj Willow Farm	SW	SP11 8BX		
Broughton (Hants), The Hollow, (NW-bound)	NW	SO20 8BB		
Broughton (Hants), opp The Square	NW	SO20 8AA		
Over Wallop, Appleton Close, (SE-bound)	SE	SO20 8PA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Middle Wallop, adjacent Museum of Army Flying	SW	SO20 8DY		
Middle Wallop, opposite Museum of Army Flying	NE	SO20 8DY		
Romsey (Hants), inside The Romsey School	NW	SO51 8ZB		
Eastleigh (Hants), nr B&Q House	SE	SO53 3HG		
Fordingbridge, opp Alexandra Road	S	SP6 1EH	height - Std	
Burgate (Hants), adj Waverley Road	NE	SP6 1QL	height - Std	
Upper Street (Hants), Rookery Lane, (S-bound)	S	SP6 2BU		
Upper Street (Hants), Rookery Lane, (N-bound)	N	SP6 2BU		
Fordingbridge, adj Mayfly Close	S	SP6 1LH		
Fordingbridge, opp Meadow Avenue	NE	SP6 1LP		
Hound, adj Satchell Lane	S	SO31 5FT	height - Std	Yes
Hound, opp Satchell Lane	N	SO31 5FT	height - Std	Yes
Hamble-le-Rice, opp Sports Ground	S	SO31 4HU	height - Std	
Knowle Village, o/s Knowle Shops	SW	PO17 5FL	height - Std	Yes
West Leigh (Havant), adj Staunton Park School	E	PO9 5JP		
West Leigh (Havant), opp Staunton Park School	W	PO9 5JP		
Havant, Bus Station, (Stop H)	undefined	PO9 1QD		
Whitsbury, adj The Lodge	NW	SP6 3PN		
Whitsbury, opp The Lodge	S	SP6 3PN		
Woodgreen (Hants), Post Box, (W-bound)	W	SP6 2BG		
Aldershot, Union Buildings, (Stop J)	N	GU11 1AU	height - Kassell	
Aldershot, Union Buildings, (Stop H)	S	GU11 1PB	height - Kassell	
South Farnborough, Church Road West, (N-bound)	N	GU14 6RP		
South Farnborough, Church Road West, (S-bound)	S	GU14 6TJ		
Oakridge (Hants), Oakridge Centre, (SE-bound)	SE	RG21 5SQ	height - Std	Yes
Oakridge (Hants), Oakridge Centre, (NW-bound)	NW	RG21 5SQ	height - Std	Yes
Elvetham Heath, Fleet Road, (S-bound)	S	GU51 1BA	height - Std	
New Milton, adj Carrick Way	S	BH25 6UA		
New Milton, adj Glengarry	NW	BH25 6UA		
New Milton, adj Oak Road	E	BH25 5DF		
New Milton, opp Oak Road	W	BH25 5BW		
Hordle, opp Westmorland Court	N	SO41 0YA		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Barton on Sea, adj Arlington Court	S	BH25 7AL	Yes	
Barton on Sea, Greenacre, (opp 16)	N	BH25 7BR	height - Std	
Barton on Sea, adj Mitchell Close	S	BH25 7BR	height - Std	
Barton on Sea, nr Dilly Lane	W	BH25 7DJ	Yes	
Barton on Sea, nr Western Avenue	E	BH25 7PS	height - Std	
Barton on Sea, opp Pine Close	E	BH25 7PN	height - Std	
Barton on Sea, adj Eldon Avenue	SE	BH25 7LR	height - Std	
Barton on Sea, Chiltern Drive, (NE-bound)	NE	BH25 7BY	height - Std	
Barton on Sea, Old Milton Green, (N-bound)	N	BH25 7JE	height - Std	
Winslade (Hants), o/s Hackwood Park Gates	S	RG25 2JY		
Winslade (Hants), opp Hackwood Park Gates	N	RG25 2JY		
Bentworth, Holt End Lane, (layby)	S	GU34 5LF		
Bentworth, Holt End Lane, (opp layby)	N	GU34 5LF		
Medstead, adj Gaston Grange	N	GU34 5NT		
Medstead, opp Gaston Grange	S	GU34 5NT		
Medstead, o/s Beech Abbey	E	GU34 4AN		
Medstead, opp Beech Abbey	W	GU34 4AP		
Beech (Hants), Bushy Leaze, (SW-bound)	SW	GU34 4AJ		
Beech (Hants), Bushy Leaze, (NE-bound)	NE	GU34 4AJ		
Beech (Hants), Medstead Turning, (SE-bound)	SE	GU34 4AB		
Beech (Hants), adj Medstead Turning	NW	GU34 4AB		
Powntley Copse, adj Powntley Copse	NE	GU34 4DL		
Powntley Copse, opp Powntley Copse	SW	GU34 4DL		
South Warnborough, adj Pickaxe Lane	S	RG29 1RU		
South Warnborough, opp Pickaxe Lane	N	RG29 1RU		
Elvetham Heath, Elvetham Road, (N-bound)	N	GU51 5JL		
Elvetham Heath, Elvetham Road, (SE-bound)	SE	GU51 4HW		
Bowling Alley, o/s The Horns	NE	GU10 5RJ		
Bowling Alley, opp The Horns	SW	GU10 5RJ		
Chineham, adjacent Guinea Court	SE	RG24 8XJ		
Hill Park (Fareham), Dundee Close, (E-bound)	E	PO15 6AH		
Kings Worthy, opposite Willis Waye	SE	SO23 7QS		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Kings Worthy, adjacent Willis Way	NW	SO23 7QS		
Admiral's Way, adj Springfield Close	W	SP10 1PS	height - Std	
Sheep Fayre, nr Wool Grove	W	SP10 2QG	height - Std	
Andover, adj Ashlawn Gardens	SW	SP10 2EU	height - Std	
Andover, opp Ashlawn Gardens	N	SP10 2EU	height - Std	
Andover, Love Lane, (SE-bound)	SE	SP10 2BZ	height - Splay	
Charlton (Hants), Foxcotte Close, (W-bound)	W	SP10 4AR		
Charlton (Hants), Lakeside Close, (NW-bound)	NW	SP10 4AT		
Charlton (Hants), Mercia Avenue, (E-bound)	E	SP10 4EJ		
Charlton (Hants), Wetherby Gardens, (E-bound)	E	SP10 4DH	height - Kassell	
Saxon Fields, adj Cole Close	S	SP10 4NA	height - Std	
Saxon Fields, adj Burnhams Close	SW	SP10 4ND	height - Std	
Saxon Fields, Holland Drive, (S-bound)	S	SP10 4LP	height - Std	
Saxon Fields, Lubeck Drive, (SW-bound)	SW	SP10 4LL	height - Std	
Saxon Fields, Altona Gardens, (N-bound)	N	SP10 4LD	height - Std	
Saxon Fields, Elbe Way, (NW-bound)	NW	SP10 4NP	height - Std	
River Way, Tesco Superstore, (S-bound)	S	SP10 1NS	height - Kassell	
Andover, adj Anton Junior School	SW	SP10 2HA	height - Std	
Andover, adj Majorca Avenue	E	SP10 1JN	height - Std	
Andover, adj Madrid Road	SE	SP10 1JZ	height - Std	
Andover, adj Vigo Schools	SW	SP10 1JY	height - Std	
Andover, adj Batchelors Barn Road	SW	SP10 1JX	height - Std	
Andover, Recreation Ground, (o/s 40)	SW	SP10 1HW	height - Std	
Yateley, Dickens Way, (S-bound)	S	GU46 6XY		
Bar End, adj Chilcomb Lane	SE	SO23 8RA		
Bar End, opp Chilcomb Lane	NW	SO23 8RA		
Monkwood (Hants), o/s The Angel Citylodge	N	GU34 3NN		
Monkwood (Hants), opp The Angel Citylodge	S	GU34 3NN		
Alton (Hants), adj Omega Park	SE	GU34 2SS		
Alton (Hants), opp Omega Park	NW	GU34 2SS		
Alton (Hants), opp Windmill Lane	SE	GU34 2SW		
Alton (Hants), adj Windmill Lane	NW	GU34 2SW		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
East Worldham, o/s Tilling Cottages	E	GU34 3AU		
East Worldham, opp Tilling Cottages	W	GU34 3AU		
Kingsley (Hants), Bakers Farm, (NE-bound)	NE	GU35 9NJ	height - Std	
Kingsley (Hants), Bakers Farm, (SW-bound)	SW	GU35 9NJ		
Whitehill (Hants), adj Chase Hospital	E	GU35 0YX	height - Std	Yes
Hollywater, Hollywater Crossroads, (NE-bound)	NE	GU35 9AD		
Hollywater, Hollywater Crossroads, (SW-bound)	SW	GU35 9AD		
Conford, adj Conford Moor Turn	NW	GU30 7RT		
Conford, Conford Park, (NW-bound)	NW	GU30 7QB		
Conford, Conford Park, (SE-bound)	SE	GU30 7PU		
Liphook, o/s Hanover Court	E	GU30 7AX		
Grateley, Grateley Station, (SW-bound)	SW	SP11 8LQ		
Andover, Rookwood School, (SE-bound)	SE	SP10 3AP	height - Std	
Andover, The Link, (W-bound)	W	SP10 3BX		
Andover, opp Shaw Close	E	SP10 3BW		
Fyfield (Hants), nr Rosebourne	NE	SP11 8DZ	height - Std	Yes
Fyfield (Hants), o/s Mayfield Industrial Estate	W	SP11 8DL	Yes	
Goodworth Clatford, adj Winchester Road	W	SP11 7HN		
Goodworth Clatford, nr Winchester Road	E	SP11 7HN		
Crawley (Hants), Somborne Turning, (SW-bound)	SW	SO21 2PH		
Crawley (Hants), Somborne Turning, (NE-bound)	NE	SO21 2PH		
Crawley (Hants), Somborne Turning, (SE-bound)	SE	SO21 2PH		
Crawley (Hants), Somborne Turning, (NW-bound)	NW	SO21 2PH		
Chandler's Ford, Kings Road, (NE-bound)	NE	SO53 2GN		Yes
Stanmore (Hants), nr Thurmond Road	S	SO22 4DN	height - Std	
Stanmore (Hants), Octavia Hill, (W-bound)	W	SO22 4QE	height - Kassell	
Shortheath (Hants), adj Rookery Farm	NE	GU35 9JP		
Kingsclere, Park House Stables, (S-bound)	S	RG20 5PY		
Lee-on-the-Solent, adj Lulworth Road	NE	PO13 9BZ		
Exton (Hants), o/s The Shoe Inn	N	SO32 3LT		
Meonstoke, adj Pound Cottages	E	SO32 3DB		
Soberton, War Memorial, (SE-bound)	SE	SO32 3SN		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Newtown (Soberton), opp Liberty Road	S	SO32 3QE		
Soberton Heath, adj Post Box	SW	PO17 6LA		
Brockbridge, opp The Hurdles	N	SO32 3QT		
Meonstoke, adj Corhampton Stores	NW	SO32 3NX		
Winnall (Winchester), adjacent Baring Road	W	SO23 0JN		
Hiltingbury, Randall Road, (S-bound)	S	SO53 5AW		
Hiltingbury, Randall Road, (N-bound)	N	SO53 5AW		
Hiltingbury, Hursley Road, (W-bound)	W	SO53 5EP		
Valley Park, Knightwood Road, (NW-bound)	NW	SO53 4LR		
Valley Park, Lambourn Square, (N-bound)	N	SO53 4AA		Yes
Valley Park, Harvest Road, (NW-bound)	NW	SO53 4JL		
Valley Park, Catmint Close, (SE-bound)	SE	SO53 4JE		
Valley Park, Field View, (SE-bound)	SE	SO53 4HR		
Ampfield, Potters Heron Inn, (E-bound)	E	SO51 9ZF		
Wallington (Fareham), Library, (N-bound)	N	PO16 7EN		
Fareham, Shopping Centre, (E-bound)	E	PO16 0AQ		
Overton (Hants), Turnpike Cottages, (E-bound)	E	RG25 3NU		Yes
Overton (Hants), Turnpike Cottages, (W-bound)	W	RG25 3NU		Yes
Buckskin, Mourn Close, (N-bound)	N	RG22 5BD		
Buckskin, Sidlaw Close, (E-bound)	E	RG22 5BJ		
Wonston (Hants), Orchard Road, (W-bound)	W	SO21 3EU		
Totton, opp Bagber Road	W	SO40 8DX	height - Std	
Calmore, opp Buckland Gardens	NE	SO40 2RU		
Totton, Shopping Centre, (Stop L)	E	SO40 3ZE	height - Std	Yes
Emsworth, opp Palmers Road	N	PO10 7DA		
Weeke (Winchester), Dean Lane Corner, (Stop Ref D)	NE	SO22 5PA		
South Farnborough, Farnborough Air Show Temp Stop, (S-bound)	S	GU14 6XW		
No Man's Land/Hants, adj Cheesefoot Head	SE	SO21 1HW		
Buckskin, Dalewood, (NW-bound)	NW	RG22 5EG		
South Warnborough, Goodhope Farm, (SW-bound)	SW	RG29 1RU		
South Warnborough, Goodhope Farm, (NE-bound)	NE	RG29 1RU		
Chineham, opposite Whitewood	SW	RG24 8UE		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Brighton Hill, Viables Roundabout, (W-bound)	W	RG22 4BJ		
Buriton, Village Pond, (NW-bound)	NW	GU31 5RT		
Buriton, opp Tithe House	SE	GU31 5SB		
Buriton, o/s Tithe House	NW	GU31 5SQ		
Shortheath (Hants), Oakhanger Church, (N-bound)	N	GU35 9JL		
Bar End, P&R East, (NE-bound)	NE	SO23 8RA		Yes
Bar End, St Catherines, (E-bound)	E	SO23 8RA		Yes
South Farnborough, Reading Road, (N-bound)	N	GU14 6NN		
North Camp, Camp Road, (E-bound)	E	GU14 6DN		
North Camp, Camp Road, (W-bound)	W	GU14 6DN		
Church Crookham, opp Freelands Drive	N	GU52 0TE	height - Std	
Fleet (Hart), o/s Calthorpe Park School	SW	GU51 5JA		
Southampton Airport, Post Office Centre, (S-bound)	S	SO18 2XU	height - Std	
Teg Down, Goring Field, (E-bound)	E	SO22 5NQ		
Teg Down, Goring Field, (W-bound)	W	SO22 5NN		
Silchester, opp Hydes Platt	SW	RG7 2PU		
Silchester, adj Hydes Platt	NE	RG7 2PU		
Petersfield, Waitrose Car Park, (exit)	W	GU32 3EY		
Romsey (Hants), Coach Drop Off and Pick Up Point, (S-bound)	S	SO51 8BF		Yes
South Hayling, adj Tudor Close	E	PO11 9AN	height - Std	
South Hayling, opp Sea Grove Avenue	W	PO11 9HP	height - Std	
South Hayling, adj Bound Lane	SE	PO11 9HW	height - Std	
South Hayling, opp Bound Lane	NW	PO11 9HW	height - Kassell	Yes
Hatch Warren, Whitestones, (S-bound)	S	RG22 4QU		
Hatch Warren, Inglewood Drive, (NE-bound)	NE	RG22 4UT	height - Std	Yes
Hatch Warren, St Mark's Primary School, (SE-bound)	SE	RG22 4TR	height - Std	Yes
Hatch Warren, nr Lapin Lane	NW	RG22 4XH		
Kempshott Park, Garlic Lane, (N-bound)	N	RG22 4RQ		
Kempshott Park, opp Wedderburn Avenue	E	RG22 4QG	height - Std	Yes
Kempshott Park, opp Priestdown	NE	RG22 4WY		
Kempshott Park, Aurora Drive, (NE-bound)	NE	RG22 4UF		Yes
Kempshott Park, Play Park, (SE-bound)	SE	RG22 4AL		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Kempshott Park, Blunt Road, (SW-bound)	SW	RG22 4QE		
Kempshott Park, adj Rycroft Meadow	SW	RG22 4QE		
Kempshott Park, Broadmere Road, (S-bound)	S	RG22 4FJ		Yes
Hatch Warren, Centurion Way, (S-bound)	S	RG22 4TR		
Wootton (Hants), o/s Rising Sun Inn	S	BH25 5SQ		
Romsey (Hants), opp Malthouse Close	N	SO51 8QQ		
Holbury, The Kennels, (SE-bound)	SE	SO45 2LE	height - Std	
Sherfield Park, opposite Hambledon Way	SE	RG27 0SG		Yes
Purbrook, opp Walton Close	NW	PO7 7PT	height - Std	
Braishfield, War Memorial, (N-bound)	N	SO51 0RJ		
Stockbridge (Hants), nr Broughton Road	E	SO20 6JS		
Stockbridge (Hants), adj Broughton Road	W	SO20 6JS		
Aldershot, Wesley Hall, (Stop K)	S	GU11 1EX	height - Std	
Hatch (Hants), London Road, (N-bound)	N	RG24 7HL		
Hatch (Hants), London Road, (S-bound)	S	RG24 7HL		
Old Basing, Linden Avenue, (NW-bound)	NW	RG24 7HR		
North Town/Aldershot, Brookfield Road, (SW-bound)	SW	GU12 4FG		
Bar End, St Catherines, (W-bound)	W	SO23 9BN		Yes
Elvetham Heath, adj Eversley Drive	N	GU51 1BG	height - Kassell	Yes
Elvetham Heath, adj Kings Worthy Road	NE	GU51 1DL	height - Kassell	Yes
Elvetham Heath, adj Silchester Drive	NE	GU51 1DQ	height - Kassell	Yes
Soberton, High Street, (S-bound)	S	SO32 3PN		
Soberton, adj Soberton Village Hall	SE	SO32 3PF		
Newtown (Soberton), opp Rookesbury Hall	S	PO17 6LE		
Elvetham Heath, adj Upper Froyle Drive	SE	GU51 1EE	height - Kassell	Yes
Elvetham Heath, adj Cholseley Drive	E	GU51 1HP	height - Kassell	Yes
Elvetham Heath, opp Fitzhugh Drive	E	GU51 1LB	height - Kassell	Yes
Elvetham Heath, adj Lefreth Drive	NE	GU51 1JW	height - Kassell	Yes
Lyndhurst (Hants), adj Library Car Park	W	SO43 7NY		
Elvetham Heath, adj Sturmey Drive	NE	GU51 1GP	height - Kassell	Yes
Newtown (Soberton), o/s Rookesbury Hall	N	PO17 6LE		
Soberton Heath, nr Bold Forester	SW	SO32 3PQ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Totton, opp Forest Park School	W	SO40 8RW	height - Std	
Ashley (New Milton), opp Park Road	NW	BH25 5AN		
Ashley (New Milton), adj Park Road	SE	BH25 5AN		
Horton Heath (Hants), Denhams Corner, (NW-bound)	NW	SO30 2HJ	height - Kassell	
Lymington, o/s Town Hall	SW	SO41 9NX		
West End (Soton), opp Roselands	NW	SO30 3BP	height - Std	
West End (Soton), adj The Ageas Bowl	S	SO30 3RS	height - Std	Yes
Kents Oak, opp Awbridge School	S	SO51 0HJ		
Kents Oak, o/s Awbridge School	N	SO51 0HJ		
Woodley (Romsey), opp Woodley Close	N	SO51 0PA	height - Std	
Braishfield, War Memorial, (S-bound)	S	SO51 0RJ		
Cupernham, adj Ashley Meadows	SW	SO51 7JL	Yes	
Grange Park #1, nr St Lukes	S	SO30 2GQ	height - Std	
Elvetham Heath, opp Mattingley Drive	SE	GU51 1BX	height - Kassell	
Elvetham Heath, adj Turstin Drive	NE	GU51 1GF	height - Kassell	Yes
Elvetham Heath, opp Ulric House	E	GU51 1GE	height - Kassell	Yes
Elvetham Heath, nr Community Centre	W	GU51 1BB	height - Kassell	Yes
West Leigh (Havant), opp St Albans Church	SW	PO9 5TE	height - Kassell	Yes
Clanfield (Hants), adj South Road	S	PO8 0EY	height - Std	Yes
Clanfield (Hants), opp Eskdale Close	S	PO8 0EF	height - Std	Yes
Clanfield (Hants), adj Draycote Road	S	PO8 0NE	height - Std	Yes
Marwell, Marwell, (NE-bound)	NE	SO21 1JY		
Marwell, Marwell, (SW-bound)	SW	SO21 1JY		
Itchen Abbas, Old Station Road, (E-bound)	E	SO21 1AZ		
Itchen Abbas, Old Station Road, (W-bound)	W	SO21 1AU		
Lower Common/Hants, Cannon Close, (N-bound)	N	RG25 2QL		
Lower Common/Hants, Cannon Close, (S-bound)	S	RG25 2QL		
Upper Common, adjacent Farriers Field	N	RG25 2QX		
Upper Common, opposite Farriers Field	S	RG25 2QX		
Elvetham Heath, opp Upper Froyle Drive	NW	GU51 1EE	height - Std	
Elvetham Heath, opp Chorseley Drive	W	GU51 1HP	height - Std	
Elvetham Heath, adj Fitzhugh Drive	W	GU51 1LB	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Elvetham Heath, opp Lefreth Drive	SW	GU51 1JA	height - Std	
Elvetham Heath, opp Sturmeay Drive	SW	GU51 1GP	height - Std	
Elvetham Heath, opp Turstin Drive	SW	GU51 1GF	height - Std	
Elvetham Heath, adj Ulric House	W	GU51 1GE	height - Std	
Yateley, Yateley Schools, (SW-bound)	SW	GU46 6NL		
Lower Buckland, Lymington New Forest Hospital, (W-bound)	W	SO41 8LW		
Lower Buckland, adj Ricardo Way	SE	SO41 8XN		
Lower Buckland, opp Ricardo Way	NW	SO41 8XN		
Elvetham Heath, opp Silchester Drive	SW	GU51 1DQ	height - Splay	
Elvetham Heath, adj Mattingley Drive	NW	GU51 1BX	height - Splay	
Elvetham Heath, opp Kings Worthy Road	SW	GU51 1DL	height - Std	
Elvetham Heath, opp Eversley Drive	S	GU51 1BL	height - Std	
Elvetham Heath, adj Community Centre	E	GU51 1BB	height - Std	
Waterlooville, Victoria Road, (Stop E)	SW	PO7 7HG	height - Kassell	Yes
Waterlooville, Victoria Road, (Stop D)	NE	PO7 7EX	height - Std	
Marchwood, Old Cracknore Close, (NW-bound)	NW	SO40 4PB		
Marchwood, Shorefield Road, (W-bound)	W	SO40 4SR	height - Std	
Marchwood, Recreation Ground, (N-bound)	N	SO40 4UU		
Marchwood, Autumn Road, (NE-bound)	NE	SO40 4YN		
Marchwood, Ferndale Road, (SE-bound)	SE	SO40 4XW		
Hythe (Hants), Hollybank Crescent, (NW-bound)	NW	SO45 5FB	height - Kassell	Yes
Selborne, opp Ketchers Field	NW	GU34 3DB		
Black Dam, adj Rembrandt Close	SW	RG21 3QS	height - Std	Yes
Black Dam, nr Van Dyck Close	N	RG21 3QX	height - Std	Yes
Black Dam, Constable Close, (NE-bound)	NE	RG21 3QY	height - Std	
Black Dam, Gainsborough Road, (SE-bound)	SE	RG21 3HN	height - Std	Yes
Black Dam, Chesterfield Road, (NE-bound)	NE	RG21 3BE		
Black Dam, o/s Hilton Hotel	NE	RG21 3PR		
Eastrop (Hants), opposite The Riverdene	W	RG21 4BX		
Eastrop (Hants), Crossborough Hill, (SW-bound)	SW	RG21 4AQ		
Eastrop (Hants), o/s St Marys Church	N	RG21 4AX		
Selborne, adj Ketchers Field	SE	GU34 3DB		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Charlton (Hants), Ethelbert Drive, (N-bound)	N	SP10 4HA		
Andover, Toll Gate Road, (NW-bound)	NW	SP10 3DX		
Bordon, Neptune Road, (E-bound)	E	GU35 0DX		
Bordon, Neptune Road, (W-bound)	W	GU35 0DX		
Headley Down, Honeysuckle Lane, (S-bound)	S	GU35 8HR		
Headley Down, Honeysuckle Lane, (N-bound)	N	GU35 8HR		
Headley Down, opp Fullers Vale	SW	GU35 8NJ		
Headley Down, Wilsons Road, (SE-bound)	SE	GU35 8SH		
Bordon, Heather Close, (E-bound)	E	GU35 9DY		
Bordon, The Fairway, (S-bound)	S	GU35 9EY		
Bordon, St Andrews Road, (SE-bound)	SE	GU35 9EL		Yes
Bordon, Warren Close, (S-bound)	S	GU35 9EL		
Little Ann, o/s Poplar Farm Inn	N	SP11 7NJ		
Anna Valley, opp White Oak Way	E	SP11 7SA		
Anna Valley, opp Taskers Drive	W	SP11 7NF		
Wonston (Hants), opp Groves Close	E	SO21 3HB		
Weyhill, opp The Fairground	NW	SP11 8DD		
Weyhill, adj The Fairground	SE	SP11 8DD		
Hatch Warren, Shortwood Copse Lane, (NW-bound)	NW	RG23 7NL		
Micheldever, opp Village Hall	W	SO21 3DL		
Brookvale (Hants), adj Sinclair Drive	E	RG21 6AD	height - Kassell	Yes
Titchfield Park, adj Stephenson Road	NE	PO15 5RZ		
Titchfield Park, opp Stephenson Road	SW	PO15 5RU		
Park Gate (Hants), Swanwick Station, (SE-bound)	SE	SO31 1BX		
North Weirs, o/s Forest Park Hotel	W	SO42 7ZG		
North Weirs, adj Moorlands Close	S	SO42 7QF		
North Weirs, New Forest Drive, (N-bound)	N	SO42 7QT		
Greatham (Hants), Digby Way, (NE-bound)	NE	GU33 6AT		
Lindford, Crossroads, (SW-bound)	SW	GU35 0PF		
Lindford, Crossroads, (NE-bound)	NE	GU35 0PF		
Sleaford (Hants), Osbornes Farm, (NE-bound)	NE	GU35 0QP		
Sleaford (Hants), opp Osbornes Farm	SW	GU35 0QP		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Alton (Hants), Wilsom Road, (NE-bound)	NE	GU34 2TA		
Alton (Hants), Wilsom Road, (SW-bound)	SW	GU34 2TA		
Eastleigh (Hants), Monks Way, (E-bound)	E	SO50 5BW	height - Kassell	
Eastleigh (Hants), Monks Way, (W-bound)	W	SO50 5BX	height - Kassell	
Hatch Warren, Magnus Drive, (S-bound)	S	RG22 4TY	height - Std	Yes
Hatch Warren, Magnus Drive, (NW-bound)	NW	RG22 4TY		Yes
Hatch Warren, Cropmark Way, (E-bound)	E	RG22 4UQ		Yes
Hatch Warren, Northgate Way, (NE-bound)	NE	RG22 4YN		
Kempshott, Fiveways, (W-bound)	W	RG22 5HW		
Fulflood, opp Eastacre	SW	SO22 6AJ		
Fulflood, adj Eastacre	NE	SO22 6AJ		
Ewshot, adj Beacon Hill Cottages	S	GU10 5BY	height - Std	
Ewshot, opp Beacon Hill Cottages	N	GU10 5BY	height - Std	
Cupernham, opp Homefield	S	SO51 7LD	height - Std	
Ewshot, adj Badger Way	N	GU10 5TF	height - Std	
Ewshot, opp Badger Way	S	GU10 5TF	height - Std	
Hatch Warren, Hepplewhite Drive, (NE-bound)	NE	RG22 4TG		Yes
Hocombe, adj Ashdown Drive	NW	SO53 5QS		
Hocombe, opp Ashdown Drive	SE	SO53 5QS		
Andover, adj South End Road	N	SP10 2DL	height - Std	
Andover, opp Madrid Road	NW	SP10 1JS	height - Std	
Saxon Fields, opp Andeferas Road	NE	SP10 4LS		
Andover, opp Cedar Walk	NE	SP10 3XZ		
Sheep Fayre, Leigh Gardens, (NW-bound)	NW	SP10 2AS	height - Std	
Andover, adj Dunmow Road	S	SP10 2EZ	height - Std	
Andover, South End Road, (S-bound)	S	SP10 2DS	height - Std	
Andover, opp Neville Close	NE	SP10 2DL	height - Std	
Sheep Fayre, nr Dunmow Road	NE	SP10 2DH	height - Splay	
Sheep Fayre, Charnwood Close, (NE-bound)	NE	SP10 2DJ	height - Std	
Sheep Fayre, Leigh Close, (NW-bound)	NW	SP10 2AT	height - Std	
Admiral's Way, opp Springfield Close	E	SP10 1PS	height - Std	
Andover, opp Majorca Avenue	W	SP10 1JN	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Andover, Valencia Way, (SW-bound)	SW	SP10 1JF	height - Std	
Andover, Valencia Way, (S-bound)	S	SP10 1JE	height - Std	
Andover, adj Vigo Park	SW	SP10 1QT	height - Std	
Saxon Fields, opp Cole Close	NW	SP10 4NA		
Saxon Fields, opp Burnhams Close	NE	SP10 4ND		
Saxon Fields, nr Cuxhaven Way	E	SP10 4LU		
Saxon Fields, Holland Drive, (N-bound)	N	SP10 4LP	height - Std	
Saxon Fields, opp Lubeck Drive	E	SP10 4LL		
Saxon Fields, Altona Gardens, (S-bound)	S	SP10 4LD		
Saxon Fields, Elbe Way, (E-bound)	E	SP10 4NP		
Saxon Fields, Saxon Way, (opp footpath)	N	SP10 4LE	height - Std	
Andover, Pine Walk, (NW-bound)	NW	SP10 3PW		
Andover, Lime Walk, (N-bound)	N	SP10 3XT		
Andover, adj Chatsworth Drive	SE	SP10 3UG		
Andover, Aster Court, (Opp Jasmine Court)	SW	SP10 3QF		
Andover, Murray Close, (SE-bound)	SE	SP10 2HQ	height - Std	
Andover, Anglesey Close, (NE-bound)	NE	SP10 2HW	height - Std	
Andover, adj Strathfield Road	N	SP10 2HT	height - Std	
Romsey (Hants), opp Robert Whitworth Drive	NE	SO51 7RN	height - Std	
Cupernham, opp Robert Whitworth Drive	NE	SO51 7SD	height - Std	
Andover, Wellesley Court, (SW-bound)	SW	SP10 2EP	height - Std	
Eastoke, Eastoke Avenue, (SE-bound)	SE	PO11 9UR	height - Std	
Eastoke, opp Creek Road	W	PO11 9FD	height - Std	
Eastoke, adj Creek Road	SE	PO11 9FD	height - Splay	
Eastoke, opp Beach Court	E	PO11 9AS	height - Splay	
Eastoke, adj Nutbourne Road	E	PO11 9PZ	height - Std	
Eastoke, adj Bosmere Road	E	PO11 9QQ	height - Std	
Havant, Bulbeck Road, (S-bound)	S	PO9 1HA	height - Kassell	Yes
Eastleigh (Hants), adj B&Q House	NW	SO53 3TF		
Boyatt Wood, adj Selborne Drive	W	SO50 4SU	height - Std	
Boyatt Wood, opp Selborne Drive	E	SO50 4SU	height - Kassell	
Hill Park (Fareham), Dundee Close, (W-bound)	W	PO15 6AH		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Knowle Village, Mayles Corner, (W-bound)	W	PO17 5AQ	Yes	
Knowle Village, Mayles Corner, (NE-bound)	NE	PO17 5AQ	Yes	
Velmore, opp Belmont Road	N	SO53 3GE	height - Std	
Sutton Scotney, opp Nursing Home	SW	SO21 3JN		
Sutton Scotney, Nursing Home, (NE-bound)	NE	SO21 3JN		
Andover, opp Junction Road	W	SP10 2JG	height - Std	
Compton End, South P&R, (Stop 2)	N	SO21 2BB		
Winchester, Broadway Guildhall, (Stand 4)	NW	SO23 9GH		Yes
Winchester, Jewry Street, (Stop U)	N	SO23 8RZ		
Winchester, Broadway St Johns, (Stand 8)	SE	SO23 9BE		Yes
Chandler's Ford, opposite Tyrrel Road	NE	SO53 1GB		
Twyford (Hants), adj Manor Farm Green	N	SO21 1RA	height - Std	
Twyford (Hants), opp Manor Farm Green	S	SO21 1RA	height - Std	
Curdridge, opp Curdridge Court	NE	SO32 2BH	Yes	
Curdridge, adj Curdridge Court	SW	SO32 2BH	Yes	
Rowlands Castle, Woodhouse Lane, (NW-bound)	NW	PO9 6BS		
Rowlands Castle, Uplands Road, (NW-bound)	NW	PO9 6BP		
Rowlands Castle, nr St Johns Church	SW	PO9 6AA		
Red Hill (Hants), The Drift, (NE-bound)	NE	PO9 6DQ		
Red Hill (Hants), adj The Drift	SW	PO9 6DE		
Hiltingbury, near Baddesley Road	S	SO53 5PF		
Alton (Hants), Conservative Club, (NE-bound)	NE	GU34 1ND		Yes
South Farnborough, Temp - Gate B Air Show, (S-bound)	S	GU14 6BD		
Farnborough (Hants), Queens Parade - Temp, (S-bound)	S	GU11 2HA		
Farnborough (Hants), Gate F Airport - Temporary, (S-bound)	S	GU14 6UU		
Farnborough (Hants), Rushmoor Arena - Temporary, (NE-bound)	NE	GU11 2ET		
Farnborough (Hants), Gate I - Airport - Temporary, (N-bound)	N	GU11 2HL		
Farnborough (Hants), Eelmoor Car Park - Temporary, (W-bound)	W	GU11 2HL		
Abbotts Barton, nr Hyde Street	SW	SO23 7EL		Yes
Blackmoor (Hants), nr Eveley Farm	NE	GU33 6BN	height - Std	Yes
Blackmoor (Hants), opp Eveley Farm	SW	GU33 6BN		
Liss Forest, Wylde Green Lane, (SW-bound)	SW	GU33 7BE		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Farnborough (Hants), Main Rail Station, (Stop R)	N	GU14 7NL		Yes
Farnborough (Hants), Main Rail Station, (Stop S)	N	GU14 7NL		Yes
Eversley, Lower Common, (NE-bound)	NE	RG27 0QP		
Titchfield Common, opp Abshot School	SE	PO14 4PJ		
South Ham, Portsmouth Way, (S-bound)	S	RG22 6JG		
South Ham, Portsmouth Walk, (SE-bound)	SE	RG22 6JD		
New Milton, opp Antler Drive	N	BH25 5GF	height - Std	
New Milton, adj Antler Drive	S	BH25 5GF	height - Std	
Colden Common, adj Community Centre	S	SO21 1SW	height - Std	Yes
Colden Common, opp Community Centre	N	SO21 1SW	height - Std	
Knights Enham, adj Enham Lane	NE	SP10 4EF	height - Std	
Knights Enham, opp Enham Lane	SW	SP10 4EF	height - Std	
Admiral's Way, o/s Benbow Court	SW	SP10 1PW	height - Std	
Southwood (Hants), Cove Services, (E-bound)	E	GU51 2SH		
Southwood (Hants), Cove Services, (W-bound)	W	GU51 2SH		
Southwood (Hants), opp Limes Road	NE	GU14 9TS		
Ancells Farm, opp Brook Cottages	S	GU51 1RE		
Ancells Farm, o/s Brook Cottages	N	GU51 1RE		
Ancells Farm, opp Harvest Crescent	W	GU51 2UR		
Hill Brow, Upper Furze Field, (SW-bound)	SW	GU31 5AJ		
Woodyates, Martin Down Nature Reserve, (NE-bound)	NE	SP5 5RH		
Woodyates, Martin Down Nature Reserve, (SW-bound)	SW	SP5 5RH		
Moorgreen (Hants), Wessex Vale Crematorium, (SW-bound)	SW	SO30 2ND	height - Std	
Moorgreen (Hants), nr Wessex Vale Crematorium	NE	SO30 2ND	height - Std	
Hawley Lane, opp Brookside Park	SE	GU14 9AY		
Hawley Lane, o/s Brookside Park	NW	GU14 9AY		
Compton End, Bushfield Roundabout, (N-bound)	N	SO21 2BD		
Compton End, South P&R, (Adj Footpath)	S	SO21 2BD		
Newfound, opp Tollgate Close	W	RG23 7BE		
Newfound, adj Tollgate Close	E	RG23 7BE		
Andover, adj Colenzo Drive	SW	SP10 1JL	height - Std	
Boorley Green, adj Oatlands Road	NW	SO32 2EQ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Charlton (Hants), Home Farm Gardens, (S-bound)	S	SP10 4AW		
Goodworth Clatford, adj St Peter's Close	NE	SP11 7HL	height - Std	
Adanac Park, Adanac Park, (S-bound)	S	SO16 0XU	height - Kassell	Yes
Saxon Fields, adj Borkum Close	N	SP10 4LE	height - Std	
Saxon Fields, opp Borkum Close	S	SP10 4LE		
Andover, opp Bilbao Court	E	SP10 1LD	height - Std	
Andover, adj Bilbao Court	W	SP10 1LD		
Andover, opp St Johns Road	NE	SP10 1JB	height - Std	
Andover, adj St Johns Road	SW	SP10 1JB	height - Std	
Andover, Suffolk Road, (S-bound)	S	SP10 2JS		
Sheep Fayre, adj Vincent Drive	N	SP10 2AX	height - Std	
Andover, Hedge End Road, (NW-bound)	NW	SP10 2DQ	height - Std	
Andover, Appleton Mews, (S-bound)	S	SP10 2DA	height - Std	
Rushington, Mill Way, (NE-bound)	NE	SO40 9LA		
Hounslow, nr Ibbotson Way	SW	SO40 7JH		
Titchfield Park, opp Segensworth Road	N	PO15 5TG		
Titchfield Park, adj Segensworth Road	S	PO15 5TF		
Park Gate (Hants), opp Swanwick Station	NW	SO31 1BX		
Rownhams, adj Nutshalling Avenue - sch stop	SW	SO16 8DS		
Rownhams, adj West Ways Close - Sch Only	NW	SO16 0WD		
West Totton, opp Stonechat Drive	NE	SO40 8UQ	height - Std	
West Totton, adj Stonechat Drive	SW	SO40 8UQ	height - Std	
West Totton, opp Morrisons	SE	SO40 8XU	height - Splay	
West Totton, o/s Morrisons	NW	SO40 8XU	height - Std	
Andover, o/s John Hanson School	SE	SP10 3PG		
Andover, Meadow Way, (W-bound)	W	SP10 3BY		
Andover, Meadow Way, (E-bound)	E	SP10 3BY		
Penton Corner, adj Monxton Road	SE	SP10 3LY		
Penton Corner, Monxton Road, (o/s 10)	NW	SP10 3LY		
Charlton (Hants), o/s Sports Pavillion	E	SP10 3UW		
Charlton (Hants), opp Sports Pavillion	W	SP10 3UW		
Charlton (Hants), opp Carters Meadow	S	SP10 4AJ	height - Std	

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Charlton (Hants), adj Carters Meadow	N	SP10 4AJ	height - Std	
Fleet (Hart), opp Branksomewood Road	SW	GU51 3BY		Yes
Eastleigh (Hants), Coach Stop, (o/s 2)	E	SO50 9FD		
Cupernham, adj Brook Way	E	SO51 7LB	height - Std	
Crow, Crow Crossroads, (W-bound)	W	BH24 3EA		
Mortimer West End, adj Ramptons Lane	E	RG7 3UP		
Mortimer West End, opp Ramptons Lane	W	RG7 3UP		
Fareham, Redlands Lane BRT, (SE-bound)	SE	PO16 0TZ	height - Kassell	Yes
Fareham, Redlands Lane BRT, (NW-bound)	NW	PO16 0TZ	height - Kassell	Yes
Fareham, Palmerston Drive BRT, (SE-bound)	SE	PO14 1DJ	height - Std	Yes
Fareham, Palmerston Drive BRT, (NW-bound)	NW	PO14 1DJ	height - Kassell	Yes
Woodcot, Hoeford BRT, (SE-bound)	SE	PO16 0SY	height - Kassell	Yes
Woodcot, Hoeford BRT, (NW-bound)	NW	PO16 0SY	height - Kassell	Yes
Fleetlands, Wych Lane BRT, (SE-bound)	SE	PO13 0SU	height - Kassell	Yes
Fleetlands, Wych Lane BRT, (NW-bound)	NW	PO13 0SU	height - Kassell	Yes
Bridgemary, Gregson Avenue BRT, (SE-bound)	SE	PO13 0UL	height - Kassell	Yes
Bridgemary, Gregson Avenue BRT, (NW-bound)	NW	PO13 0JB	height - Kassell	Yes
Bridgemary, Cameron Close BRT, (SE-bound)	SE	PO13 0JE	height - Kassell	Yes
Bridgemary, Cameron Close BRT, (NW-bound)	NW	PO13 0JE	height - Kassell	Yes
Bridgemary, Hutfield Link, (to Fareham)	S	PO13 0JS	height - Kassell	Yes
Bridgemary, Hutfield Link, (to Gosport)	N	PO13 0JS	height - Kassell	Yes
Fareham, Fareham Station, (Stop R)	E	PO14 1NP	height - Kassell	Yes
Park Gate (Hants), opp Lower Duncan Road	NE	SO31 1DX		
Bridgemary, nr Swan Court	N	PO13 0TA	height - Std	
Andover, opp Avenue Close	SW	SP10 3ER	height - Std	
Andover, adj Avenue Close	NE	SP10 3ER		
Overton (Hants), on Kerchers Field	S	RG25 3JS		
Overton (Hants), adj Sapley Lane	W	RG25 3LL		
Overton (Hants), Pound Road, (E-bound)	E	RG25 3HZ		
Foxdown (Hants), adj Hill Meadow	N	RG25 3JD		
Quidhampton (Hants), Overton Surgery, (S-bound)	S	RG25 3DY		
Eversley, opp Hotel Entrance	SE	RG27 0PL		

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Charlton (Hants), adj Parkview Close	N	SP10 3RW	height - Std	
Charlton (Hants), opp Parkview Close	S	SP10 3RW	height - Std	
Alton (Hants), opp Cemetery	E	GU34 2EB		
Woolton Hill, adj Trade Street	NE	RG20 9XJ		
Woolton Hill, opp Trade Street	SW	RG20 9XJ		
Ball Hill, Hatt Farm, (E-bound)	E	RG20 0NJ		
Ball Hill, Hatt Farm, (W-bound)	W	RG20 0NJ		
Burghclere, adj The Oxdrove	S	RG20 9HL		
Pennington (Hants), Fullerton Road H&R, (S-bound)	S	SO41 9JN		
Pennington (Hants), Fullerton Road H&R, (N-bound)	N	SO41 9JP		
Pennington (Hants), Haglane Copse H&R, (NW-bound)	NW	SO41 8DQ		
Pennington (Hants), Pennington Oval H&R, (NW-bound)	NW	SO41 8BP		
Hordle, adj Stopples Lane Shops H&R	S	SO41 0GL		
Bramshott, adj Hunters Chase	S	GU30 7PT		
Bramshott, opp Hunters Chase	N	GU30 7PT		
Ratlake, opp Lake Court	NE	SO21 2LD		
Ratlake, adj Lake Court	SW	SO21 2LD		
Abbotts Barton, Worthy Road, (SE-bound)	SE	SO23 7HN	height - Std	
Abbotts Barton, adj Simonds Court	SW	SO23 7HY	height - Std	
The Soke, opp Chesil Lodge	N	SO23 0HX	height - Std	
Romsey (Hants), opposite Fishlake Meadows	N	SO51 0HA		
Hartley Wintney, adj Franklin Avenue	N	RG27 8QQ		
Hartley Wintney, opp Franklin Avenue	S	RG27 8QQ		
Hartley Wintney, opp Meadow Lane	SE	RG27 8PD		
Hartley Wintney, adj Meadow Lane	NW	RG27 8PD		
Fleet (Hart), Campbell Close, (SE-bound)	SE	GU51 4AN		
Fleet (Hart), opp Campbell Close	NW	GU51 4AL		
Alton (Hants), opp Whitedown Lane	NE	GU34 1QR		
Alton (Hants), adj Whitedown Lane	SW	GU34 1QR		
Alton (Hants), adj Brick Kiln Lane	NE	GU34 1QJ		
Alton (Hants), opp Brick Kiln Lane	SW	GU34 1QJ		
Alton (Hants), adj New Odiham Road	E	GU34 1QH		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Alton (Hants), nr New Odiham Road	W	GU34 1QH		
Alton (Hants), Hall Road, (NW-bound)	NW	GU34 2PA		
Fleet (Hart), adj Bramblewood Place	NE	GU51 4EH		
Fleet (Hart), Bramblewood Place, (SW-bound)	SW	GU51 4EH		
Fleet (Hart), Fitzroy Road, (NE-bound)	NE	GU51 4EJ		
Fleet (Hart), Fitzroy Road, (SW-bound)	SW	GU51 4EJ		
Fleet (Hart), Dukes Mead, (E-bound)	E	GU51 4HA		
Fleet (Hart), Dukes Mead, (W-bound)	W	GU51 4HA		
Fleet (Hart), opp Priory Close	SE	GU51 4HB		
Fleet (Hart), Priory Close, (NW-bound)	NW	GU51 4HD		
Fleet (Hart), Dukes Mead, (SE-bound)	SE	GU51 4HD		
Fleet (Hart), Dukes Mead, (NW-bound)	NW	GU51 4HD		
Elvetham Heath, opp Morrisons	SW	GU51 1ES	height - Kassell	
Elvetham Heath, Turners Way, (SW-bound)	SW	GU51 1AW	height - Kassell	
Rowner, opp Charden Road	S	PO13 0BH	height - Std	Yes
Rowner, opp Acorn Close	S	PO13 0BN	height - Std	Yes
Rowner, adj Acorn Close	N	PO13 0BN	height - Std	Yes
Cupernham, adj Cupernham Lane	NE	SO51 7JJ	height - Std	
Heckfield, Wellington Country Park, (S-bound)	S	RG7 1YB		
Heckfield, Wellington Country Park, (N-bound)	N	RG7 1YB		
South Farnborough, opp Shaftesbury Court	N	GU14 6DD		
South Farnborough, o/s Shaftesbury Court	S	GU14 6BS		Yes
Sherborne St John, opp Manor Road	SE	RG24 9JB		Yes
Sherborne St John, adj Manor Road	NW	RG24 9HY		Yes
Bordon, adj Jacaranda Road	N	GU35 0UY		
Bordon, opp Jacaranda Road	S	GU35 0TX		
Bordon, adj Forest Surgery	N	GU35 0XS		
Bordon, opp Forest Surgery	S	GU35 0XG		
Headley Down, nr Eddeys Lane	N	GU35 8BD		
Headley Down, adj Fullers Vale	NE	GU35 8EG		
Romsey (Hants), Rail Forecourt, (W-bound)	W	SO51 8FW		
River Way, Tesco Car Park, (S-bound)	S	SP10 1UZ	height - Std	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Sherborne St John, adj Manor Road	NE	RG24 9JT		
Sherborne St John, opp Manor Road	SW	RG24 9JT		
Pamber Heath, o/s Wakeford Court	E	RG26 3XD		
Pamber Heath, opp Wakeford Court	W	RG26 3EF		
Farnborough (Hants), Kingsmead South, (Stop X)	E	GU14 7TE		
Fleet (Hart), The Hart Centre, (N entrance)	NE	GU51 3BL		
Boorley Green, adj Oatlands Close	NE	SO32 2DE		
Boorley Green, opp Oatlands Close	SW	SO32 2DE		
Boorley Green, opp Oatlands Road	SE	SO32 2EQ		
Picket Twenty, Quicksilver Way, (SE-bound)	SE	SP11 6TH	height - Std	
Admiral's Way, adj Palmerston Place	E	SP10 2QZ	Yes	
Admiral's Way, opp Palmerston Place	W	SP10 2QZ	height - Std	
Andover, opp Recreation Ground	NE	SP10 1HW	height - Std	
Warsash, adj Lawn Drive	S	SO31 6DJ		Yes
Basingstoke, Bus Station, (Stop S)	W	RG21 7LE		
Church Crookham, adj The Wyvern	SE	GU52 6PH		
Flexford (Hants), opp The Park Surgery	E	SO53 2ZH		
Flexford (Hants), o/s The Park Surgery	W	SO53 2ZH		
Chandler's Ford, near Tyrrel Road	SW	SO53 1GB		
Hiltingbury, opposite Pine Crescent	S	SO53 1LQ		
Chandler's Ford, nr Valley Road	S	SO53 1GA		
Hiltingbury, Linden Grove, (opp 134)	S	SO53 1HQ		
Chandler's Ford, Kingsway, (SE-bound)	SE	SO53 1EJ		
Botley (Hants), Uplands Farm, (NW-bound)	NW	SO30 2SP		
Eastleigh (Hants), near Asda Superstore	NW	SO53 3HG		
Hambledon (Hants), opposite The Gardens	SW	PO7 4RR		
Heckfield, opp Heckfield Place	NW	RG27 0LS		
Heckfield, o/s Heckfield Place	SE	RG27 0LS		
Rooksdown, opp Rooksdown Community Centre	N	RG24 9RQ		
Rooksdown, o/s Rooksdown Community Centre	S	RG24 9RQ		
Rooksdown, opp Fairway House	W	RG24 9RG		
Rooksdown, o/s Fairway House	E	RG24 9RG		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Rooksdown, opp Knowle Road	N	RG24 9RN		
Rooksdown, adj Knowle Road	S	RG24 9RN		
Rooksdown, adj Peggs Way	W	RG24 9RR		
Rooksdown, opp Peggs Way	E	RG24 9RR		Yes
Popley, opp Speckled Wood Road	W	RG24 9GR		
Popley, adj Speckled Wood Road	E	RG24 9GR		
Popley, o/s Farringdon Court	SW	RG24 9FR		
Popley, opp Farringdon Court	NE	RG24 9FR		
Popley, Benham Road, (NE-bound)	NE	RG24 9TQ		
Popley, Benham Road, (SW-bound)	SW	RG24 9TQ		
Popley, adj Carter Drive	NE	RG24 9UL		
Popley, opp Carter Drive	SW	RG24 9TQ		
Popley, on Appleton Bridge	NE	RG24 9RX		
Popley, on Appleton Bridge	SW	RG24 9FQ		
Popley, adj Englefield Way	SW	RG24 9RX		
Popley, opp Englefield Way	NE	RG24 9RX		
Popley, nr Carpenters Down	NW	RG24 9RS		
Popley, adj Carpenters Down	SE	RG24 9RS		
Church Crookham, adj Further Vell-mead	NE	GU52 0YT	height - Std	
Fort Brockhurst, opp Charnwood	N	PO13 0ZA		
Fort Brockhurst, adj Charnwood	S	PO13 0ZD		
Fort Brockhurst, opp Yewside	N	PO13 0ZH	height - Std	
Fort Brockhurst, adj Yewside	S	PO13 0ZH	height - Std	
Fort Brockhurst, opp Vineside	N	PO13 0ZR	height - Std	
Fort Brockhurst, adj Vineside	S	PO13 0ZR	height - Std	
Fulflood, inside Peter Symonds	W	SO22 6RX		
Eastrop (Hants), opp St Michaels	S	RG21 7GQ		
Old Basing, adj Blemheim Road	W	RG24 7HN		
Old Basing, nr Byfleet Avenue	W	RG24 7HR		
Totford, opp The Woolpack Inn	NE	SO24 9TJ		
Totford, o/s The Woolpack Inn	SW	SO24 9TJ		
Northington (Hants), o/s Village Hall	N	SO24 9TH		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Northington (Hants), opp Village Hall	S	SO24 9TH		
Preston Candover, o/s Primary School	S	RG25 2EE		
Ancells Farm, adj Tamworth Drive	N	GU51 2TF		
Ancells Farm, opp Tamworth Drive	S	GU51 2TF		
Southwood (Hants), adj Broadhurst	N	GU14 9TX		
Lee-on-the-Solent, nr Russell Road	NW	PO13 8JE	height - Std	Yes
Fleet (Hart), Edenbrook, (N-bound)	N	GU51 5AF		
Fleet (Hart), Edenbrook, (S-bound)	S	GU51 5AF		
Allbrook, opp The Paddock	S	SO50 4SD	height - Std	
Hill Park (Fareham), opp Inverness Avenue	SE	PO15 6AE		
Hill Park (Fareham), nr Bartlett Close	N	PO15 6AY		
Blackmoor (Hants), adj Bracken Lane	NE	GU35 9EA		
Langley (Hants), adj Chalewood Road	NW	SO45 1YT	height - Std	
Blackwater (Hants), opp Quebec Gardens	NW	GU17 9BZ		
South Farnborough, adj Cottesmore Place	S	GU14 6FN		
Southwood (Hants), adj Merlin Way	E	GU14 0QB		
Southwood (Hants), nr Morrisons	NW	GU14 0NA		
Southwood (Hants), opp Apollo Rise	W	GU14 0PL		
Southwood (Hants), opp Columbus Drive	SW	GU14 0QR		
Downton (Hants), in Shorefield Caravan Park	N	SO41 0LH		
Bashley Park, in Hoburne Park	N	BH25 5QT		
Burley (Hants), o/s Queens Head	NE	BH24 4AA	height - Std	
Burley (Hants), opp Queens Head	SW	BH24 4AA	height - Std	
Crampmoor, opp Meaders Garage	N	SO51 9AN		
Crampmoor, o/s Meaders Garage	S	SO51 9AN		
Halterworth, adj Hestia Close	NE	SO51 8PA		
Halterworth, opp Hestia Close	SW	SO51 8PA		
Halterworth, adj Seward Rise	N	SO51 9AE		
Halterworth, opp Seward Rise	S	SO51 9AE		
Halterworth, adj Footway to Kennett Road	NE	SO51 5PQ		
Halterworth, opp Footway to Kennett Road	SW	SO51 5PQ		
Halterworth, opp Meon Road	E	SO51 5PT		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Halterworth, opp Anton Close	E	SO51 5QF		
Halterworth, adj Avon Crescent	SW	SO51 5QB	height - Std	
Halterworth, nr Saxon Way	NW	SO51 5RB		
Halterworth, opp The Vikings	N	SO51 5RP		
New Brighton/Hants, Southleigh Roundabout, (E-bound)	E	PO10 7RP	height - Std	
Woodley (Romsey), adj Anstey Road	N	SO51 7TW	height - Std	
Woodley (Romsey), adj Winterbourne Road	N	SO51 7TN	height - Std	
Bridgemary, adj Swan Court	S	PO13 0SW	height - Std	
Durrants, opp Durrants Gardens	N	PO9 6BE		
Durrants, adj Durrants Gardens	S	PO9 6BE		
Portchester, opp Colinton Avenue	E	PO16 8HN	height - Std	
Portchester, adj Colinton Avenue	W	PO16 8HN		
New Milton, adj New Milton Station	N	BH25 6JS		
Whiteley, adj Bluebell Way Rbt	NW	PO15 7LL		
Whiteley, adj Bluebell Way Rbt	SE	PO15 7LL		
Stratfield Saye, o/s Pheasantry Lodge	SW	RG7 2BY		
Stratfield Saye, opp Pheasantry Lodge	NE	RG7 2BY		
Stratfield Saye, Green Lane Crossroads, (NE-bound)	NE	RG7 2EH		
Stratfield Saye, Green Lane Crossroads, (SW-bound)	SW	RG7 2EH		
Goodworth Clatford, opp St Peter's Close	SW	SP11 7HL	Yes	
Midlington, opp Mayhill Stud Farm	SW	SO32 2FL		
Forton (Gosport), opp Crossways	S	PO12 3HA	height - Kassell	Yes
Rowlands Castle, adj St Johns Church	NE	PO9 6AA		
Middle Wallop, adj Beech Close	NW	SO20 8RB		
South Farnborough, o/s Aviator Hotel	N	GU14 6EL		
South Farnborough, opp Aviator Hotel	S	GU14 6UZ		
South Farnborough, o/s F.A.S.T Museum	N	GU14 6TF		
South Farnborough, opp F.A.S.T Museum	S	GU14 6TH		
South Farnborough, adj Maitland Road	N	GU14 6BB		
South Farnborough, opp Maitland Road	S	GU14 6BB		
Brighton Hill, opp Heathfield	NE	RG22 4LQ	height - Std	
Brighton Hill, Bernstein Road, (SE-bound)	SE	RG22 4LJ		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Brighton Hill, Dankworth Road, (S-bound)	S	RG22 4NL		
Hatch Warren, Majestic Road, (NW-bound)	NW	RG22 4XB	height - Std	
Hatch Warren, Community Centre, (SW-bound)	SW	RG22 4XG		
Pheonix Green, St Marys Park, (SE-bound)	SE	RG27 8WS		
Pondtail, Wood Lane, (SE-bound)	SE	GU51 3DU		
Cove (Farnborough), Trunk Road, (E-bound)	E	GU14 0NW		
Cove (Farnborough), Trunk Road, (W-bound)	W	GU14 0NW		
Church Crookham, adj Quetta Park Community Hall	SW	GU52 8TL	height - Kassell	
Chilbolton, Branksome Avenue, (SE-bound)	SE	SO20 6AW		
Chilbolton, Branksome Avenue, (NW-bound)	NW	SO20 6AW		
Brighton Hill, Cumberland Avenue, (E-bound)	E	RG22 4BH		
Brighton Hill, Cumberland Avenue, (W-bound)	W	RG22 4BH		
Cranbourne (Hants), Lister Road, (E-bound)	E	RG22 4AW		
Cranbourne (Hants), Lister Road, (W-bound)	W	RG22 4AW		
Cranbourne (Hants), Viables Roundabout, (SE-bound)	SE	RG22 4GB		
Cranbourne (Hants), Viables Roundabout, (NW-bound)	NW	RG22 4BB		
Hatch Warren, Belmont Heights, (SW-bound)	SW	RG22 4UX		
Kempshott Park, Britannia Drive, (E-bound)	E	RG22 4FN		
Kempshott Park, Britannia Drive, (SW-bound)	SW	RG22 4FN	height - Std	Yes
Hatch Warren, Shortwood Copse Lane, (S-bound)	S	RG23 7NL		
Hatch Warren, Long Cross Lane, (N-bound)	N	RG22 4YW		
Hatch Warren, Alderney Avenue, (S-bound)	S	RG22 4TJ		
Hatch Warren, The Cornfields, (SE-bound)	SE	RG22 4QD		
Hatch Warren, Highdowns, (SE-bound)	SE	RG22 4QU		
Brighton Hill, Manor Field School, (SE-bound)	SE	RG22 4JQ		
South Ham, nr High Drive	SW	RG22 6LW		
South Ham, opp High Drive	NE	RG22 6LW		
Soake, Soake Road, (NW-bound)	NW	PO7 6JB		
Chilworth Old Villag, Science Park, (NW-bound)	NW	SO16 7PZ		
Wallington (Fareham), adj Bath Lane	W	PO16 0BW	height - Std	
Catisfield, Hollam Crescent, (SE-bound)	SE	PO14 3DZ		
Catisfield, Hollam Crescent, (NW-bound)	NW	PO14 3DY		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Bighton, Nettlebeds Lane, (NW-bound)	NW	SO24 9RB		
Bighton, Nettlebeds Lane, (SE-bound)	SE	SO24 9RB		
Purbrook, Berewood, (S-bound)	S	PO7 5SU	height - Kassell	Yes
Winnall (Winchester), Moss Road, (S-bound)	S	SO23 0NZ		
Bishop's Sutton, Cobbs Farm, (E-bound)	E	SO24 0AP		
Bishop's Sutton, Cobbs Farm, (W-bound)	W	SO24 0AP		
Beaulieu, Beufre Farm, (SE-bound)	SE	SO42 7YB		
Beaulieu, Beufre Farm, (NW-bound)	NW	SO42 7YB		
Andover, Bus Station, (Stand I)	undefined	SP10 1LY		
Andover, Bus Station National Express, (Stand J)	undefined	SP10 1LY		
East End, Bridge Farm, (NE-bound)	NE	SO41 5SX		
East End, Bridge Farm, (SW-bound)	SW	SO41 5SX		
Long Down, New Forest Wildlife Park, (SW-bound)	SW	SO40 4UH		
Basingstoke, Victory Roundabout, (E-bound)	E	RG21 7PP		
Stanmore (Hants), Wavell Way, (SE-bound)	SE	SO22 4BS		
Mount Pleasant/Tadly, Wessex Court, (W-bound)	W	RG26 3NW		
Mount Pleasant/Tadly, Barlow Park FC, (W-bound)	W	RG26 3TB		
Leigh Park (Havant), Park Parade, (Stop B)	NW	PO9 5BA	height - Kassell	Yes
New Alresford, opp Library	NW	SO24 9AW		
New Alresford, adj Library	SE	SO24 9AQ		
New Alresford, Watercress Meadow, (NW-bound)	NW	SO24 9QJ		
New Alresford, Watercress Meadow, (SE-bound)	SE	SO24 9QP	height - Std	
New Alresford, Bakeland Gardens, (SE-bound)	SE	SO24 9QA		
New Alresford, Bakeland Gardens, (NW-bound)	NW	SO24 9QA		
Waterlooville, opposite Winston Lane	W	PO7 3AS		
Gosport (Hants), Waterside Medical Centre, (SE-bound)	SE	PO12 1AN	height - Std	
Gosport (Hants), Waterside Medical Centre, (NW-bound)	NW	PO12 1AN	height - Std	Yes
Bowling Alley, opp Pankridge Street	NE	GU10 5RJ	height - Std	
Upper Froyle, Cemetery Lane, (NE-bound)	NE	GU34 4LA		
Fareham, Bardon Way, (SE-bound)	SE	PO14 1QR		
Fareham, Bardon Way, (NW-bound)	NW	PO14 1QN	height - Std	
Fareham, Lasham Walk, (E-bound)	E	PO14 1SE		

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Fareham, Lasham Walk, (W-bound)	W	PO14 1SE		
Hill Park (Fareham), Wynton Way, (S-bound)	S	PO15 6PD		Yes
Lee-on-the-Solent, Fareham CEMAST, (In Grounds)	NE	PO13 9PF		
Wildern, near Locke Road	SE	SO30 4NJ	height - Std	
Milford on Sea, Sea Road, (opp Needles Eye)	SE	SO41 0PY		
Pitt (Hants), Pitt P&R, (SW-bound)	SW	SO22 4LP		
Bishop's Waltham, Petrol Station, (E-bound)	E	SO32 1BA		
Bishop's Waltham, Petrol Station, (W-bound)	W	SO32 1BA		
Midlington, Mayhill Stud Farm, (NE-bound)	NE	SO32 2FL		
Colden Common, opp St Kilda Cottages	SW	SO21 1FH	height - Std	
Ropley Soke, Brislands Lane, (NE-bound)	NE	SO24 0DF		
Ropley Soke, Brislands Lane, (SW-bound)	SW	SO24 0DF		
Ropley Soke, adj Bowers Grove Lane	NE	SO24 0DF		
Ropley Soke, opp Bowers Grove Lane	SW	SO24 0DF		
Horton Heath (Hants), Denhams Corner, (SE-bound)	SE	SO30 2HJ	height - Kassell	
Bowling Green/Hants, Badgers Wood, (W-bound)	W	SO41 8LR		
Bowling Green/Hants, Badgers Wood, (E-bound)	E	SO41 8LR		
Pitt (Hants), Yew Tree Cottage, (NE-bound)	NE	SO22 5QP		
Pitt (Hants), Yew Tree Cottage, (SW-bound)	SW	SO22 5SW		
Woodley (Romsey), adj Horseshoe Drive	SW	SO51 7PE	height - Std	
Abbotswood (Romsey), adj Woodley Cemetery	N	SO51 0PB	height - Std	
Brighton Hill, Newman Court, (SE-bound)	SE	RG22 4HH		Yes
Brighton Hill, Newman Court, (NW-bound)	NW	RG22 4BW		Yes
Andover, opp Batchelors Barn Road	NE	SP10 1JX	height - Std	
Andover, opp Vigo Schools	NE	SP10 1JY	height - Std	
Andover, adj Oak Bank	SW	SP10 2BS	height - Std	
Andover, Briars Croft, (SW-bound)	SW	SP10 2FE	height - Std	
Andover, opp Watermills Close	SW	SP10 2HB	height - Std	
Andover, opp Millstream Close	SW	SP10 2NB	height - Std	
Andover, Picton Road, (SW-bound)	SW	SP10 2BF	height - Std	
Andover, Wellesley Court, (NE-bound)	NE	SP10 2EP	height - Std	
Admiral's Way, adj Fisher Close	NE	SP10 1PT	height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Admiral's Way, opp Fisher Close	SW	SP10 1PT	height - Std	
Cupernham, opp Brook Way	W	SO51 7LA	Yes	
Abbotswood (Romsey), opp Woodley Cemetery	S	SO51 0PB	Yes	
Cricketers Way, Compton Square Tesco Express, (NE-bound)	NE	SP10 5EE		
East Anton, Pasture Walk, (SE-bound)	SE	SP11 6FG	height - Std	
Winklebury, Arundel Gardens, (N-bound)	N	RG23 8HG		
Winklebury, Kenilworth Road, (NE-bound)	NE	RG23 8HE		
Winklebury, Kenilworth Road, (N-bound)	N	RG23 8HB		
East End, Sowley Lane, (E-bound)	E	SO42 7XF		
South Ham, opp Pheby Road	NW	RG22 6JQ		
South Ham, Portsmouth Way, (NW-bound)	NW	RG22 6JG		
Michelmersh, opp Brickworks	W	SO51 0NN		
Clayhill (Lyndhurst), The Crown Stirrup, (N-bound)	N	SO43 7DE		
Chineham, LIDL, (S-bound)	S	RG24 8TW		
Cricket Hill, The Casa Hotel, (SE-bound)	SE	GU46 6DA		
Cricket Hill, The Casa Hotel, (NW-bound)	NW	GU46 6DA		
Stanmore (Hants), Queens Mead, (NW-bound)	NW	SO22 4BA		
Stanmore (Hants), Sparkford Close, (NE-bound)	NE	SO22 4NL		
Winchester, Erskine Road, (S-bound)	S	SO22 4NJ		
Pitt (Hants), Branksome Close, (SE-bound)	SE	SO22 5PY		
Cupernham, opp Mercer Way	S	SO51 7LG	height - Std	
Rushington, Ashurst Bridge, (NE-bound)	NE	SO40 9AJ		
Eastrop (Hants), near Magistrates Court	S	RG21 7PW		
Stroud (Hants), Petersfield ByPass, (E-bound)	E	GU32 3PA		
Stroud (Hants), nr Petersfield ByPass	W	GU32 3PA		
Lymington, opp Station Street	NW	SO41 9BE		
Lymington, adj Station Street	SE	SO41 9BE		
Danebury, opp Hill Fort	SE	SO20 6HZ		
Danebury, near Hill Fort	NW	SO20 6HZ		
Colbury, opp Longdown Activity Farm	N			
Colbury, adj Longdown Activity Farm	S			
Wickham (Hants), opp The Surgery	S			

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
North Boarhunt, Southwick Road, (N-bound)	N			
Warsash, opp Cherry Walk	S		height - Std	
Newtown (Soberton), adj Liberty Road	N			
Warsash, o/s Recreation Ground	E		height - Std	
Warsash, adj Cheviot Green	NW			
Warsash, adj Sandycroft	NW		height - Std	
Soberton Heath, opp Post Box	NE			
Eastleigh (Hants), Campbell Rd Taxishare, (NW-bound)	NW		height - Std	
Eastleigh (Hants), outside Health Centre Taxistop	S		height - Kassell	
Warnford, opp Winchester Hill car Park	SE			
Warnford, outside Winchester Hill car Park	NW			
West Leigh (Havant), Petersfield Road, (S-bound)	S			
Colden Common, adj Avondale Park Homes	NW			
Colden Common, opp Avondale Park Homes	SE			
No Man's Land/Hants, opp Cheesefoot Head	NW			
Meonstoke, opp Corhampton Stores	NE			
East Meon, nr All Saints Church	S		height - Std	
New Alresford, Linnets Road H&R, (E-bound)	E			
New Alresford, adj Derwent Gardens	N			
Whitchurch (Hants), adj Kingsley Park	S			
Whitchurch (Hants), near Whitchurch Station	SW			
Lynch Hill, opposite Burgage Field	NE			
Lynch Hill, Lynch Hill Park, (NW-bound)	NW			
Church Crookham, opp Rufford Close	SW			
East Anton, opposite Sunflower Way	S			
Church Crookham, opp Newlands	SW			
Church Crookham, opp Manor Court	E		height - Std	
Church Crookham, adj Atbara Road	E		height - Std	
Church Crookham, adj Grove Road	NE			
Church Crookham, opp Grove Road	SW			
Church Crookham, adj Northfield Road	NE			
Sparsholt (Hants), adj Garstons Track	E			

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Sparsholt (Hants), opp Garstons Track	W			
Fulflood, adj Links Road	SW			
Picket Piece, Arbory Care Home, (E-bound)	E			
Picket Piece, Arbory Care Home, (W-bound)	W			
Hurstbourne Priors, opp Apsley Lane	NW			
Picket Twenty, adj Nap Close	N		height - Std	
Picket Twenty, opp Nap Close	S		height - Std	
Picket Twenty, opp Settler Close	SW		height - Std	
Picket Twenty, adj Settler Close	NE		height - Std	
Picket Twenty, adj Blinker Way	SW		height - Std	
Picket Twenty, Blinker Way, (NE-bound)	NE		height - Std	
Picket Twenty, outside Pilgrims Cross School	NW		height - Std	
Picket Twenty, opp Pilgrims Cross School	SE		height - Std	
Picket Twenty, adjacent Mercury Drive	N		height - Std	
Picket Twenty, opposite Mercury Drive	S		height - Std	
Picket Twenty, London Road, (NW-bound)	NW		height - Std	
Picket Twenty, London Road, (SE-bound)	SE		height - Std	
Picket Twenty, opp Quicksilver Way	NW		height - Std	
Lymington, Main Post Office, (o/s Peacocks)	W			Yes
Bramshaw, Stocks Cross, (N-bound)	N			
Bramshaw, Stocks Cross, (S-bound)	S			
Abbotswood (Romsey), opp Ambrose Way	S		height - Std	
Poulner, adjacent Highfield Drive	E		height - Std	
Crux Easton, opposite Crux Easton Farm	N			
Crux Easton, outside Crux Easton Farm	S			
Waterlooville, nr Library	NW			
Waterlooville, near Sainsbury	NE			
Cowplain, opposite Masefield Crescent	NE			
Cowplain, adjacent Masefield Crescent	SW			
Clayhall (Gosport), opposite Gilkicker Road	SW			
Haslar, opposite Waterloo Road	SE			
Clayhall (Gosport), adjacent Gilkicker Road	NW		height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
North Waltham, opposite Church Farm Close	NE			
North Waltham, adjacent Church Farm Close	SW			
South Warnborough, Down Farm, (N-bound)	N			
South Warnborough, Down Farm, (S-bound)	S			
Abbotswood (Romsey), adj Ambrose Way	N		height - Std	
East Anton, outside Community Centre	NW		height - Kassell	
East Anton, opposite Community Centre	SE		height - Std	
East Anton, adjacent Sunflower Way	N			
East Anton, Pavilion Road, (W-bound)	W			
East Anton, adjacent Woolwich Way	NE		height - Kassell	
East Anton, opposite Woolwich Way	SW		height - Std	
East Anton, Pasture Walk, (NW-bound)	NW		height - Std	
Pamber Green, opposite Frog Lane	NE			
Pamber Green, adjacent Frog Lane	SW			
West Totton, adj Hazel Farm Road	E		height - Std	
West Totton, opp Hazel Farm Road	W		height - Std	
Hiltingbury, outside Hiltingbury Court	W			
Liphook, adjacent Village Hall	N			
Liphook, opposite Village Hall	S			
Sparsholt (Hants), opposite Westley Lane	SE			
Thorney Hill, adj Thorney Hill Crossroads	SE		Yes	
Gander Down, nr Matterley Bowl Events	SW			
Marchwood, opposite Tavells Lane	SE			
Picket Post, behind Forest Services	N			
Picket Post, near Forest Services	S			
West Wellow, near Whinwhistle Corner	N			
Chineham, Bowman Road, (E-bound)	E			
Chineham, opposite Guinea Court	NW			
Chineham, opposite Village Hall	NE			
Sherfield Park, near Community Centre	SW			
Sherfield Park, opposite Community Centre	NE			
Sherfield Park, opposite Avington Way	SE			

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Sherfield Park, adjacent Avington Way	NW			
Sherfield Park, opposite Wickham Way	N			
Sherfield Park, adjacent Wickham Way	S			
Sherfield Park, adjacent Hambledon Way	NW			
Crockerhill (Hants), adj Charity Farm	N		height - Std	
Crockerhill (Hants), opp Charity Farm	S		height - Std	
Silchester, opposite Byes Lane	N			
Silchester, adjacent Byes Lane	S			
Walworth Business Pa, adjacent Magellan Close	NW			
Walworth Business Pa, opposite Magellan Close	SE			
Holybourne, opposite Alton College	N			
Holybourne, outside Alton College	S			
Velmore, adjacent Suffolk Drive	NE			
Velmore, adjacent Cambridge Road	N			
Picket Twenty, adjacent Boulter Road	S			
Weyhill, adjacent Michaelmas Drove	NE			
St Mary Bourne, near War Memorial	SE		Yes	
Charlton (Hants), opposite Lakeside Close	SE			
Charlton (Hants), opposite Foxcotte Close	E			
South View, opposite Network Rail Training Centre	NE			
South View, outside Network Rail Training Centre	SW			
Laverstoke, opposite Florence Portal Close	NE			
Hiltingbury, near Hursley Road	E			
Beaulieu, opposite Lodge Farm	N			
Beaulieu, near Lodge Farm	S			
Walhampton, Shotts Lane, (NE-bound)	NE			
Beaulieu, outside Bunkers Hill Cottages	N			
Waterlooville, outside Berewood Primary School	N			
Ringwood, adjacent Highfield Avenue	NW		height - Std	
Bishopstoke, adjacent Alan Drayton Way	E		height - Std	
Bishopstoke, adjacent Mitre Copse	E		height - Std	
Bishopstoke, opposite Mitre Copse	W		height - Std	

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Sherborne St John, adjacent Cranes Road	SE			
Sherborne St John, near Cranes Road	NW			
Whitchurch (Hants), adjacent Bere Hill Close	NW			
Whitchurch (Hants), adjacent McFauld Way	NE			
Whitchurch (Hants), adjacent Micheldever Close	NW			
Whitchurch (Hants), outside Longmeadow Sports Centre	S			
Litchfield, near Litchfield Farm	N			
Litchfield, opposite Litchfield Farm	S			
Litchfield, near The Village	S			
Whitchurch (Hants), opposite Park View	S			
Old Basing, opposite Methodist Chapel	S			
Chineham, near Library	S			
Headley (Bordon), opposite Badgerswood Drive	E			
Headley Down, near Beechcroft	SW			
Headley Down, Beech Hill Garage, (NW-bound)	NW			
Headley Down, opposite Grayshott Hall	NW			
Headley Down, adjacent Grayshott Hall	SE			
Hartley Wespall, Hartley Wespall Flexi zone, (DRT)	undefined			
Moortown (Ringwood), nr LIDL	SE		height - Std	
Boorley Park, adj Morant Crescent	NE			
Boorley Park, opp Morant Crescent	SW			
Middle Wallop, inside Museum of Army Flying	NW			
East Cholderton, outside Hawk Conservancy	W			
Bramshill, Bramshill DRT, (DRT)	undefined			
Havant, opposite Oak Park Community Clinic	E			
Passfield, opposite Passfield Mill Ind Est	NW			
Passfield, adjacent Passfield Mill Ind Est	SE			
Godshill (Hants), near The Fighting Cocks	NE			
Hartley Wintney, adjacent Baldwin Close	NW			
Hartley Wintney, opposite Baldwin Close	SE			
New Alresford, opposite Long Barn	W			
New Alresford, adjacent Long Barn	E			

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Selborne, adj Norton Farm	N			
Selborne, nr Norton Farm	S			
North Baddesley, opp Yellow Dot Nursery	NW			
North Baddesley, adj Yellow Dot Nursery	SE			
Marchwood, Construction & Marine Tech Centr SCH, (NE-boundary)	NE			
Marchwood, Construction & Marine Tech Centr SCH, (SW-boundary)	SW			
Abbotswood (Romsey), adj Hooper Drive	N			
Abbotswood (Romsey), nr Hooper Drive	S			
Abbotswood (Romsey), adj Hodinott Close	N		height - Splay	
Abbotswood (Romsey), nr Hodinott Close	S		height - Splay	
Abbotswood (Romsey), opp Community Centre	E			
Abbotswood (Romsey), adj Community Centre	NW			
Sleaford (Hants), adj Malthouse Farm	E			
Sleaford (Hants), opp Malthouse Farm	W			
Sherfield Park, adj Crockford Lane	N			
Sherfield Park, opp Crockford Lane	S			
Warsash, opp Medina Nurseries	N			
Warsash, o/s Medina Nurseries	S			
East Anton, adj Fuller Way	SE		height - Std	
East Anton, opp YMCA	NW		height - Splay	
Winchester, adj Clifton Hill	NE			
Winchester, opp Pump House Mews	SW		height - Std	
Leigh Park (Havant), opp Pennerly Court	NE		height - Kassell	Yes
Leigh Park (Havant), nr Pennerly Court	W		height - Kassell	
Fryern Hill, adj Ribble Close	SW		height - Kassell	
Pound Street, opp The Drove	NW			
North Gorley, adj New Forest Water Park	N		Yes	
North Gorley, opp New Forest Water Park	S		Yes	
Tices Meadow, opp Guildford Road	NE		height - Std	
Waterlooville, nr Lauder House	E			
Hedge End (Hants), opp Barnfield Way	NE		height - Kassell	Yes
Hedge End (Hants), adj Barnfield Way	SW		height - Kassell	Yes

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Hedge End (Hants), adj Fosters Copse	E		height - Kassell	Yes
Hedge End (Hants), opp Catland Copse	W		height - Kassell	Yes
East Anton, nr Smannell Road	NW		height - Std	
East Anton, adj YMCA	NW		height - Splay	
Dora's Green, o/s Clare Park Hospital	W			
Blackhill (Hants), adj Blackhill Road	NW	SO51 6AY		
Calmore, adj Buckland Gardens	SW	SO40 2RU		
Fulflood, opp Links Road	NE			
Sleepers Hill, opp Bath Place	N			
Sleepers Hill, adj Bath Place	S			
Hythe (Hants), Hollybank Crescent, (SE-bound)	SE	SO45 5FB		
Elvetham Heath, Fleet Road, (N-bound)	N	GU51 1BA	height - Splay	
Ancells Farm, opp Farm Drive school stop	SW		height - Kassell	Yes
Bridgemary, adj Vian Close	NW			
Bridgemary, opp Vian Close	SE			
Abbotts Barton, opp Stoke Road	N		height - Std	
Warnford, adj Village Hall	NE			
Meonstoke, adj Rectory Lane Triangle	E			
Soberton Heath, opp Chapel Pond	W			
Hundred Acres, opp Hundred Acres Wood	SW			
Alton (Hants), Northdown Way, (NW-bound)	NW	GU34 1QD		
Bishop's Sutton, adj Village Hall	SE			
Bishop's Sutton, opp Village Hall	NW			
Sway, Sway Station, (NW-bound)	NW	SO41 6AB		
Sway, o/s Village Hall	N			
Sway, opp Village Hall	S			
Mount Pleasant/Sway, opp North Common Lane	NW			
Lower Buckland, May Avenue, (N-bound)	N	SO41 9ER		
Tiptoe, opp Primary School	NW	SO41 6FU		
Bashley, opp Village Store & PO	NW	BH25 5RX		
King Arthurs Way, nr King Arthurs Way	N			
King Arthurs Way, opp King Arthurs Way	S			

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Little Shoddesden, Andover Lane Farm, (NW-bound)	NW			
Pennington (Hants), adj Middle Common Road	NW			
Hatchet Green, opp Brook Heath	N			
Hatchet Green, o/s Brook Heath	S			
Leckford, o/s Longstock Nursery & Farm Shop	SE			
Basingstoke, The Malls (NatX), (Stop Z)	W			Yes
Picket Piece, opp Village Hall	NE		height - Std	
Picket Piece, o/s Village Hall	SW		height - Std	
Picket Piece, opp Locksbridge Road	NE			
Picket Piece, adj Locksbridge Road	SW		height - Std	
Pamber End, adj Berry Court Business Park	NE			
Pamber End, opp Berry Court Business Park	SW			
Fryern Hill, Regent Road, (NW-bound)	NW	SO53 2GX		
Fryern Hill, adj Peverells Road	SE	SO53 2LL		
Walworth Business Pa, nr Finkley Down Farm	NE		height - Std	
Walworth Business Pa, Finkley Down Farm, (SW-bound)	SW		height - Std	
Barton on Sea, Becton Lane, (o/s 13)	W		height - Std	
Barton on Sea, adj Danes Close	NW		height - Std	
Over Wallop, nr Tilshead Caravans	N	SP5 1BS		
Nether Wallop, nr Jack's Bush Farm	NW	SP5 1BZ		
Fair Oak (Eastleigh), opp Glebe Court	NW			
Ewshot, adj Beacon Hill Road	SE			
Compton End, South P&R, (Stop 1)	N			Yes
Compton End, South P&R, (Stop 3)	N			Yes
Rowner, opp Oakdene	SE			
Rowner, adj Oakdene	NW			
Rowner, adj Leisure Centre	SE			
Rowner, opp Leisure Centre	NW			
South Ham, adj Pitman Close	NE			
South Ham, opp Pitman Close	SW			
Andover, opp Elder Crescent	NE			
Andover, adj Elder Crescent	SW			

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Andover, adj Blueberry Gardens	N			
Bar End, adj Barfield Park & Ride	N		height - Std	Yes
Bar End, opp Barfield Park & Ride	S			
Bordon, adj Catholic Church	N	GU35 0TL		
Grateley, nr Grateley Business Park	NW			
Chandler's Ford, adj Pennine Way	W		height - Std	
Chandler's Ford, nr Pennine Way	SW		height - Std	
Eastleigh (Hants), nr Campbell Rd Taxishare	SE		height - Std	
Knowle Village, nr Knowle Road	SW			
Knowle Village, adj Knowle Road	NE			
Knowle Village, opp North Square	NE			
Chawton, nr Selborne Road	E			
Chawton, adj Selborne Road	W			
Horndean, o/s Morrisons	E			
Andover, adj Hillside Court	W			
Andover, opp Hillside Court	E			
Vyne Park, nr Razors Farm	W			Yes
Bramley (Hants), opp Strawberry Fields	NW			
Bramley (Hants), opp Jibbs Meadow	SE	RG26 5AQ		
Boorley Park, opp Sports Field	E			
Boorley Park, adj Sports Field	W			
Southwood (Hants), o/s Voyager Health Centre	W			
Headley (EHants), opp Headley Post Office	NE			
Ashford Hill, opp The Ship	NE			
Mill Green (Hants), adj Mill Green Lane	E			
Mill Green (Hants), opp Mill Green Lane	W			
Whiteley, Bluebell Way One, (NW-bound)	NW			
Whiteley, Bluebell Way One, (SE-bound)	SE			
Whiteley, Bluebell Way Two, (NE-bound)	NE			
Whiteley, Bluebell Way Two, (SW-bound)	SW			
Whiteley, Bluebell Way Three, (NW-bound)	NW			
Whiteley, Bluebell Way Three, (SE-bound)	SE			

STOP POINT FULL NAME	DIRECTION	POSTCODE	KERB	SHELTER
Godshill (Hants), inside Sandy Balls Park	S			
Winchester, inside Worthy Lane Coach Park	NE			
North Fareham, o/s Boundary Oak School	NE			
Denvilles, o/s 113	N			
Griggs Green, adj Lowsley Farm Drive	SE			
Griggs Green, opp Lowsley Farm Drive	NW			
Chineham Business Pk, adj Appian Way	NE			
Lee-on-the-Solent, SCH Tennis Club, (entrance)	E			
Pettys Brook	N		height - Std	
Preston Candover, opp Primary School	N	RG25 2EE		
Walhampton, nr New Forest Adventure Golf	S			
Bedhampton, Rectory Avenue, (SW-bound)	SW	PO6 1AA	height - Kassell	Yes
Bedhampton, Rectory Avenue, (NE-bound)	NE	PO9 3LR	height - Kassell	Yes
Martin Drove End/Han, Martin Drove End, (NE-bound)	NE	SP6 3JT		
Ringwood, Ringwood School, (N-bound)	N	BH24 1RD		
Nursling (Hants), Bakers Drove, (NW-bound)	NW	SO16 8JJ		
Martin Drove End/Wil, Grimsdyke Granaries, (SW-bound)	SW	SP5 5RL		
Cholderton (Wilts), Comptons Corner, (S-bound)	S	SP4 0DR		
King's Somborne, Eldon Close, (S-bound)	S	SO20 6NP		Yes
Harestock, Harestock Corner, (NW-bound)	NW	SO22 5FP		
Wigley (Hants), Paultons Park, (NE-bound)	NE	SO51 6AL		

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Project Appraisal: Portsmouth and South-East Hampshire - Transforming Cities Fund Schemes
Report From:	Director of Economy, Transport and Environment

Contact name: Gemma Cook

Tel:

Email: gemma.cook@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide detail on two of the Portsmouth and South East Hampshire's Transforming Cities Fund (TCF) programme schemes and seek approval to progress and implement the schemes as detailed in this report on behalf of Hampshire County Council in Partnership with Portsmouth City Council.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the Project Appraisal for Portsmouth Transforming Cities Fund (TCF) schemes – A27 Delme Roundabout to Downend Road Junction and Havant Park Road South, as outlined in this report.
3. That approval is given to increase the capital programme value of Havant, Park Road South scheme, from £1.6 million to £1.728 million, with the increase to be funded from within the TCF programme.
4. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the schemes outlined individually below, at a total cost of £11.66million:
 - a) A27 Delme Roundabout to Downend Rd Junction Improvements Fareham at a cost of £9,932,000 funded from the TCF and Department for Transport Safer Roads funding; and
 - b) Park Road South Havant at a cost of £1,728,000 to be funded from the TCF.

5. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
6. That the Executive Lead Member for Economy Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the Portsmouth and South-East Hampshire TCF Programme.

Executive Summary

7. This report seeks to provide sufficient information for approval to progress with the Portsmouth and South East Hampshire TCF schemes for:
 - A27 Delme Roundabout to Downend Road bus and cycle scheme; and
 - Havant Park Road South bus scheme.
8. The schemes aim to provide better connectivity and journey time improvements for bus travel and encourage sustainable travel by improving and providing safer walking and cycling infrastructure for local residents for local journeys.
9. The County Council, together with Portsmouth City Council and Isle of Wight Council, has secured £57million of funding from the Department for Transport's ("DfT") Tranche 2 Transforming Cities Fund, which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions. These schemes form part of a wider programme of highway works within Hampshire and support policies for:
 - helping to reduce carbon emissions in line with the climate change strategy;
 - improving air quality;
 - supporting wellbeing by providing safer active travel options;
 - contributing to a greener and healthier Hampshire;
 - improving road safety (through delivery of casualty reduction and speed management);
 - working with operators to grow bus travel and remove barriers to access;
 - promote walking and cycling to provide a healthy alternative to the car for short journeys to work, local services and school; and
 - develop bus Rapid Transit and high-quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability.
10. Individual stakeholder/public engagement was carried out individually on all the schemes within the TCF programme during autumn/winter 2021/22.

11. Full analysis of feedback received on Delme, and Park Road South is included within the detail of this report and the full supporting consultation feedback can be accessed from the relevant links to each webpage within this report. In summary, for the Delme scheme, consultees raised significant concerns with respect to the implementation of a length of bus lane and the impact on traffic conditions with positive feedback around walking, cycling and safety. For Park Road South there is broad support.
12. The two schemes detailed in this report form the first phase of a wider strategic programme within the SERHT rapid transit principles and future phasing elements will be progressed when funding becomes available.
13. The Local Access Zone schemes have been included within the report to provide context around the TCF programme of works. These will be completed under the minor works process, with approval being sought by the Head of Implementation on behalf of the Director of Economy, Transport and Environment once detailed design has been carried out. The remaining schemes, consisting of Gosport interchange; Elmleigh Road; A27 Portchester Bus Improvements, Ladybridge and Bedhampton Road will be subject to separate Project Appraisals to be considered at Decision Day in May 2022, once further detailed design elements have been carried out.
14. An Equalities Impact Assessment has been undertaken for both schemes covered within this report and the findings are summarised in the appendices.

Programme Finance

15. The funding for the Portsmouth and South-East Hampshire TCF programme is £22.316m which is predominantly from the DfT grant following the successful funding bid. This is combined with additional funding from District Council partners, Safer Road Funding and Developer Contributions to enable the delivery of the overall programme
16. The individual funding breakdowns have been included within each scheme's detailed report.

Programme Construction Timeline

17. The TCF funding is subject to a spend deadline as set out by the DfT for completion by the end of March 2023. The construction phase for two out of the nine schemes is currently expected to extend beyond March 2023, but all DfT TCF funding will be spent by the March 23 deadline.

A27 Delme Roundabout to Downend Road Junction - Contextual Information

18. The A27 Delme scheme is a key route between Portchester and Fareham. Existing queuing on the westbound approach from Cams Hill to the Delme Roundabout is extensive, giving little incentive for modal shift to bus travel over individual car use for local journeys.

19. The scheme will increase bus service reliability and reduce public transport journey times through the introduction of a designated westbound bus lane from the bus stop outside Cams Hill school onto priority signals to enter the Delme Roundabout prior to traffic being released. Implementing the TCF schemes are expected to achieve a reduction for bus journeys across the corridor between Portsmouth to Fareham of circa 7 minutes.
20. Cycle improvements along the westbound carriageway by means of a segregated, dual direction cycle lane adjacent to the bus lane to provide a safer route for cyclists travelling along the A27 Cams Hill.
21. To address road safety concerns, improvements to walking and cycling routes by means of improvements to seven crossing points are proposed at: the pedestrian crossings at the entrance to Cams Hall, across the A27 outside Cams Hall and The Cams Mill Public House and five crossings at the Downend Road Junction. These crossings will be updated to Toucan crossings. Also, the removal of an informal crossing point at the Delme roundabout that was identified in a recent International Road Assessment Programme (IRAP) report as a significant road safety concern and will be removed as part of the scheme due to its proximity to the formal crossing at Cams Mill Pub. Improvements also include footway widening to introduce a shared use path between St Catherines Way and Downend Road.
22. The signalisation of the roundabout and improved technology on the Downend Road Junction will improve traffic flows across the corridor, including from the westbound A27 Cams Hill onto the Delme roundabout by utilising modern traffic signal technology meaning that signal phasing will be optimised automatically depending on traffic flows, therefore providing an improved traffic flow for all vehicles.
23. This scheme forms part of a phased plan of works to improve traffic capacity, pedestrian and cycling safety and a modal shift detailed within Portsmouth and Fareham's local plan and the wider strategic aims for the borough. Within these, several highway improvement works will be investigated as funds become available to progress. Elements currently being progressed or are scheduled to start, include improvements to the A32, improvements to the motorway network to increase capacity and the M27 Junction 10 as part of Welborne Gardens Village scheme.
24. Currently there are two lanes both east and westbound between the Delme Roundabout and Downend Road Junction. This scheme will require reallocation of approx. 300m of eastbound carriageway to accommodate the westbound bus lane whilst retaining one lane in this section for general traffic. Journey times for car drivers will change as a result of the scheme but the overall impact is negligible.
25. Network traffic modelling undertaken as part of developing the scheme, shows that the impacts to general traffic as a result of the proposed scheme would be negligible. In response to concerns raised from removal of a section of the eastbound carriageway on the approach to Downend Road

Junction, the design team reassessed the modelling and a review of the signal timing optimisation. The network modelling shows a negligible impact to eastbound traffic approaching from Downend Road.

26. The increased queue from Downend Road onto the A27 Junction is due to the current single lane approach onto the junction. This element is currently being developed under a Section 278 improvement. The works for the two-lane approach will follow shortly after the A27 TCF scheme. Once this element has been completed, the network modelling shows no additional impact to general traffic using the Downend Road junction (i.e., When both schemes are complete the impact on general traffic will be neutral but will deliver improvements for bus services)
27. Improvements to the bus reliability and travel time will provide a benefit to bus users by means of a journey saving time of circa 7 minutes across the corridor.

Finance

28. The estimated project cost of £9.932m. is available through DfT Tranche 2 funding for the scheme and this includes £600,000 DfT Safer Roads Funding allocated to safety improvements on the A27. These costs are based on detailed design estimates. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	371	4	TCF Tranche 2	9,332
Client Fee	425	4	SRF	600
Supervision	696	6		
Construction	8,440	86		
Land	0	0		
Total	9,932	100	Total	9,932

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	46	0.045%
Capital Charge	944	0.621%

Programme

29. The Scheme is currently projected to deliver some elements after the March 2023 spend deadline, but all DfT TCF monies will be spent by the agreed timescales.

G3	Tender	Construction	G4
January 2022	19/4/2022 – 21/8/2022	4/10/2022 – 7/11/2023	23/11/2023

Scheme Details

30. The general arrangement drawings for the scheme are included at Appendix 1 and cover:
- provision of a bus lane and bus priority signals on the eastern arm of the Delme Roundabout;
 - provision of a two-way segregated cycle track adjacent to the westbound carriageway;
 - improved southern footway adjacent to the westbound carriageway with a shared-use path for pedestrians and cyclists to the south of the segregated cycle track;
 - conversion of the existing crossing at the Cams Hall Estate junction to a Toucan crossing;
 - northern footway widened to create a shared-use path between St Catherines Way and the Downend Road signalised junction; and
 - provision of cycle access to Cams Hill 'service road' on the northern side of the A27, linking to a shared-use path to the east, adjacent to the A27.
31. The new cycle infrastructure has been designed in accordance with the principles of the Department for Transport Local Transport Note 1/20 – Cycle Infrastructure Design guidance document for local authorities for designing high-quality cycle infrastructure.

Consultation and Equalities

32. An online digital engagement event was held during September 2021 for Councillors (county, borough, town, and parish) and key stakeholders including local businesses and community groups. The event was well attended by interested parties with good level of interaction between attendees and council officers. The event was preceded with a personal message from Councillor Humby.
33. Following the digital event, an online public survey was launched which attracted 311 responses. Full results are available at [A27 Delme Roundabout to Downend Road Junction Improvement | Transport and roads](#)

[| Hampshire County Council \(hants.gov.uk\)](http://hants.gov.uk) with the headlines summarised below:

34.
 - 90% of the responses received were from frequent car drivers, the majority of whom disagreed with the scheme;
 - cyclists support each of the proposals, with the exception of the bus lane;
 - bus users largely agreed with each proposal
 - positive comments were received with respect to improved safety and reduced accidents
 - the scheme has received support from Cams Hill school, Cams Hall Estate and First Bus company Hampshire.
35. The County Councillor, Councillor Price (Portchester District), has been briefed on the scheme proposals following the public survey and supports the scheme with the exception of creating the bus lane resulting in the loss of 300m of eastbound carriageway currently available to all traffic. Councillor Price would be keen to secure additional land, provide the bus lane and retain two lanes for general traffic. Securing additional land to retain two traffic lanes and add a length of bus lane is outside the scope and cost envelope of this project and does not accord with the funding agreement with the Department for Transport.
36. Ongoing discussions with Councillor Price will continue throughout the design process and programme phasing.
37. Opposition from Councillor Woodward was received as the leader of Fareham Borough Council with objections to the scheme. The objections are based on there being existing traffic queues and, therefore, removal of lane width for buses and cyclists is a bad idea
38. The primary objections to the project are the introduction of a bus lane and associated traffic signals which are seen to worsen the traffic situation and that the level of use of buses and cycling does not warrant the changes. These objections cannot be addressed without diluting the overall objectives of the scheme compromising our commitment to the overall programme approved by the Department for Transport.
39. The most common matters raised, together with officer mitigation are set out in the table below.

Concern	Mitigation
Increase congestion/ queuing	Over the next 5 years Fareham's Strategic Plan includes traffic capacity enhancements within the Delme roundabout and surrounding area. The Delme scheme is phase 1 of Fareham's Strategic Plan. The plan outlines a wider programme of work utilising Transforming Cities funding and the wider council portfolio to improve the infrastructure within Hampshire.

Making a bad situation worse	<p>The scheme maintains two traffic lanes westbound between Downend Road and Delme Roundabout involving no loss of lane capacity for traffic travelling westbound on this link.</p> <p>However, a 300m section of road eastbound between Delme Roundabout and Downend Road is reduced to one lane. The modelling for this road shows only a negligible impact to traffic, with the modifications to the eastbound lane capacity being maintained at the junction. By improving the signal timings on several junctions, the modelling shows this will have a negligible impact on eastbound traffic. The timings will also be co-ordinated with other signals in the area to accommodate traffic flows as much as possible in peak times.</p>
Won't improve congestion	<p>The objective of the scheme is to improve the walking and cycling infrastructure, and the reliability of bus services from Cams Hill to the Delme roundabout. Better cycle lanes in the local area will help to reduce the number of on carriageway cyclists by moving them to the safer, segregated cycle track. The bus lane will improve journey time along the A27 Cams Hill and allow buses to enter the roundabout prior to general traffic, thereby increasing the appeal of bus travel. Both are designed to reduce congestion through modal shift to sustainable travel methods for local journeys.</p> <p>For commuters, signalisation and the bus priority lane on the roundabout will improve traffic flow from the Cams Hill approach, as it allows dedicated time for westbound traffic to access the Delme Roundabout at regular intervals.</p>
Waste of money	<p>Funding has been allocated by the Department for Transport to deliver the Portsmouth and South East Hants TCF programme which aims to improve links with bus travel, and active travel modes across Portsmouth, Fareham, Gosport, and Havant regions.</p> <p>Acting in conjunction with other schemes along the A27 corridor, this scheme aims to provide a cumulative journey time reduction for bus users. Removing the Delme scheme from the programme would risk not achieving the overall benefits and the potential withdrawal of associated funding.</p>

Will add to pollution/ emissions	<p>In conjunction with Fareham’s Clean Air Zone the TCF programme aims to reduce emissions through modal shift, these will be delivered via:</p> <ul style="list-style-type: none"> • enhanced public transport priority across the network • a segregated cycling track to promote sustainable travel for shorter distance journeys • safer routes for pedestrians and cyclists by the introduction of a segregated cycle track reducing the likelihood of collisions between each mode of travel; and • improved signalisation to allow for maximum traffic capacity flows on all junctions including crossing points.
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40. Formal traffic regulation orders (TROs) are required to implement the above improvements. A schedule of the required TROs is located in Appendix 2.
41. Enforcement of the bus only lane and junction will be necessary for this scheme in accordance with the Bus Priority Enforcement Policy and Practice decision made by the Executive Lead Member for Economy, Transport and Environment at the 28 October 2021 Decision Day.
42. Formal land dedication at Cams Hall entrance was required for the scheme and was completed by Hampshire County Council estates, and legal team in conjunction with the solicitors on behalf of Cams Hall. This was required to formalise a current agreement in place with Cams Hall for maintenance of the highway and traffic equipment at the entrance to the estate.
43. No planning consents are required for the delivery of the A27 Delme scheme, as all works are to be carried out as permitted development within the existing ETE highway boundary.

Park Road South Capacity Enhancement Scheme, Havant

Contextual information

44. The scheme proposes capacity enhancement through widening the southbound carriageway on Park Road South between Solent Rd and the A27 Langstone Road roundabout. The Park Road South traffic approaching the A27 roundabout experiences morning and afternoon peak congestion with queues regularly stretching back into the town centre. The scheme will add network capacity providing journey time savings to benefit southbound vehicle movements, including buses accessing Hayling Island and the A27 to Emsworth, and Chichester to the east and Portsmouth to the West.
45. The scheme will improve bus journey times and services by allowing buses to exit the bus layby directly into the new lane enabling the predominant Hayling Island bound services to be in the correct lane to navigate the

roundabout without the need to cross lanes. This will also give additional time for Portsmouth bound buses to manoeuvre into the correct lane, without the need to wait for a gap in the traffic when pulling out from the layby.

46. This scheme forms part of a phased plan of works to improve traffic capacity, safety and modal shift within Havant and further highway work phases will be scheduled as the funding becomes available.
47. The scheme does not require reallocation of any existing road space to accommodate the additional lane but will be achieved by utilising existing highway and Hampshire County Council land as detailed in the land requirements below.
48. The modelling shows that by introducing the additional lane capacity and bus improvement, it will provide a forecasted journey time improvement of circa 3 minutes across the corridor once completed.

Finance

49. The original cost estimate for this scheme was £1.6m. Approval is sought in this report to lift this value in the Capital programme to £1.728m. This is based on detailed design cost estimates which include a robust quantified risk assessment and current inflation in the construction material market.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	189	11	TCF Funds	1,728
Client Fee	127	8		
Supervision	160	9		
Construction Land	1,252	72		
Total	<u>1,728</u>	<u>100</u>	Total	<u>1,728</u>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	5	0.005%
Capital Charge	166	0.109%

Scheme details

50. The general arrangement drawings for the scheme are included in Appendix 1 and cover:
- reducing the speed limit along the affected section of Park Road South, from the current National Speed Limit to 30mph, consistent with the rest of Park Road South, making the area a safer and more attractive route for walking
 - provision of a replacement bus shelter relocated to a different location
 - widening the footway to provide better facilities for pedestrians on this link as well as access to/from Bosmere Junior School including the Park and Stride scheme between Tesco and the school; and
 - widening the Park Road South southbound carriageway from the existing bus stop layby to provide a third lane approaching the A27 roundabout to provide a longer ahead and left turn lane for Hayling Island and A27 traffic towards Emsworth and Chichester.
51. As a result of the need to close the footway which currently provides access to the rear of Bosmere Junior School during the construction, a temporary access is proposed into the school, to be taken via The Parchment. Discussions between Hampshire County Council and the Residents' Association which owns the required parcel of land are ongoing. Planning Consent will be required to progress the temporary access to the school as it is a Grade II listed building. Should agreement not be reached an alternative route has been identified for pupils to access the school, for which Planning Consent would not be required.
52. The reduction of speed limit on Park Road South from the current national speed limit to 30mph has been included within the scope of the scheme following traffic monitoring and auditing carried out by Road Safety Audit and Traffic Management teams, who support the proposal.

Consultation and Engagement

53. An online digital engagement event was held during September 2021 for Councillors (county, borough, town and parish) and key stakeholders including local businesses and community groups. The event was well attended by interested parties with good level of interaction between attendees and council officers. The event was preceded with a personal message from Councillor Humby.
54. Councillor Bowerman supports the aims and objectives of the scheme.
55. Havant Borough Council Councillor Tim Pike and representatives from Stagecoach raised concerns (with a subsequent letter of objection from Stagecoach) regarding the level of benefits to bus services resulting from the proposals shown at the event.

56. In light of the objection from Stagecoach and the concerns from Councillor Pike, an adjustment to the scheme road markings was undertaken, to change the lane designations for Lane 1 from left turn only to A27 Chichester to ‘ahead and left’ meaning buses would be able to pull directly out of the bus stop into lane 1 and continue the journey to Hayling Island without the need to change lanes. This amendment has been discussed with both the councillor and the bus company who have confirmed support of the changes and the scheme.
57. Following the digital event, an online public survey was launched which attracted 74 responses, including a response from Stagecoach. Full results are available at [Park Road South | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/transport-and-roads).
58. Almost all respondents were frequent drivers in the area, and just over half walked at least once a week in the area. There was broad support among respondents with the proposed changes at Park Road South. Among those who agreed with element(s) of the proposed changes (42 respondents), the most common reasons were that the changes would improve traffic flows and safety. Just 24 respondents gave reasons for disagreeing with the proposed changes.
59. The most common matters raised, together with officer mitigation can be seen in the table below.

Concern	Mitigation response
Changes will have minimal impact	<p>The Transforming Cities Fund money has been allocated by the Department for Transport to improve active travel and bus journey times within the Portsmouth and South-East Hampshire area, as defined within the Bid. The proposed scheme accords with the objectives of the TCF funding.</p> <p>The capacity enhancement afforded by the addition of the extra lane on the approach to Langstone Roundabout will have the effect of allowing additional vehicles through this junction over the same period of time (defined by the signal phasing). This will in turn reduce queuing and congestion on this link. Buses will be able to continue straight from the bus stop into the new lane and over the roundabout to Hayling Island and Chichester without the need to wait for a break in the traffic flows to leave the bus stop. This provided some benefit to the services, particularly Hayling Island bound services).</p> <p>Should this scheme be implemented, it will form the first of several measures on this corridor identified by the</p>

	County and Borough Councils to enhance the flow of traffic and improve connections in the area.
Suggested changes to the proposals (Alternative locations should be considered)	<p>The Transforming Cities Fund money has been allocated by the Department for Transport to improve active travel and bus journey times within the Portsmouth and South-East Hampshire area, as defined within the Bid, and therefore cannot be spent on other road improvements projects.</p> <p>Details of the suggestions for other improvements in the vicinity of the Park Road South scheme will be passed to relevant Officers for their consideration for future initiatives and funding opportunities. The alternative locations for improvements include a bus lane on Langstone Roundabout, works to improve capacity on Langstone Road and Solent Road signalised crossing.</p>
Better provision for cyclists needed	<p>The signed cycle route between Langstone and Havant does not currently utilise the length of Park Road South between Solent Road and Langstone Roundabout.</p> <p>The designated and signed route crosses Park Road South at Solent Road, where it continues adjacent to the watercourse by Tesco Superstore and under the A27 adjacent to Langstone Technology Park. From here it utilises the western shared footway through Langstone to Hayling Island. Alternatively, cyclists can follow the Billy Trail further to the East.</p> <p>This scheme therefore has not made provision for another cycle link on Park Road South, where it would be severed by the footbridge over the A27 on which cycling is prohibited.</p>

60. Overall, the consultation was well received, Havant Borough Council Councillor Pike has advised of his support for the scheme objectives, as well as Stagecoach providing its support following conversations during the detailed design process and the amendments to the design.
61. Formal traffic regulation orders (TROs) are required to implement the above improvements. The process involves giving local people an opportunity to give their views, separate to the public engagement undertaken to date. A schedule of the required TROs is located in Appendix 2.
62. A small area of additional land is required for footway widening, which lies outside of the existing highway boundary. The land is currently in the ownership of Hampshire County Council and will be brought into the 'highway boundary' post-construction.

63. The proposals for the scheme have been shared with Bosmere Junior School, located immediately to the east of the scheme, which is supportive of the proposals.

Climate Change Impact Assessments

64. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
65. Overall, the proposed schemes seek to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.
66. The TCF Programme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic growth and prosperity; People in Hampshire live safe, healthy, and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the schemes enabling a modal shift toward active travel for local journeys, providing more travel choices, and bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.

Climate Change Adaptation

67. The adaptation project screening tool has assessed the schemes presented within this report and the following findings have been identified:
- A27 Delme roundabout scored higher than the other PCR TCF schemes with respect to their vulnerability to sea level rise/coastal flooding and heavy rainfall/surface flooding due to its proximity to tidal bodies of water and flood plains. The drainage for this scheme has been designed in line with current infrastructure so as not to make the situation worse; and
 - Park Road South was not considered vulnerable to other climate variables.

Carbon Mitigation

68. Carbon emissions from this project arise from the use of highway materials to construct their schemes, e.g., concrete and steel and from plant and equipment needed to undertake the work.
69. Carbon emissions will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical. On completion, the schemes will encourage a modal shift

toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

Statutory Procedures

70. Under the New Roads and Street Works Act 1991 and road space bookings legislation all forward planning notices have been completed for both schemes within this report.
71. Traffic Regulation Orders are required for both schemes and a summary of the necessary orders is included in Appendix 2. These will follow the appropriate separate statutory processes.
72. The conversion of existing footways into shared footways/cycleways and the provision of new cycleways will be progressed in accordance with the provisions of Sections 65 and 66 of the Highways Act 1980.

Environmental Requirements

73. The A27 Delme scheme required submission of a screening opinion under the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017. For which, a full Environmental Impact Assessment was not required for the scheme with a decision made on 6 January 2022.
74. The A27 Delme scheme will result in the loss of nine trees, which is assessed as a minor impact with respect to the number of trees lost and minor/moderate impact with respect to the quality of trees lost. The scheme plans include planting of native tree species to directly replace the 416 m² canopy cover, with an additional provision to ensure net gain. The landscape plans also include planting of species rich grassland, areas of scrub and herbaceous species for ecological biodiversity and pollinator species.
75. The A27 Delme scheme requires additional environmental permits, as it is vulnerable to sea level rise/coastal flooding and heavy rainfall/surface flooding due to its proximity to tidal bodies of water and flood plains. Through a flood risk assessment and the EIA screening, the construction area flood risk is considered to be low. An environmental permit will be required from the EA, owing to the proposed works being within 16m of a tidal main river, in the form of a Flood Risk Activity Permit (FRAP).
76. The Park Road South scheme is expected to result in the loss of 3 trees as a direct result of the scheme, however a further 17 have been identified by the Highway Authority as requiring felling due to Ash Dieback and are scheduled to be felled on the grounds of highway safety early this year. Mitigation proposals are being drawn up to account for the replacement of these lost trees and replanting will be undertaken following the completion of the works

for the scheme. The planting will include native tree species to directly replace lost canopy cover, with an additional provision to ensure net gain.

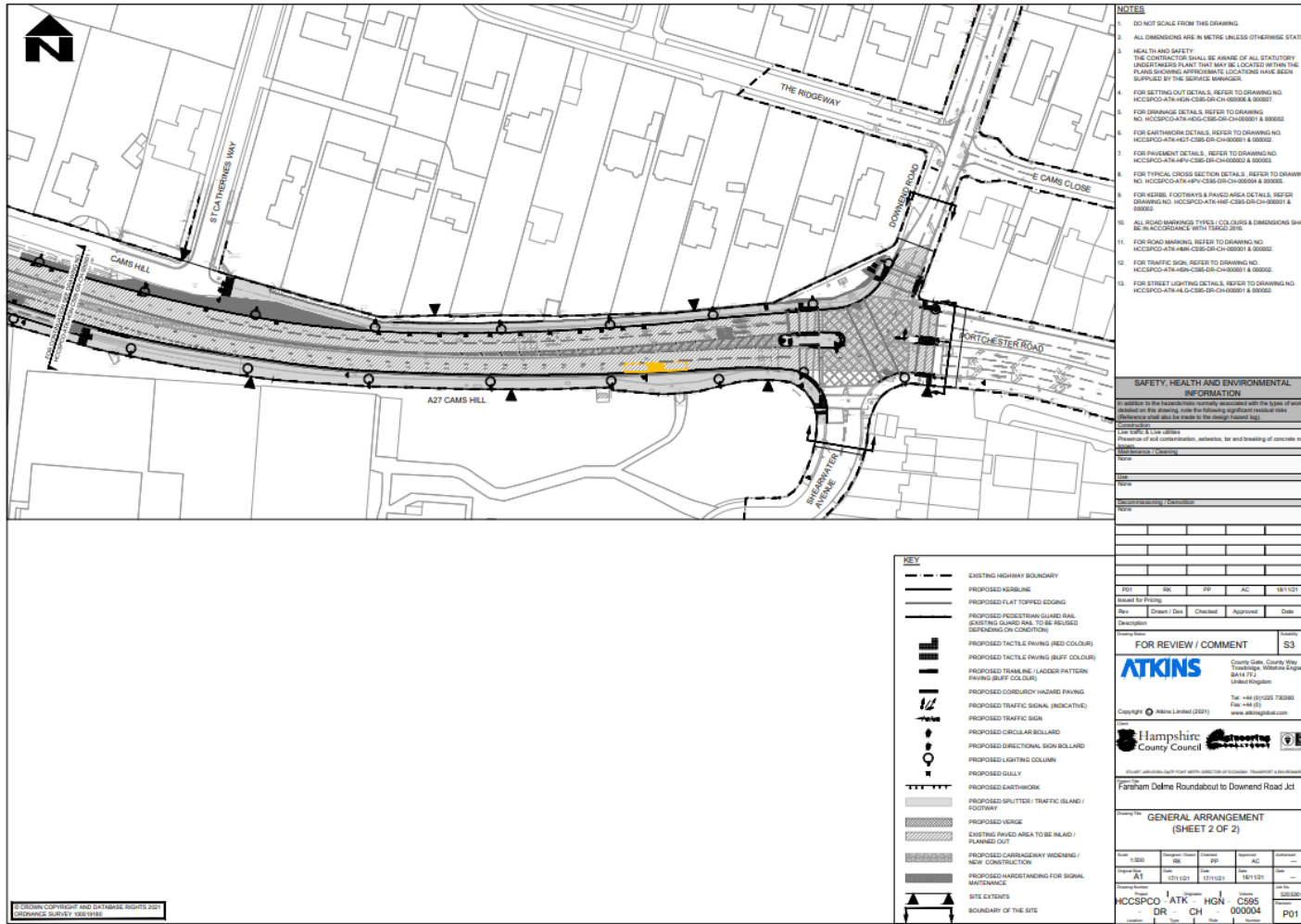
77. The Park Road South scheme has also been subject to Noise and Air Quality Screening, both of which report no adverse effects resulting from the implementation of the scheme. However, a Construction Management Plan will be in place to ensure any adverse effects during construction are appropriately managed.

Maintenance Implications

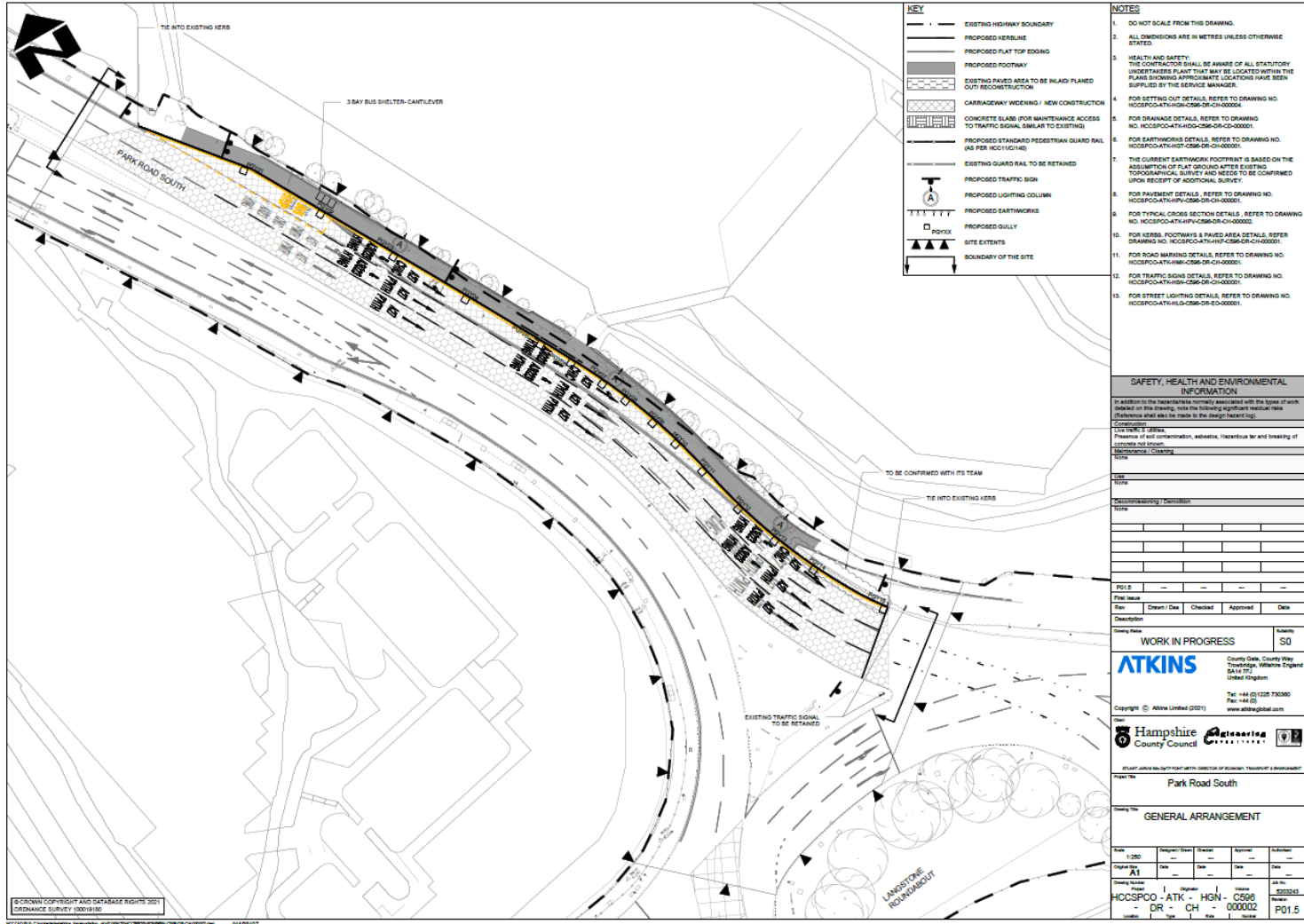
78. There will be an increase in long term maintenance liability resulting from the delivery of the above schemes of approximately £51,000 per annum. This increase should be considered when setting future annual highway maintenance budgets.
79. The design of the schemes has been refined to reduce future maintenance liability as far as possible by using robust materials and value engineering.
80. Both schemes have been subject to review in terms of asset management with respect to design principles and proposed materials.

A27 Delme Roundabout to Downend Road Junction General Arrangement Drawing 2 of 2

Page 540



Park Road South General Arrangement Drawing



KEY

- EXISTING HIGHWAY BOUNDARY
- PROPOSED KERBLINE
- PROPOSED FLAT TOP EDGING
- PROPOSED FOOTWAY
- EXISTING PAVED AREA TO BE IN-LAID / FLANKED OUT / RECONSTRUCTION
- CARRIAGEWAY WIDENING / NEW CONSTRUCTION
- CONCRETE SLAB (FOR MAINTENANCE ACCESS TO TRAFFIC SIGNALS, SIMILAR TO EXISTING)
- PROPOSED STANDARD PEDESTRIAN GUARD RAIL (AS PER HCC11 HGH40)
- EXISTING GUARD RAIL TO BE RETAINED
- PROPOSED TRAFFIC SIGN
- PROPOSED LIGHTING COLUMN
- PROPOSED EARTHWORKS
- PROPOSED GULLY
- SITE EXTENTS
- BOUNDARY OF THE SITE

- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE PLANS SHOWING APPROXIMATE LOCATIONS HAVE BEEN SUPPLIED BY THE SERVICE MANAGER.
 - FOR SETTING OUT DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000004.
 - FOR DRAINAGE DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000001.
 - FOR EARTHWORKS DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000001.
 - THE CURRENT EARTHWORKS FOOTPRINT IS BASED ON THE ASSUMPTION OF FLAT GROUND AFTER EXISTING TOPOGRAPHICAL SURVEY AND NEEDS TO BE CONFIRMED UPON RECEIPT OF ADDITIONAL SURVEY.
 - FOR PAVEMENT DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000001.
 - FOR TYPICAL CROSS SECTION DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000001.
 - FOR KERBS, FOOTWAYS & PAVED AREA DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000001.
 - FOR ROAD MARKING DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000001.
 - FOR TRAFFIC SIGNALS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000001.
 - FOR STREET LIGHTING DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C596-DR-CH-000001.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the responsibilities normally associated with the type of work detailed on this drawing, the following significant health and safety (H&S) risks shall be taken to the design based on:

- Construction
- Excavation / Trenching
- Use of heavy machinery
- Use of power tools
- Use of heavy machinery
- Use of power tools
- Use of heavy machinery
- Use of power tools

Site	
Location	
Reference / Drawing	
Scale	
Author	
Checked	
Drawn	
Issue	
Revision	
PO1.5	
Rev	Drawn / Date / Checked / Approved / Date

Work in Progress	SO
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ATKINS
 County Clerk, County Way
 Totton, Hampshire, England
 BA11 7JZ
 United Kingdom
 Tel: +44 (0)1225 730300
 Fax: +44 (0)1225 730300
 www.atkinsglobal.com

Hampshire County Council
 2014/15 Annual Report
 2014/15 Annual Report
 2014/15 Annual Report

Project Name: **Park Road South**

GENERAL ARRANGEMENT

Rev	1:000	Drawn / Date	Checked / Date	Approved / Date	Submitted / Date
Original	1:1				
Drawn					
Checked					
Approved					
Submitted					
Project	HCCSPCO - ATK - HGN - C596 - DR - CH - 000002				
Revision	PO1.5				

Appendix 2 – List of TROs Required

Scheme	Details of TRO Location & Historic TRO's	Proposed TRO requirement
A27 Delme Roundabout to Downend Road Junction	Delme Roundabout	Signalisation and bus only gate onto the roundabout from the westbound Cams Hill approach and on the roundabout allowing the westbound traffic and bus lane to enter the roundabout
A27 Delme Roundabout to Downend Road Junction	A27 Cams Hill westbound carriageway	Designated bus only lane between Downend road junction and the Delme Roundabout
A27 Delme Roundabout to Downend Road Junction	A27 Cams Hill eastbound footway between St Catherines way and Downend Road	Improvements and widening of the footway to change to shared use
A27 Delme Roundabout to Downend Road Junction	A27 Cams Hill westbound carriageway	Cycle only on segregated bi-directional cycle path
Park Road South	Southbound carriageway of Park Road South, from existing change in speed limit: 30 to National Speed Limit (NSL– 70mph) to Langstone Roundabout	Change of speed limit from NSL to 30mph.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
 -
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high-quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long-term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Portsmouth and South East Hants TCF Planning and Land Agreements-2021-11-18-EMETE Decision Day	<u>Date</u> Nov 2021
Direct links to specific legislation or Government Directives	
<u>Title</u> Portsmouth air quality directive Fareham air quality directive	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities impact assessments (EIA) were carried out on the individual schemes and key areas of interest for each schemes include:

The A27 Delme Scheme EIA identified the following:

- Positive impact reported for Age due to the aims of the programme. As the scheme encourages a modal shift to walking and cycling, it will benefit groups that are more likely to travel by these means such as older and younger people and women, all of whom are more likely to travel on foot. Any increase in walking and cycling should also result in health benefits, and over time a reduction in car use will improve air quality with particular benefits for individuals with disabilities exacerbated by air pollution. With the inclusion of the segregated cycle path and improvements to crossings this will improve journey safety for local

school children (11yr - 16yrs) as the improvements fall directly outside the school and along the route used by the children.

- Positive impact reported for disability due to the aims of the programme. As the scheme encourages a modal shift to walking and cycling, it will benefit groups that are more likely to travel by these means such as older and younger people and women, all of whom are more likely to travel on foot. Any increase in walking and cycling should also result in health benefits, and over time a reduction in car use will improve air quality with particular benefits for individuals with disabilities exacerbated by air pollution. The safety improvements by widening of the footway and including the segregated cycle way will improve the infrastructure for disability groups as it will allow additional space within the footway for wheelchairs and mobility aids and improved surfaces at the crossings. Improved crossings will also allow adequate space for mobility users to cross and allow sufficient time to do so before traffic is released. Improvements to the bus journey times will also benefit disability groups who use the bus service as they are unable to use other modes of transport.
- Positive impact reported for pregnancy due to the aims of the programme. As the scheme encourages a modal shift to walking and cycling, it will benefit groups that are more likely to travel by these means such as older and younger people and women, all of whom are more likely to travel on foot. Any increase in walking and cycling should also result in health benefits, and over time a reduction in car use will improve air quality. The safety improvements by widening of the footway and including the segregated cycle way will improve the infrastructure for users with pushchairs as it will allow additional space within the footway and improved surfaces at the crossings. Improved crossings will also allow adequate space for users with pushchairs to cross and allow sufficient time to do so before traffic is released. Improvements to the bus journey times will also benefit groups who use the bus service.
- Positive impact reported for poverty due to the aims of the programme. As the scheme improves infrastructure for bus and sustainable travel, it will benefit groups that are more likely to travel by these means if they cannot afford or are unable to utilise private vehicle use. Without the use of private vehicle use, these groups would most likely utilise sustainable travel modes or public transport and by improving the infrastructure, space for sustainable travel and bus journey times, this will improve all modes utilised by people within the group.

The Park Road South EIA identified the following:

- Positive impact recorded for Age: The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are utilised by all age groups, although favours the elderly. Drivers of vehicles, and the passengers within these vehicles on Park Road South, again are of all ages. The benefits to the scheme will mainly be seen during peak

travel times where road users, particularly commuters, will be able to benefit from reduced congestion, associated pollution and improved journey times. School age children will also benefit from the improvements to the footway providing better access to the rear entrance to the school grounds from Park Road South.

- Positive impact recorded for Disability: The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are utilised by a wide range of people including those with disabilities. The relocation of the bus shelter closer to the point where the bus stops will benefit those with a disability as the distance from the shelter to the bus will be reduced and the change from the advertising shelter to a cantilever style will increase the available width of the footway. The changes to the footway will also provide benefits through widening and improved surfacing.
- Positive impact recorded for Poverty: The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). Bus services are often utilised by those living in poverty or are unable to own/run a private motor vehicle. The benefits to the scheme will mainly be seen during peak travel times where road users, particularly commuters will be able to benefit from reduced congestion, associated pollution and improved journey times allowing improved access to jobs and key employment areas, increasing employment and work opportunities available to those living in poverty.
- Positive impact recorded for Rurality: The capacity enhancement scheme reduces congestion and at this junction and improves journey times for all road users and public transport services (bus). The scheme is just south of the Town Centre and is considered an urban location, however the bus services to Hayling Island provide improved transport facilities between the rural areas of Hayling Island and Havant.
- All other characteristics have been recorded as Neutral impact.

complex roads. Bikeability Plus is a suite of courses to meet individual needs which compliments level 2 and 3 training which includes bike maintenance and family rides.

Background

6. In September 2019, the Executive Member for Economy, Transport and Environment (ETE) gave approval to procure and spend and enter into the necessary contractual arrangements (Contract for Provision of Bikeability Training 2020-2022), to deliver Bikeability cycle training for a period of 2 years, extendable to a maximum of 4 years, from 1 August 2020.
7. The cost of Bikeability cycle training, estimated at a total estimated cost of £1.73 million (over the 4 years) is funded in full by Department for Transport (DfT) grant awards. Future delivery of Bikeability cycle training is subject to the award of DfT grant funding, which is applied for on a 4-year cycle and reviewed on an annual basis.

Funding

8. Cycle training for children is funded by DfT through The Bikeability Trust with over 7,000 level 2 and 3 courses delivered each year. The County Council has a contract in place with Mountbatten School Services to deliver Bikeability training. The contract does not include the districts of Test Valley, Fareham and Gosport which have their own arrangements but use the same provider. Courses are delivered mainly to schools during the school day and can be delivered as part of the PE curriculum.
9. The County Council manages the contract ensuring quality of training and the delivery of all places. This includes monitoring of instructors, meeting the contractor, DBS compliance and reporting directly to The Bikeability Trust.
10. Current funding is at a cost per place of £45. Mountbatten School Services receives £44 per place, with £1 per place retained to support client management activity by the County Council. This funding per place was increased in 2021/2022 from £40 to reflect the impact of the Covid-19 pandemic. The Bikeability Trust has confirmed that the cost per place will remain at £45 for 2022/23.
11. The Department for Transport has recently confirmed Hampshire County Council's Bikeability grant funding for the 2022/23 financial year. This is £423,855 which allows for a total of 9,419 training places at £45 per training place (9,119 level 2 and 300 level 3). Bikeability training is subject to funding and, in the event that this funding is discontinued, then Bikeability training will cease or require alternative funding.

Proposed change

12. The proposal is to deliver Bikeability cycle training through the County Council's Children's Services Hampshire Outdoors service from 1 August 2022 at the end of the contract with the current provider, Mountbatten School Services.

13. Children's Services Hampshire Outdoors has submitted a comprehensive plan to deliver Bikeability cycle training. The team does not currently deliver Bikeability cycle training but has staff who have and who are trained to be able to train instructors. In the plan, Children Services has demonstrated how it could deliver 7,000 places and grow the number of places if funding is available. To support the business plan, the team has used excellent examples of successes such as a large swimming programme and residential trips. Children Services would supplement training to give enhanced education and practice to younger pupils in preparation for level 2 and 3 cycle training, which would increase pass rates compared with the current arrangements and complement the Road Safety Team education programme such as Junior Road Safety Officers and StreetSense in secondary schools promoting independent, responsible riders. Children Services has good relationships with schools and the proposed model would include training teachers embedding training into schools' everyday life.
14. The Road Safety Team would continue as the client applying for funding for the foreseeable future. A memorandum of understanding (MoU) would be draw up with Children's Services to ensure a smooth transition of training for schools.
15. There is a requirement to give the current Bikeability cycle training provider two months' notice, and a decision is therefore needed now to enable a change of providers at the earliest opportunity, which is from 1 August 2022 and to allow for a smooth transition for the start of the new academic year in September to minimise disruption to schools. Children's Services would need to register as a provider, and the Children's Services Hampshire Outdoors service is ready with all the necessary documentation to submit and this can be done once a decision is made.

Transfer of Undertakings (Protection of Employment) TUPE

16. Consideration has been given to staff who are currently employed by the existing service provider being transferred to Children's Services under Transfer of Undertakings (Protection of Employment) (TUPE). Early discussions have taken place and it is understood that TUPE will apply for some staff. Any costs incurred will be the responsibility of Children's Services. There are approximately 40 full time staff which includes managers, office staff and instructors. During peak times of delivery there are also some part-time members of staff.
17. If the recommendation to deliver Bikeability Training through Children's Services is approved, notice of this change would be issued in March 2022 allowing time to address TUPE requirements.

Consultation and Equalities

18. The training provided is fully inclusive and should have no impact on groups with protected characteristics. Training will be adapted to suit the needs of any child where appropriate and individual risk assessments will be undertaken.

19. This decision seeks to change the service provider, with no change to the service being delivered, so has been assessed as having a neutral impact on groups with protected characteristics.

Climate Change Impact Assessments

20. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation / Carbon Mitigation

21. The carbon mitigation tool and climate change adaptation tool were not applicable because the decision for this report relates to changing provider for the existing Bikeability Cycle Training. Whilst there is a change of provider there are no other changes and as such the decision does not have any significant climate change considerations.

Conclusions

22. The County Council receives Bikeability grant funding for up to 7,000 cycle training places. A contract in place with Mountbatten School Services to deliver the training comes to an end on 31 July 2022 and a decision is sought on whether to extend the contract, re-tender or deliver this training in-house. A decision is needed now to enable a change of providers at the earliest opportunity, which is from 1 August 2022 and to allow for a smooth transition for the start of the new academic year in September to minimise disruption to schools.
23. The recommendation is to deliver this training in-house through Children's Services Hampshire Outdoors, which will enhance training to support younger pupils develop cycle skills ready for level 2 and 3 cycle training, and build on established relationships with schools, including training teachers and embedding training into schools' everyday life.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Contract for Provision of Bikeability Training 2020-2022	17 September 2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The training provided is fully inclusive and should have no impact on groups with protected characteristics. Training will be adapted to suit the needs of any child where appropriate and individual risk assessments will be undertaken.

This decision seeks to change the service provider, with no change to the service being delivered, so has been assessed as having a neutral impact on groups with protected characteristics.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	T21 Street Lighting Project
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 0300 555 1388

Email: adrian.gray@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to advise the Executive Lead Member for Economy, Transport and Environment of the impact of not reaching an acceptable agreement in a suitable timeframe with Tay Valley Lighting (Hampshire) Limited (the PFI Service Provider) to vary the Private Finance Initiative (PFI) Project Agreement to replace approximately 12,000 high-power lamps with LEDs as part of the Transformation to 2021 savings plans. The report seeks approval for revised savings proposals to deliver the Transformation to 2021 savings.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves increasing the dimming on residential and principal roads, as set out in this report, to achieve the remaining Transformation to 2021 (T21) saving from April 2022, with the previously approved savings identified from replacing high-power lamps with more energy efficient LEDs progressed subject to reaching an acceptable agreement with the Private Finance Initiative (PFI) Service Provider.
3. That the Executive Lead Member for Economy, Transport and Environment delegates authority to implement the proposals, including making minor variations, to the Director of Economy, Transport and Environment.
4. That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to vary the dimming on all roads in Hampshire where specific circumstances arise requiring increased lighting levels.
5. That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and

Environment, to terminate negotiations to vary the street lighting PFI Project Agreement in the event that it is not possible to reach an acceptable agreement in a timely way.

Executive Summary

6. This paper sets out the status of negotiations with Tay Valley Lighting (Hampshire) Limited (the Service Provider) to vary the street lighting Private Finance Initiative (PFI) to enable high-power street lights to be replaced with more energy efficient LEDs as part of the Transformation to 2021 (T21) savings target.
7. Negotiations have progressed in accordance with the High Value Change protocol within the PFI Project Agreement. As a part of these negotiations, the Service Provider is seeking to amend the PFI Project Agreement in a way that has a potential cost to the authority.
8. There is considerable uncertainty whether an acceptable agreement with the Service Provider can be reached in a suitable timeframe, and this report recommends implementing revised savings proposals to deliver the T21 savings to prevent extended negotiations drawing funding away from other activities.
9. Terminating the High Value Change process may be the outcome if the negotiations cannot be concluded satisfactorily.
10. A decision to terminate negotiations only relates to the specific High Value change for the T21 savings, which is required because of the large scale of the LED replacement proposal. It will not prevent the future installation of energy efficient LEDs in smaller scale projects.

Contextual information

11. Street lighting in Hampshire is maintained and operated under a Private Finance Initiative (PFI). Tay Valley Lighting (Hampshire) Limited is the PFI Service Provider.
12. In March 2020, the Executive Member for Economy, Transport and Environment approved a proposal to vary the street lighting PFI to enable approximately 12,000 high-power lamps to be replaced with more energy efficient LEDs, as part of the T21 savings plans.
13. Funding for the LED replacement and associated legal work was identified from cost-of-change accruing from departmental efficiencies and transformation projects, and the investment spend was forecast over three annual programmes as follows:

Spend profile	2020/21	2021/22	2022/23	Total
Investment required for LED	1,255	1,307	644	3,206
Legal work for changes to PFI contract	260	0	0	260
Total	1,515	1,307	644	3,466

14. Since March 2020, a full business case has been developed and negotiations with the Service Provider have progressed in accordance with the High Value Change protocol within the PFI Project Agreement, but delay in reaching an agreement means that the project is unlikely to deliver savings within the original timeframe, requiring a revised programme as follows:

Spend profile	2020/21	2021/22	2022/23	2023/24
Investment required for LED	0	0	1,255	1,307
Legal work for changes to PFI contract	40	11	209 ¹	0
Total	40	11	1,464	1,307

¹ Assumes no increase in legal fee

Spend profile	2024/25	Total
Investment required for LED	644	3,206
Legal work for changes to PFI contract	0	260
Total	644	3,466

15. The High Value Change protocol within the PFI Project Agreement is required for the T21 savings because of the large scale of the LED replacement proposal.
16. The revised programme assumes that an agreement can be reached with the Service provider such that the first year's investment programme can be completed in 2022/23. This may not be possible, in which case the programme may need to be revised further.
17. The LED replacement programme will take three years to implement, with the original timing delay in achieving the full delivery of savings met from ETE's Cost of Change. The delay in the programme means the savings would not be fully realised until 2024/25 at the earliest. This would require further cash flow funding of £750,000.
18. All street lighting units in Hampshire have been fitted with a remote monitoring and control system that enables the County Council to control the light output from these units (dimming) to deliver energy cost saving.
19. Street lights on residential roads are dimmed by 45% from switch on until 23:30, 65% from 23:30 until 05.30, and then back to 45% until switch off.
20. Street lights on principal roads are dimmed by 25% from switch on until 23:30, 50% from 23:30 until 05.30, and then back to 30% until switch off. Cosmopolis light sources (approximately 18,000 units) which can only be dimmed by a maximum of 40%, are dimmed by this full 40% continuously from dusk (switch on) to dawn (switch off).
21. The value of energy savings has increased since the original T21 LED proposals were approved due to energy price inflation, with the required T21

savings now achievable through reducing energy consumption of existing street lights.

22. It is now possible to deliver the required savings by increasing the dimming on residential and principal roads as an alternative to the T21 LED project.
23. Should a satisfactory agreement with the Service Provider to vary the PFI Project Agreement be reached, it may be possible to install the LEDs proposed even if this no longer forms a T21 savings proposal, subject to identifying suitable funding at that time.
24. Should a satisfactory agreement with the Service Provider to vary the PFI Project Agreement not be reached, smaller scale projects to install energy efficient LEDs can still be implemented.

Finance

25. As part of the T21 savings proposals, a £500,000 saving is identified from street lighting, of which £50,000 has already been secured. The remaining £450,000 is associated with the LED project.
26. The delay and possible failure to reach agreement with the Service Provider to vary the PFI Project Agreement to facilitate this LED project requires that alternative savings be made.
27. It is proposed to achieve the remaining T21 saving by increasing the dimming on residential and principal roads as follows:
28. Dimming street lights on residential streets by 65% all night. Currently street lights on residential streets are dimmed by 45% from switch on until 23:30, 65% from 23:30 until 05.30, and then back to 45% until switch off. This would save £291,509 per annum, based on current energy rates. This saving takes into account the current part-night lighting in operation on residential streets.
29. Dimming street lights on principal roads by 40% from switch on until 23:30 (currently 25%). Dimming by 50% from 23:30 until 05.30, and then back to 30% until switch off (no change). This would save £202,706 per annum, based on current energy rates.
30. These changes to the current dimming arrangements would secure the required savings of £450,000 and provide a small degree of flexibility for local variation. There would be a net reduction in cash flow funding needed from Cost of Change of £50,000.

Consultation and Equalities

31. In September 2019, the Executive Member for Economy, Transport and Environment approved a number of T21 savings for the Economy, Transport and Environment department, noting that proposals that would directly affect the public would require further public consultation. In respect of street lighting, the report noted a possible requirement to extend part-night lighting for longer periods or additional areas than those introduced under the 2019 savings, and/or some additional dimming of the streetlights, as alternatives to the LED proposal.

32. There is no proposal at this time to extend part-night lighting for longer periods or for additional areas than those introduced under the 2019 savings. The revised savings proposed are limited to increasing dimming which will reduce lighting levels but is considered not to be a fundamental change requiring further detailed public consultation. Instead, a proportionate approach was adopted, aiming for meaningful engagement to inform the decision process.
33. A survey was undertaken using the Hampshire Perspective Residents Forum to seek residents' views on the proposal to lower the energy cost of Hampshire's street lighting through further dimming of street lights. Formed in September 2020, Hampshire Perspectives is the County Council's online residents' forum, a diverse group of people who share their views to help the County Council shape services and make decisions that are right for local residents.
34. The survey was live between 11 and 25 January 2022, with 650 forum members submitting a response. The responses were analysed by the Insight and Engagement team to understand key themes arising. The analysis is included in Appendix 1 to this report, with a summary of the themes in the following paragraphs (35 - 43).
35. Having read the proposal information, 44% (286) of respondents felt there were other factors that should be considered before making a decision. 56% (364) did not propose any further considerations.
36. 48% of male respondents who commented on the proposal wanted the County Council to consider alternative ways of meeting the savings, compared to 40% of female respondents. With regard to possible alternatives, men were more likely to feel LEDs should be implemented, with women suggesting considering a targeted approach to dimming. Higher levels of concern raised in comments were submitted by female respondents, particularly in regard to personal safety and noting that people could be dissuaded from undertaking activities.
37. 53% of respondents with long term illness or disability who commented on the proposal wanted the County Council to consider alternative ways of meeting the savings, compared to 41% of respondents with no disability.
38. There was no significant variance in the data by Hampshire district, age or ethnicity.
39. 21% of comments were supportive of dimming. Environmental benefits, often relating to light pollution and wildlife, were a key focus of supportive comments. The availability of alternate lighting sources was felt to make dimming more feasible.
40. 43% of comments suggested alternatives to consider. The completion of the LED implementation was felt to be most important, but a notable proportion felt that a targeted approach to dimming should also be considered, such as solar powered or motion sensors. Some respondents felt that turning off alternate street lights would be a viable alternative to dimming.

41. Around one in ten comments suggested a targeted approach to dimming e.g., considering crime or road safety or applied on non-residential roads.
42. When directly prompted to offer alternatives 34% of respondents repeated or added to previous comments, with similar themes arising.
43. 49% of comments mentioned concerns. The principal concern mentioned by respondents was the potential impacts on personal safety (31%), particularly of pedestrians and females out after dark. Many people specifically spoke about the potential for decreased visibility, with potholes, damaged pavements, and ability of cars to see other users frequently mentioned. Crime was themed separately to personal safety with comments mentioned by respondents (16%) relating mostly to burglary and anti-social behaviour.

County Council response

44. It is proposed to continue negotiations with the Service Provider to vary the PFI Project Agreement to install the LEDs originally proposed even if this no longer forms a T21 savings proposal, but it is necessary to put in place alternative savings proposals to prevent extended negotiations drawing funding away from other activities.
45. It is considered that further dimming would impact less on lighting levels than switching off alternate street lights.
46. A replacement programme for solar powered street lights would take many years to implement and could not therefore deliver the T21 saving. It may be possible in the future to install solar powered lighting, subject to funding, but a technical and financial evaluation would be required.
47. The proposed changes to the dimming arrangements would provide a small degree of flexibility for local variation or a targeted approach to dimming.
48. The police were also made aware of the proposal and invited to comment.
49. The police referred to issues around violence against women and girls and feelings of being safe, which are identified in the recently published Policing violence against women and girls - National framework for delivery. It was noted that further dimming would impact less on feelings of safety than extending part-night lighting as the street lights would remain on, albeit dimmer.
50. The police could not comment on crime and disorder without a full analytical report of crime in the community. The police advise that street lighting can be an emotive issue and increase concerns raised with them, but that the fear of the potential for crime is often greater than the actual chance of crime occurring.

County Council response

51. The County Council will increase light output in response to concerns raised by the police about night-time crime, as is currently the case with part-night lighting, when requested by the police and where evidence supports such requests.
52. The proposal would mean that street lights on residential streets in all areas of the county would be less bright between switch-on and 23:30 and between 05:30 and switch off, and street lights on the classified road network in all areas of the county would be less bright between switch-on and 23:30. This increased dimming may impact adversely on people with a visual impairment, but is considered less impactful than part-night lighting.
53. The Street lighting infrastructure enables flexibility over dimming regimes, and in the event that negative impacts are identified, this could provide options for mitigation.
54. Notwithstanding this, the changes may be reviewed once implemented, and revised proposals brought back to the Executive Member if necessary.

Climate Change Impact Assessments

55. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

56. The climate change mitigation tool was not applicable to the proposed further dimming because this relates to energy consumption only and not to physical infrastructure.

Carbon Mitigation

57. The revised saving proposals set out in this report will reduce energy and support the climate change target to be carbon neutral. These saving proposals are an extension of existing energy reduction measures that by the end of 2018, had more than halved the energy consumption associated with street lighting compared with 2010. The further dimming will reduce CO₂ emission by 23.73 metric tonnes per annum.

Conclusions

58. At its meeting on 7 November 2019 the County Council approved a package of proposals to meet the £80million Transformation to 2021 savings target including a £500,000 saving from street lighting through opportunities offered

from advances in technology and/or other service efficiencies including extending dimming and part-night lighting.

59. The original proposal was to replace approximately 12,000 high-power lamps with LEDs to achieve this saving, requiring a variation to the Private Finance Initiative (PFI) Project Agreement.
60. It has not yet been possible to reach an acceptable agreement with the Service Provider to vary the PFI Project Agreement and revised proposals to deliver the savings are now required to avoid the need for further financial support to cashflow the savings.
61. It is possible to deliver the required savings by increasing the dimming on residential and principal roads.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Executive Member for Economy, Transport and Environment. Transformation to 2021 – Revenue Savings Proposals	17 September 2019
County Council Cabinet. Medium Term Financial Strategy Update and Transformation to 2021 Savings Proposals	7 November 2019
Executive Member for Economy, Transport and Environment. Transformation to 2021 Street Lighting LED Replacement Project	10 March 2020
Executive Member for Economy, Transport and Environment. T21 Street Lighting Project - Update on Negotiations	11 March 2021

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The proposal would mean that street lights on residential streets in all areas of the county would be less bright between switch-on and 23:30 and between 05:30 and switch off, and street lights on the classified road network in all areas of the county would be less bright between switch-on and 23:30. This increased dimming may impact adversely on people with a visual impairment, dimming but is considered less impactful than part-night lighting.

The Street lighting infrastructure enables flexibility over dimming regimes, and in the event that negative impacts are identified, this could potentially provide options for mitigation.

Hampshire Perspectives

Street Lighting

Findings Report



Insight. Marketing. Communications.

Background



Formed in September 2020, Hampshire Perspectives is the County Council's online residents' forum – a diverse group of people who share their views to help the County Council shape services and make decisions that are right for local residents.

This report provides a summary of the key findings from the fifteenth Hampshire Perspectives survey on Street Lighting, which sought views on a proposal to lower the energy cost of Hampshire's street lighting through reducing the light output (dimming) of some streetlights on residential streets and on the classified road network.

Members were provided with information relating to the proposal, how it would be implemented, potential impacts and alternatives that had already been considered – and asked if they had anything further to add.

All comments submitted have been shared with the project team for full review. Codeframes were created to understand key themes arising. This was done using an inductive approach, wherein themes were developed from the responses themselves, not pre-determined based on expectations, to avoid any bias in the analysis.

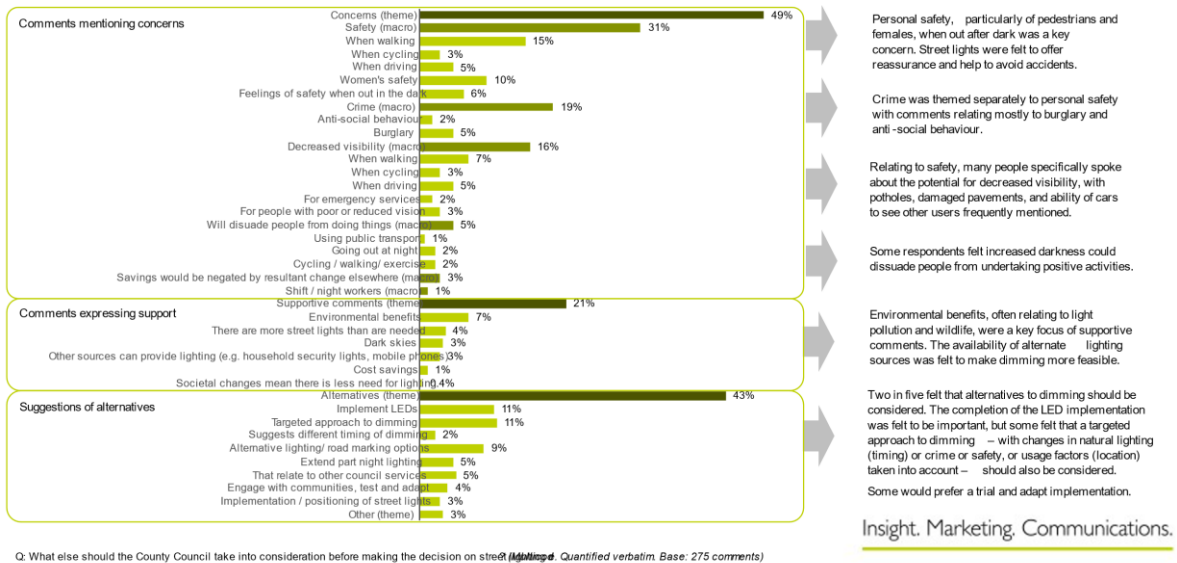
The survey was live between 11 and 25 January 2022, with 650 forum members submitting a response.

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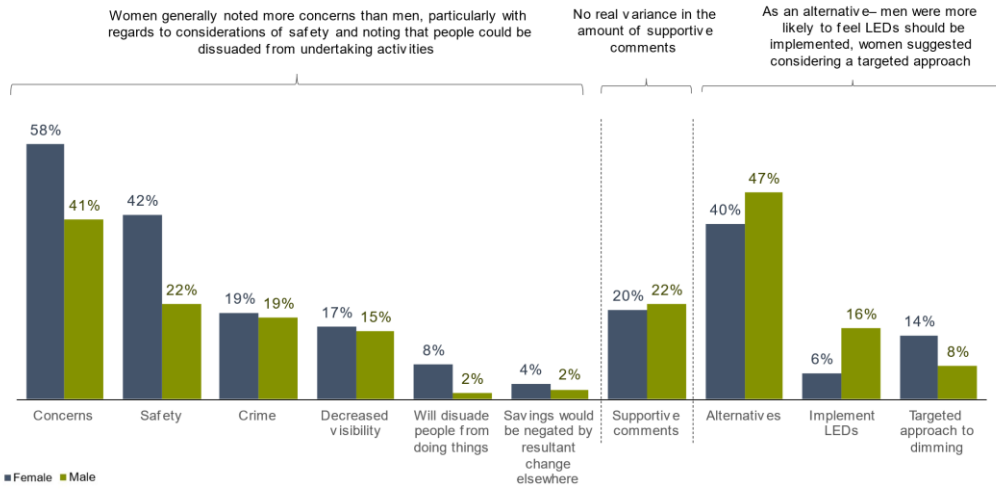
Considerations: 44% of respondents felt that, having read the information about the proposed dimming of street lighting in Hampshire, there was something else the County Council should consider before deciding whether to make the changes



Considerations: 49% of comments mentioned concerns about dimming – with potential impacts on safety being paramount. 21% suggested that the County Council should consider the benefits of dimming, whilst 43% suggested alternatives to consider.



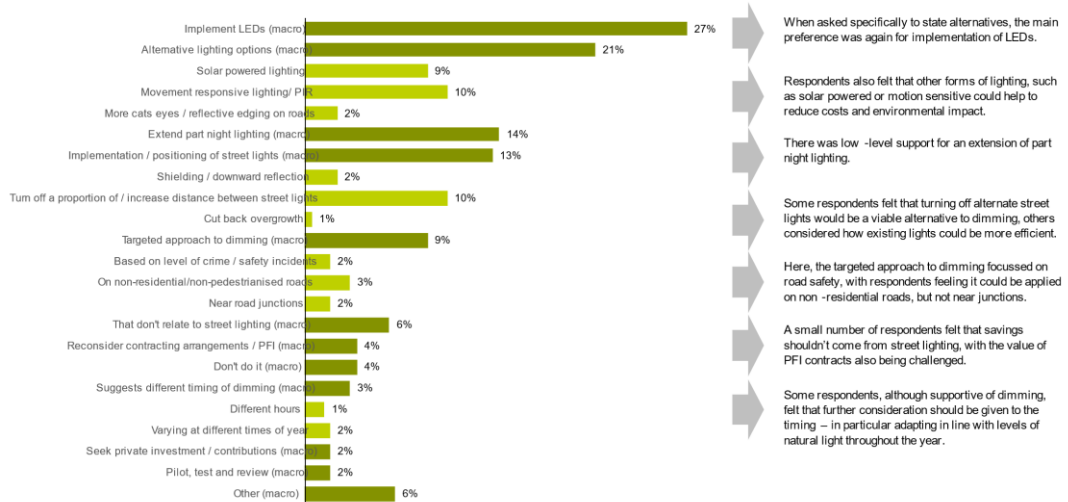
Considerations: Analysis by gender shows the higher levels of concern raised in comments submitted by female respondents – particularly in regards to personal safety



Q. What else should the County Council take into consideration before making the decision on street lighting categories by gender (Multicode Quantified verbatim. Base: 130, 139)

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Alternatives: 34% of respondents put forward alternative suggestions to dimming, with the most popular being that the County Council should implement LED lighting. Solar powered and motion sensitive options were also well supported.



Q. If you have any alternative suggestions as to how the County Council could make savings from street lighting services, please type these in the box below (Multicode Quantified verbatim. Base: 218 comments)

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Household Waste Recycling Centres – Pedestrian access trial evaluation
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Laughlin

Tel: 07899 060248

Email: paul.laughlin@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to outline and seek approval for the retention of pedestrian access at specified times at Alresford and Hedge End Household Waste Recycling Centres (HWRCs).

Recommendation

2. That the Executive Lead Member for Economy, Transport and Environment notes the evaluation of the pedestrian access trial at three Household Waste Recycling Centres (HWRCs), namely Hedge End, New Alresford and Waterlooville, and approves the retention of the terms of the scheme at specified times at New Alresford and Hedge End HWRCs only.
3. That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment in consultation with the Executive Lead Member for Economy, Transport and Environment to approve the introduction of pedestrian access schemes at further HWRCs in Hampshire where demand exists and appropriate measures can be taken, to make amendments to the access times, and to cease a scheme at any point where customer or staff safety is at risk or reduced demand makes it no longer viable.

Executive Summary

4. This paper seeks to:
 - provide an update on the outcomes of the six-month pedestrian access trial introduced in July 2021; and
 - recommend next steps for establishing a countywide approach for pedestrian access at Hampshire HWRCs in the future.

Contextual information

5. Hampshire County Council, as the designated Waste Disposal Authority (WDA) for the administrative area of Hampshire, has a statutory duty through the Environmental Protection Act (1990) to provide places where persons “resident in the area” may deposit their bulky household and garden waste for recycling and processing. This has historically been delivered in Hampshire through 24 HWRCs located across the county.
6. There is an expectation that the vast majority of householders will access HWRCs in a vehicle in order to safely deliver their bulky household and garden waste, and as such sites have generally evolved according to this premise. Only one site in the county, Waterlooville, features a side gate into which pedestrians may enter safely; at all other sites access for pedestrians must be through the vehicle entrance/exit. It is recognised however that a small number of residents may be unable to access a site in a vehicle, or live close enough to make using a vehicle questionable for environmental and economic reasons.
7. Pedestrian access to HWRCs has historically been discouraged at all Hampshire sites for health and safety reasons, however it was formally restricted from May 2020 in light of social distancing requirements to reduce interaction onsite. Following customer feedback, and once national restrictions had eased, a six-month trial to evaluate readmitting pedestrians on a controlled basis at three HWRCs (Hedge End, New Alresford and Waterlooville) was approved in June 2021.
8. As previously noted in reports to the Executive Member of Economy, Transport and Environment on 2 December 2020 and 17 June 2021, there is an inherent and arguably unacceptable risk to the practice of accessing HWRCs on foot, including a hazard of distraction in such a situation when carrying bulky and/or heavy items. The Health and Safety WISH Forum advises that: “The most hazardous activity on CA (Civic Amenity) sites is the movement of vehicles near pedestrians¹”, while published guidance by the Waste & Resource Action Programme (WRAP) strongly recommends that measures are taken to ensure that users are not tempted to park outside designated areas and walk to disposal areas, and that site layout and parking should be designed to minimise pedestrian interaction with traffic. Accidents involving pedestrians (i.e. site users moving about the site on foot) have occurred at Hampshire HWRCs, including incidents where a pedestrian was struck by a reversing vehicle or tripping over whilst attempting to carry bulky waste into the site.
9. In addition, pedestrians ‘walking in’ waste have historically faced accusations of queue jumping in busy periods, while site staff have also observed some customers using it as a means to attempt to avoid either the permit scheme or paying trade waste charges, albeit this particular issue has largely disappeared with the introduction of the booking system.
10. Of the 24 HWRCs in Hampshire, only three are located directly within residential areas (Hedge End, Waterlooville and Hayling Island), with a further six within reasonable walking distance (up to 10 minutes) of housing but located within

¹ Waste Industry Safety and Health Forum FORMAL GUIDANCE DOCUMENT: WISH WASTE 26 - Managing health and safety in civic amenity sites – Issue 1 2015

adjacent industrial estates. Although many of these sites have standard pavements on the highway leading up to (but not through) the site entrance, in some cases, particularly in some of the industrial estates, it requires pedestrians to cross multiple business vehicular accesses to neighbouring premises with dropped kerbs as well as negotiating vans and cars frequently parked on the pavement.

11. Desktop research indicates that at least 17 other county councils, including all of Hampshire's immediate neighbours, do not allow access into sites by pedestrians and cyclists. Oxfordshire County Council publicly states on its website² that it considers health and safety to outweigh environmental and economic benefits of permitting pedestrian access.
12. It should be noted that HWRCs are primarily provided for the deposit of bulky household and garden waste items unsuitable for kerbside waste collections such as furniture and wood, many of which are uncondusive to being carried by pedestrians or cyclists. Carrying heavy and/or bulky items on foot or by bicycle can, as previously outlined above, be a risky practice. By contrast, the domestic kerbside recycling service and smaller recycling points provided by district and borough councils offer a convenient and effective alternative for small recyclable items.
13. As with the HWRC at Waterlooville, consideration to facilitating safe pedestrian access to HWRCs will be given during any major projects to develop new or refurbished sites in the coming years.

Trial outcomes

14. Instigation of a six-month trial to evaluate the impact of allowing controlled pedestrian access was approved by the Executive Lead Member for Economy, Transport and Environment on 17 June 2021. The trial commenced on 20 July 2021 and three HWRCs were chosen to participate – Hedge End, New Alresford and Waterlooville.
15. The trial involved using the existing HWRC booking system to block out an hour from 9am on three mornings per week (Tuesday, Thursday, and Saturday), to enable pedestrians to enter the site safely without vehicles present. It was made clear that this trial was specifically aimed at local residents only and was not available to those customers who parked outside and attempted to circumnavigate the booking system. Pedestrian access was not permitted at any other point other than the advertised pedestrian access periods.
16. Take up of the trial was mixed. While New Alresford saw a small but steady patronage over the three days, Waterlooville only received seven customers presenting as pedestrians in the first five months. Of the waste delivered at these times, 54% of pedestrians deposited garden waste and 28% brought unrecyclable 'black bag' waste, both of which are commonly accepted through district kerbside collections. Just under 13% of visits were made by pedestrians

² [Visiting recycling centres | Oxfordshire County Council](#)

who did not wish to deposit waste but instead wanted to access the reuse sales area.

	No. of pedestrian visits July-Sept 2021	No. of pedestrian visits Oct-Dec 2021
New Alresford	143	110
Hedge End	26	22
Waterlooville	5	2

17. Some safety concerns were noted by site staff during the course of the trial. On several occasions at the beginning of the trial, particularly at New Alresford, customers were observed driving up and parking outside before attempting to walk in. On being challenged by site staff that this was outside of the spirit of the trial to facilitate access for those householders living nearby within walking distance, the perpetrators often became abusive. Following discussion with the local Member, Councillor Jackie Porter, and the issuing of a local reminder of the trial terms, this situation did improve.
18. The trial was initially reviewed by Officers after the first three months. Following recommendations based on feedback and data, and in line with delegated authority, the Director of Economy, Transport and Environment approved a scaling back of the trial from December 2021 resulting in the trial henceforth operating on two days per week at Alresford, one morning per week at Hedge End, and withdrawal of the trial entirely at Waterlooville.

Customer feedback

19. The decision to limit access to vehicle users only since the pandemic has not proved to be a significant issue, with a total of just 28 enquiries regarding pedestrian access received in the period from May 2020 to January 2021. This compares to a total of just under 6,000 waste related enquiries in the same period. A significant proportion of these pedestrian access enquiries derived from the Alresford area.
20. Since the commencement of the trial in July 2021 specifically, just six enquiries or complaints have been received in relation to the restriction on pedestrian access, of which two each related to the Alton and Hayling Island HWRCs respectively. Anecdotally, site staff across the network of HWRCs advise that they have not received more than just an occasional verbal enquiry about pedestrian access onsite in that time.

Consultation and Equalities

21. The Public Sector Equality Duty, established by the Equality Act 2010 (“the Act”), places a duty upon the County Council to have due regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations. Age, disability, gender reassignment, marriage or civil partnership (in

employment only), pregnancy and maternity, race, religion or belief, sex and sexual orientation are protected characteristics for the purposes of the Equality Act 2010 and the Public Sector Equality Duty. It is important to note that impact on poverty is not listed as a protected characteristic under the Act.

22. A deputation received at the County Council meeting held on 24 September 2020 alleged that residents with disabilities, older residents and residents on low incomes could be indirectly discriminated against through a continuation of the policy to restrict pedestrian entry, as regular access to a vehicle may not be possible. The County Council does not accept any suggestion that this practice is discriminatory, either directly or indirectly, as it was introduced as a proportionate measure on health and safety grounds to protect all site users, and is consistent with neighbouring authorities' practice. In order to progressively develop and improve public services, the County Council continues to investigate and, where appropriate, implement reasonable, safe and proportionate measures to enhance service provision. The retention of the HWRC booking system provides a safe and effective means to control pedestrian access at the chosen sites.
23. It should also be noted that alternative options exist for 'low weight' waste materials such as the kerbside recycling collection and local recycling banks. Waste collection authorities and some charitable organisations also provide an alternative collection service for bulky items such as furniture, albeit a charge may sometimes be applied for this service.

Climate Change Impact Assessments

24. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

25. The adaptation project screening tool considers vulnerability of proposals to the effects of climate change and whether any adaptations are required. A full assessment of climate change vulnerability was not completed in this instance as the initial vulnerability assessment indicated that the project is at minimal risk from climate vulnerabilities.

Carbon Mitigation

26. The mitigation decision-making tool considers the impact of carbon emissions and whether any mitigations are required. Reuse and recycling activity produces fewer carbon emissions than waste disposal, so maximising recycling and reuse has clear carbon benefits. The overall aim of the HWRC service is to minimise

landfill where possible and therefore reuse, recycling and recovery actions will be prioritised in line with the waste hierarchy.

27. Retaining the pedestrian access periods at New Alresford and Hedge End HWRCs presents a carbon neutral means of accessing sites by local residents instead of using a vehicle.

Conclusions and next steps

28. The trial highlighted that while there is a small proportion of customer interest and demand for enabling occasional pedestrian access to HWRCs, it is not at the scale initially envisaged when the trial commenced. Differing levels of demand were demonstrated at the three trial sites which, in the case of Waterlooville, could not justify continuation with such a low volume. Closing the HWRC for one hour on three mornings per week for just seven customers in five months represented a very high loss of bookings which could have been used by other customers in vehicles.
29. It is therefore recommended to retain the pedestrian access period indefinitely as per the terms of the scaled back trial scheme from December 2021, to facilitate an hour on two mornings per week (Thursday, Saturday) at New Alresford and a single period per week (Thursday) at Hedge End only. The terms of the scheme as set out on the County Council website³ will be adopted as the approach going forward. They make it very clear that this period is for local residents without vehicles carrying manageable loads only, and not an opportunity for any customer to attempt to get around the booking system by parking outside and walking in.
30. Experience has shown that scheduling the pedestrian period for an hour at the start of the day from 9-10am offers the most efficient way of operating the service. While there has been some feedback that it is restrictive, others have commented that it allows certainty each week. Scheduling it at another time of day could be more problematic in terms of booking slots overlapping.
31. In light of the low level of customer enquiries and demand observed elsewhere in Hampshire during the past two years, it is not recommended that the pedestrian access period is introduced at any of the other 22 HWRCs at this point. As outlined above, only six customer enquiries have been received on this subject since July 2021, of which two each respectively concerned the Alton and Hayling Island HWRCs. In Alton's case, the site's location within a busy industrial estate, more than 1km away from the nearest significant proliferation of residential properties, coupled with the low reported customer demand, does not indicate that it is a viable option to introduce a pedestrian period at this time. Hayling Island is surrounded by predominantly holiday properties which creates a seasonal demand. The peculiarities of the layout here and a history of known accidents again make this unviable without significant demand.
32. The County Council will remain open to facilitating the introduction of similar trial periods at other HWRCs at any point in the future if demonstrable demand is

³ [Household waste recycling centre pedestrian access trial | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/household-waste-recycling-centre-pedestrian-access-trial)

evidenced. The retention of the booking system at all HWRCs means that trials can be commenced relatively quickly on a controlled basis. Potential sites would only be considered where residential demand exists and a safe means of approaching the site such as a highway pavement is in place. It is therefore recommended that delegated authority is given to the Director of Economy, Transport and Environment in consultation with the Executive Lead Member for Economy, Transport and Environment to approve the implementation of further pedestrian access schemes at other Hampshire HWRCs, either on a trial or longer basis, following advice from Officers.

33. The County Council retains the right to continue to monitor this service closely, and make necessary changes at short notice, particularly in the event of health and safety concerns emerging. As such, delegated authority for the Director of Economy, Transport and Environment to immediately cease a pedestrian access scheme, either permanent or a trial, should safety concerns necessitate is also recommended.
34. Going forward, consideration to facilitating safe pedestrian access to HWRCs will be given during any major projects to develop new or refurbished sites in the coming years.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Pedestrian access to Household Waste Recycling Centres trial: Pedestrian Access to HWRC Trial-2020-12-02-EMETE Decision Day (hants.gov.uk)</u>	02/12/2020
<u>Household Waste Recycling Centres Operations: HWRC Operations-2021-06-17-EMETE Decision Day (hants.gov.uk)</u>	17/06/2021
Direct links to specific legislation or Government Directives	
<u>Environmental Protection Act (1990) – s51</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

2.1. The Public Sector Equality Duty, established by the Equality Act 2010 ("the Act"), places a duty upon the County Council to have due regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations. Age, disability, gender reassignment, marriage or civil partnership (in employment only), pregnancy and maternity, race, religion or belief, sex and sexual orientation are protected characteristics for the purposes of the Equality Act 2010 and the Public Sector Equality Duty. It is important to note that impact on poverty is not listed as a protected characteristic under the Act.

2.2. A deputation received at the County Council meeting held on 24 September 2020 alleged that residents with disabilities, older residents and residents on low incomes could be indirectly discriminated against through a continuation of the policy to restrict pedestrian entry, as regular access to a vehicle may not be possible. The County Council does not accept any suggestion that this practice is discriminatory, either directly or indirectly, as it was introduced as a proportionate measure on health and safety grounds to protect all site users, and is consistent with neighbouring authorities' practice. In order to

progressively develop and improve public services, the County Council continues to investigate and, where appropriate, implement reasonable, safe and proportionate measures to enhance service provision. The retention of the HWRC booking system provides a safe and effective means to control pedestrian access at the chosen sites.

- 2.3. It should also be noted that alternative options exist for 'low weight' waste materials such as the kerbside recycling collection and local recycling banks. Waste collection authorities and some charitable organisations also provide an alternative collection service for bulky items such as furniture, albeit a charge may sometimes be applied for this service.
- 2.4. The decision to retain the pedestrian access at Hedge End and New Alresford HWRCs is considered to be neutral for groups with protected characteristics.

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date of Decision:	10 March 2022
Decision Title:	Appointments to Outside Bodies, Statutory Joint Committees, Panels and Partnership Boards
Report From:	Chief Executive

Contact name: Katy Sherwood

Tel: 0370 779 5538

Email: katy.sherwood@hants.gov.uk

1. The Decision:

a) That the Executive Lead Member for Economy, Transport and Environment be requested to make an appointment to a vacancy that has arisen on an Outside Body as detailed below. The term of office to expire in May 2025 unless otherwise stated:

<u>Name of Body</u>	<u>Description</u>	<u>Previous</u>	<u>Nominations</u>	<u>Appointment(s) until May 2025</u>
Solent Forum (2)	The Solent Forum is an independent coastal partnership, established in 1992 to develop a greater understanding among the many local and harbour authorities, user groups, marine businesses and agencies involved in planning and management of the Solent. It assists and advises them in carrying out their functions	Cllr Prad Bains (vacancy) Cllr Ann Briggs (appointed July 2021)		

2. Reason for the decision:

2.1. To maintain County Council representation on bodies within the community. In regard to 1a) above, when appointing to Outside Bodies nominations are sought from the Political Group Leaders.

2.2 A report on Regeneration and Development partnerships and Initiatives is due to be considered by the County Council Cabinet in March, and this will address the

issue of County Council representation on such bodies in future. In the meantime, the Andover MasterPlan Partnership Board is due to start meeting shortly and therefore appointments are being recommended to this body now to ensure that the County Council can play its full role in the Partnership.

3. Other options considered and rejected:

3.1. Not to make appointments, which would cease County Council representation.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker: None

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

<p>Approved by:</p> <p>-----</p> <p>Executive Lead Member for Economy, Transport and Environment</p>	<p>Date: 10 March 2022</p>
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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Parking - Service Consolidation Efficiencies
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 0300 555 1388

Email: adrian.gray@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to serve notice on the remaining Traffic Management and Civil Parking Enforcement district agency agreements.

Recommendations

2. That the Executive Member for Highways Operations approves the termination of current district/borough council agency arrangements for Traffic Management and for Civil Parking Enforcement, with alternative arrangements for a traffic management and civil parking enforcement service put in place to provide a consistent countywide service in accordance with County Council policy objectives.
3. That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to make any necessary arrangements to terminate the agency agreements for Civil Parking Enforcement and Traffic Management.

Executive Summary

4. This paper seeks to provide an update on work to develop the County Council's on-street parking service and recommends ending the remaining district/borough council agency arrangements for Traffic Management and for Civil Parking Enforcement for the seven districts and boroughs (Winchester, Havant, East Hampshire, Rushmoor, Hart, Basingstoke & Deane and Eastleigh) that currently operate on-street parking on the County Council's behalf.
5. A fundamental requirement for the parking service is to ensure that it operates on a full cost recovery basis with all associated expenditure covered by income to minimise the need to draw funding away from essential highways activity to meet any shortfall. The County Council's new directly managed parking service is shown to be more efficient than the district delivery model and a decision to serve notice on the district/borough council agency arrangements is now appropriate.

6. Ending the current agency arrangements and creating a single countywide service for traffic management and for civil parking enforcement will enable the County Council to integrate these functions within the wider highways service and deliver a consistent countywide service in accordance with County Council policy objectives. It will also enable the County Council to prepare for anticipated new moving traffic enforcement powers due to be granted under Part 6 of the Traffic Management Act 2004.
7. Bringing together a full directly managed on-street parking service across Hampshire will enable the County Council to create a centre of excellence for enforcement, providing a resilient, cost-effective, and highly efficient service, with anticipated new enforcement powers for moving traffic offences.

Contextual information

8. Six previous reports for the T19 Parking Project have been considered by the Executive Member for Economy Transport and Environment at meetings held in November 2017, June 2018, October 2018, March 2019, October 2020, and on 17 June 2021.
9. The on-street parking project was one of the department's key projects in meeting its Transformation to 2019 savings targets. Whilst research, market testing, and an independent review of the service showed a directly controlled on-street parking enforcement service, outsourced to a specialist service provider, to be the most cost-effective model, the County Council recognised that the function had been run by the district councils on the County Council's behalf for some years. Therefore, seven districts (Winchester, Havant, East Hampshire, Rushmoor, Hart, Basingstoke & Deane and Eastleigh) were given the opportunity to enter into updated agreements aimed at delivering a more modern and efficient service to consistent standards on a full cost recovery basis. The new district agreements came into effect as of 1 April 2020.
10. A fundamental requirement for the parking service is to ensure that it operates on a full cost recovery basis with all associated expenditure covered by income from Penalty Charge Notices (PCNs), residential parking permit income and revenue from on-street chargeable parking. Under the current agency model, this includes a share of surplus parking income generated by the various district councils, with income first offsetting those district councils' direct costs such as enforcement and then shared equally to meet authorities' related maintenance costs and associated overheads.
11. In July 2021, RTA Associates were commissioned by the County Council to review civil parking enforcement of on-street parking in Hampshire. RTA Associates has worked with the County Council since 1998 on a wide range of parking matters, including assisting in the original implementation of Decriminalised parking. The RTA review has analysed financial information for the seven district agencies and compared this with the in-house service to aid comparisons in costs of service delivery and to highlight where savings have been made.
12. The Covid-19 pandemic is acknowledged to have reduced parking revenue, particularly through PCNs and chargeable parking revenue, but reported district expenditure for the on-street service remains high, meaning that the County

Council's associated costs for activities such as maintaining parking signs and lining, still cannot be recovered.

13. It is clear that individual district council run parking teams are costly and make achieving savings through efficiencies more difficult. Separate parking management and frontline enforcement teams, parking management software, vehicles, uniforms, equipment, and residential permit management systems are all costly to operate when duplicated by the districts.
14. The condition of Hampshire's highway network is deteriorating at an increasingly rapid rate due to historic under-investment in highway maintenance at a national level. There is a demonstrable decline in the public perception of highway maintenance services and network condition, evidenced in increased numbers of highway enquiries since 2020. An additional annual £7m of new funding is being provided by the County Council to slow the decline in the condition of the local highway network, and the Hampshire Highways – Highway Network Recovery Strategy sets out how this money will be prioritised. Notwithstanding this additional funding, given continuing financial pressures, it is essential that the limited funding available is invested in the right areas.
15. The County Council's highway maintenance strategy seeks to allocate funding in the right areas of the network to provide the best value outcome. Part of this approach is to minimise drawing funding away from highways maintenance to fund other activities. Ending agency arrangements for traffic management and for civil parking enforcement will provide the County Council with the best opportunity to deliver a countywide on-street parking service on a full cost recovery basis and avoid drawing funding away from essential highways activity to meet the shortfall.
16. An expanded County Council directly managed parking service, using one contractor to provide the on-street enforcement across the County, will provide greater flexibility and better purchasing power through bulk orders, and will also provide the opportunity to better fund and manage the Highway network, providing the County Council with the best opportunity to deliver a modern, consistent, and sustainable on-street parking service on a full cost recovery basis.
17. The County Council is also aware that the Department for Transport is currently developing the policy detail to support the implementation of the remaining Traffic Management Act - Part 6 powers, which will enable highway authorities to enforce additional moving traffic offences such as banned turns and yellow box markings. The County Council welcomes this further devolution of powers and considers that a countywide traffic enforcement team will ensure the greatest benefit to Hampshire residents.
18. The County Council's 2050 Commission of Inquiry established a vision to achieve better outcomes for the economy, environment, and society. Transport contributes to all these outcomes. The new LTP (LTP4) describes our transport vision for 2050 and proposes a major shift in approach and emphasis, with an increased focus on policies which support modal shift and manage demand for road space. Effective enforcement of traffic regulations will be a key enabling activity to support this work.
19. The County Council has signed up to the Climate Emergency and set carbon neutrality targets for 2050. Achieving carbon neutrality from transport will require

transformational change to decarbonise the transport system and to promote greener and sustainable forms of transport. Effective enforcement of traffic regulations will be key to supporting this shift.

20. The proposal is to terminate agency arrangements for both Traffic Management and for Civil Parking Enforcement as the traffic management agency function primarily supports the on-street parking service by facilitating the implementation or amendment of new or existing parking controls. In the future, the traffic management function for a countywide enforcement team will include enforceable moving traffic offences permitted within the Traffic Management Act - Part 6 powers as well as existing bus lane contraventions. This supports the policy aims associated with LTP4 and climate change.
21. Bringing together a full directly managed on-street parking service across Hampshire will enable the County Council to create a centre of excellence for enforcement, providing a resilient, cost-effective, and highly efficient service, with anticipated new enforcement powers for moving traffic offences, and utilising linked resources across this broad range of highway enforcement activity.
22. The County Council's Parking Services contractor, NSL, is the largest parking enforcement specialist provider in the UK. NSL currently employ over 4,000 frontline staff and operate from over 250 UK bases with contracts in place with over 60 UK councils. The Hampshire Parking Services contract was set up to be scalable with the ability of becoming a countywide on-street service.
23. The consolidation efficiencies achievable with a directly managed parking service can also contribute to the Savings Programme 2023 and beyond.
24. A report recommending ending agency arrangements was scheduled for the September 2021 Decision Day, but was deferred to allow time for engagement with affected district and borough councils.
25. Subsequent discussions with affected district and borough councils took place in October and November 2021 regarding ending agency arrangements. The change is limited to service delivery and will not affect policy in respect of on-street parking and related traffic management. The current agency arrangement for civil parking enforcement and for traffic management is not a devolved service, and there is no change in the policy arrangements in ending agency arrangements, which have always been for the County Council to determine.
26. Consideration has been given to staff who are currently employed by the district and borough councils being transferred over to the County Council under TUPE (Transfer of Undertakings (Protection of Employment)) or equivalent means. Discussions have taken place but cannot continue until notice is served to end the agency arrangements, but TUPE is anticipated to apply for district council staff affected by ending the current agency arrangements, with details to be worked through as part of the termination process.
27. If the recommendation to end the current agency arrangements is approved, notice of this change would be issued in March 2022 allowing time to address TUPE requirements.
28. It is estimated that a maximum of 25 staff would be affected.

Finance

29. The RTA review shows a number of the district agencies report very high levels of expenditure compared to the in-house service to provide equivalent on-street services. It is clear from the annual financial returns from the agents that there are costs included in the returns that are not compatible with the scale of the service provision. The impact of the Covid-19 pandemic on parking services should be recognised, but whilst a reduction in parking revenue, particularly from PCNs and Pay and Display income is to be expected, this would not have had a significant impact on the expenditure to operate the service, with district costs remaining consistently high.
30. Whilst it may be possible for the district agents to reduce their operational expenditure, they will always be constrained by their need to operate individual district-based enforcement services with all the associated duplication of resources and equipment. Centralising the service would remove the need for duplicated costs across individual districts, and a single countywide parking service is the most cost-effective solution by some margin.
31. The anticipated costs of TUPE have been considered in assessing the overall financial position. A total of approximately £230,000 currently paid to the district and borough councils per annum for traffic management agency staffing, which would be used to offset staff cost, with the remainder, including the cost of back-office parking support staff, met from income and charges.
32. The continuing work to modernise the on-street parking service in Hampshire will enable the service to operate on a full cost recovery basis, removing the need to draw on limited highways maintenance funding, which is increasingly prioritised for essential safety repairs.
33. The creation of a single countywide traffic enforcement team will ensure the County Council is able to enforce moving traffic violations permitted within Traffic Management Act - Part 6 powers in the most cost-effective way, providing the greatest benefit to Hampshire residents.
34. Camera enforcement of traffic violations is generally very effective in eradicating contraventions once people understand that the regulation is enforced through fines. Revenue funding would therefore be required to support traffic enforcement activity. Creating a single, countywide traffic enforcement team, together with continuing work to modernise the on-street parking service in Hampshire, will minimise the revenue support required.

Performance

35. Bringing together a single countywide team aims to create a centre of excellence to provide the best possible service to customers, within the County Council's policies and priorities, with the capability and capacity to provide a consistent standard of service across Hampshire.
36. A directly managed service will enable the strategic development of the on-street parking regulation service to deliver wider transport policy and climate change outcomes and to align traffic enforcement with other highways enforcement functions.

37. Future enforcement activity may be prioritised using data drawn from multiple sources, including other highway activity. This will enable targeted enforcement in market towns and smaller villages and where seasonal parking contraventions cause problems. The enforcement resource is flexible with staff able to adapt to cover multiple areas or later evening enforcement when needed.
38. Whilst it is recognised that the district and borough councils have looked to reduce their service expenditure, the inefficiency of operating seven individual parking teams with duplication of the associated management, software, uniforms, vehicles and systems means that their scope for further savings will be difficult.
39. The economies and efficiencies from a single countywide service, delivered in partnership with the authority's Parking Service contractor NSL, will enable the service to be financially self-sufficient, including meeting the full costs of all associated functions and management overhead.
40. It is anticipated that a single countywide service will deliver IT efficiencies, with a single IT solution for things like residents parking permits. It will also ensure a consistent deployment of new technology for parking information, payment and enforcement across Hampshire.

Consultation and Equalities

41. It is considered that the proposal to end agency arrangements for civil parking enforcement and for traffic management would have a neutral impact on protected groups as existing service delivery would be unaffected. Any changes to traffic regulations are subject to the Traffic Order process and therefore formal consultation will be undertaken on a scheme specific basis.
42. Meetings were held with affected district and borough councils to discuss the withdrawal process as set out in the agency agreement documents and to identify issues requiring further dialogue over the notice period for ending the agency arrangements. Concerns raised included impact on efficiency, on staff, residents, and communities. These and other issues, together with the County Council's response, are set out in the appendix.

Climate Change Impact Assessments

43. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

44. The climate change mitigation tool was not applicable to the proposed further dimming because this relates to a change in the service delivery model.

Proposals for new areas of pay-and-display on-street parking in affected district/borough council areas will be subject to individual assessments.

Climate Change Mitigation

45. The effective enforcement of parking and other traffic regulations is important in supporting strategic transport policy, including achieving transport-related climate change outcomes.

Conclusions

46. A fundamental requirement for the parking service is to ensure that it operates on a full cost recovery basis and action is required now to secure the most cost-effective service for the longer term and avoid drawing funding away from essential highways activity to meet the shortfall.
47. The new directly managed parking service is more efficient than the district delivery model and it is now appropriate to serve notice to end the agency arrangements for Traffic Management and for Civil Parking Enforcement.
48. Creating a single directly managed, on-street parking service will also enable the County Council to prepare for anticipated new moving traffic enforcement powers in accordance with County Council policy objectives.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

It is considered that the proposal to end agency arrangements for civil parking enforcement and for traffic management would have a neutral impact on protected groups as existing service delivery would be unaffected. Any changes to traffic regulations are subject to the Traffic Order process and therefore formal consultation will be undertaken on a scheme specific basis.

Should TUPE requirements arise from the withdrawal of the agreements, all appropriate HR and Legal processes will be followed, including engagement with affected staff.

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APPENDIX 1 – Summary of issues raised by affected district and borough councils

Lack of opportunity to put forward alternative proposals

1. A number of district and borough councils felt that they were not being given an opportunity to consider how they might contribute to the County Council's costs associated with on-street parking controls. They felt that terminating the agency agreements had not tried to find another way, such as setting a maximum sum for district costs for on-street parking enforcement.

The County Council's response

2. While some district and borough councils have made some progress in reducing their operational deficits, the district agency model is unable to reimburse the County Council for its associated costs including maintaining signs and lining and contributing towards the expenditure of running the district agencies.
3. While it may be possible for district and borough councils to contribute directly to the County Council's costs by increasing parking charges, this could cover where savings and efficiencies are achievable with a single countywide service, potentially losing the opportunity for the most cost-effective service.
4. Whilst the service changes are relatively new in Hampshire, the majority of County Councils in England are either delivering on-street enforcement directly themselves or via a partnership arrangement with a specialist service provider.

Loss of efficiency

5. Concerns were raised that the proposals could lead to less efficient local parking enforcement as the district and borough council services do not differentiate between on and off-street enforcement, undertaking both as part of enforcement beats. The current district agency model for on-street enforcement is provided at a nil cost to the County Council. By terminating the agreements, the cost will transfer to the County Council and is likely to outweigh any financial gain from perceived efficiencies arising from a single countywide on-street parking enforcement service.

The County Council's response

6. The County Council developed a directly managed, modernised on-street parking service as part of the Transformation to 2019 savings proposals, delivering the on-street parking service across Fareham, Gosport, New Forest and Test Valley. The new directly managed parking service is shown to be more efficient than the district delivery model.
7. The proposals will deliver efficiencies in countywide on-street parking enforcement and help the authority recover its associated full costs. It is vital that the County Council is able to deliver services on a full cost recovery basis and

the district agency model does not facilitate this. Looking ahead it is very important that on-street parking does not continue to draw funding away from our limited highway budgets. Any impact on district and borough council's off-street parking service will be limited.

Impact on customers

8. From the customer's perspective, it is not clear which services are provided by the County Council and which are delivered locally by district and borough councils. The apparent duplication between on-street and off-street parking enforcement is likely to appear to residents and businesses as inefficient.
9. A concern has been raised about the potential financial incentivisation for a private sector operator to issue large numbers of PCNs to increase income.
10. Rural areas will be unlikely to receive the same quality of service compared with urban areas as enforcement activities will be concentrated on areas of high traffic and contravention of regulations.
11. Specific concerns were raised about customer expectations not being met for traffic management, with district and borough councils more able to be responsive to local community needs, with local consultation.
12. The County Council's response
13. Similar concerns were expressed prior to ending the agency arrangements in Fareham, New Forest and Test Valley, but experience in practice has shown that these issues do not generally arise. Those who receive a PCN, whether on-street or within car parks, are provided with full details of the issuing authority together with payment and appeal details. The County Council's website has a dedicated parking page that provides extensive information and facilitates a range of functions from payment of PCNs through to purchasing parking permits.
14. The Parking Services contract is based on paid enforcement hours, not PCNs issued, with extensive use of parking technology, such as digital permit systems, to help drive down costs.
15. Whilst it would be expected that the main focus of enforcement activity will be directed to those areas with the most problems, the Parking Services contract includes Key Performance Indicators (KPIs) requiring CEOs to regularly patrol all parking controls.
16. With regard to the specific concern in respect of local traffic management, this will not necessarily be affected as many traffic management functions are not included in the existing agency agreements.

Impact on communities

17. Concerns were raised that in moving to data led deployment of on-street parking enforcement, the County Council would not be able to provide genuinely local

service, undermining community relationships built up over time and leading to reputational damage for both parties. It was felt that, from the local perspective, there would be no benefit in moving to a single, countywide service where the ability to deploy local resources in response to problems could be lost because the number of districts competing for resources will increase.

18. While there was support for the wider policy outcomes, there were also concerns about the impact of a high-level policy led service on nuanced local issues, with a need to ensure meaningful consultation with district and borough councils and recognise the importance of engaging with local communities in constructive dialogue, including reviewing potential options and opportunities that may improve services to residents.
19. Concerns were raised about the impact on local communities and a potential loss of investment in local projects currently provided by district councils, but which the County Council may not necessarily provide in the future.

The County Council's response

20. Similar concerns were raised by the district and borough councils in the four areas that the County Council now controls, but such issues have not arisen. The County Council is the sole client for the Parking Services contract and there will be no issue over districts competing for resources. The County Council determines all aspects of the service including the hours of enforcement, priority locations and the policies to which CEOs work to, with contract performance monitored through a range of KPIs. By having complete focus on the on-street service, the County Council is able to flex and adapt frontline resources to deal with demand as necessary, directing a pool of scalable resources to target parking hotspots as and when they arise without resourcing constraints or being tied to district boundaries.
21. The County Council can respond to local issues either reported to CEOs or via the automated enforcement request system whereby residents can report issues themselves via the simple online form.
22. Local complexity in particular parking controls, including resident parking permit schemes, will need to be worked through in detail to understand how the transition will work in practice, and whether any changes to current arrangements are required.
23. With regard to the concern in respect a potential loss of investment in local projects currently provided by district councils, the proposal only relates to ending agency arrangements for civil parking enforcement and for traffic management. Nothing in this proposal limits collaborative working on locally important projects where funding is prioritised for traffic management and parking controls.

Impact on staff

24. All districts and borough councils noted the impact on staff and wanted early clarification on staff transfer, roles and responsibilities in the new County Council team. Clarification would also be required for the transfer of asset.
25. Some district and borough councils expressed a concern that the resources needed to run the service had been underestimated, with the scope for savings exaggerated.

The County Council's response

26. Formal discussions on staff transition cannot commence before serving notice to terminate the agency agreements. The County Council will work with district and borough council colleagues to provide the desired clarity on the staff transition arrangements.
27. Should TUPE requirements arise from the withdrawal of the agreements, all appropriate HR and Legal processes will be followed, including engagement with affected staff.
28. The County Council will also work with district and borough council colleagues on the transition of parking assets.
29. Efficiencies will accrue from economies of scale and not necessarily through reducing resourcing across each district. It is recognised that each district/borough is different and has different demands.

Loss of local ambassadorial role of Civil Enforcement Officers

30. Some district and borough councils cited the added ambassadorial role of CEOs in signposting local services and felt that integrating on and off-street enforcement in CEO beats enhanced this added ambassadorial role.
31. The County Council's response
32. This ambassadorial role is equally or more applicable to other highways functions such as reporting potholes or defective street lighting, and to wider County Council functions.

How civic events will be managed in the future

33. Some district and borough councils asked how civic events will be managed in the future, noting that they currently manage these events in-house. They were concerned that while they will retain powers to close roads under the Town and Police Clauses Act, they may not be able to sustain the technical resource in the future if the responsibility for processing other temporary Traffic Regulation Orders transfers to the County Council. There was also a concern about coordinating parking related suspensions as it will no longer be one internal team.

34. A number of district and borough councils identified examples of civic events where an increased CEO presence has been helpful, and which has been straightforward to arrange as a district delivered service. Concerns were raised about how these events might be supported in the future, particularly around costs and availability of resource

The County Council's response

35. While there would not be scope for CEOs to act as marshals for civic events, where there are enforceable parking restrictions for CEOs to patrol and/or parking suspensions to be administered, then there may be scope to assist.
36. Where there will be an impact on managing major events e.g., traffic management involvement with the Safety Advisory Group (SAG), then this will be provided by the County Council's Highways Service in addition to their current role in the SAG.
37. Where there are local concerns about a smaller event's impact on a community, such as school parents' evenings etc, then the County Council's Parking Service can provide sensitive management of traffic and parking to support this.
38. Support for planning significant civic events and coordinating associated road closures and parking suspensions can be provided subject to local funding.

Future collaborative management of on and off-street parking

39. A number of district and borough councils feel that in implementing the countywide service, the County Council should give consideration to the role of parking in achieving policy objectives at a local level, specifically how the County Council proposes to engage with partners on this and also provide an appropriate degree of responsiveness to local issues. District and borough councils wanted to be reassured that the County Council will work collaboratively with them to achieve ambitions in areas like air quality, climate change and town centre management, and will not frustrate their plans.

The County Council's response

40. In the future, there will need to be positive engagement with the district and borough councils on parking and traffic management, and consultation on pricing strategy for on and off-street parking, with sufficient time for a dialogue with district and borough council colleagues prior to making any changes. We propose to develop partnership working with district and borough councils on future parking and access plans to support this.

Policy

41. While district and borough councils generally agreed with the County Council's emerging transport and climate change policies, some felt that there would be considerable local variation, not least between rural and urban locations, that would require a more nuanced approach.

The County Council's response

42. The current agency arrangement for civil parking enforcement and for traffic management is not a devolved service, and there is no change in the policy arrangements, which have always been for the County Council to determine.
43. It is agreed that no two Hampshire districts are the same. The County Council's soon to be published Local Transport Plan 4 will set out the vision, outcomes and guiding principles for transport in Hampshire. A modern and efficient traffic enforcement service will be a key element to the future of transport in the County.

Timings

44. A number of districts and boroughs felt that transferring the on-street parking enforcement service would be simplified by timing this to take place with the start of a new financial year. Some districts and boroughs felt that ending the agency agreements for traffic management could happen sooner than the twelve-month notice period, but that there will need to be a dialogue on data transfer for Traffic Regulation Orders and for residents parking.
45. There will also need to be communications strategy to prepare residents for the change.

The County Council's response

46. There may be scope to reduce the individual notice periods to coincide with the start of a new financial year i.e., 1 April 2023, but the actual time required will be subject to completing any staff transfer processes, which will be reliant on all parties' active participation. Extending notice periods to coincide with the end of the financial year i.e., 31 March 2024 may be possible where there are specific transition issues that could be resolved by extending the notice period.
47. A communications plan to support the change will be developed in collaboration with district and borough council colleagues. Similar concerns were expressed with the earlier ending of agency arrangement in Fareham, New Forest and Test Valley, and with the commencement of civil parking enforcement in Gosport, and the County Council planned ahead and publicised these changes through various media channels coupled with direct communication to residents where needed.

6. The scheme forms part of the Stubbington Bypass proposals which are currently under construction following approval in September 2019. The Stubbington Bypass is a new 3.5km long single carriageway road between the B3334 Titchfield Road and the B3334 Gosport Road, passing to the north and east of Stubbington.
7. Once the new bypass is open, traffic volumes on the existing B3334 corridor through Stubbington are expected to fall as through traffic migrates to the new route. To help encourage use of the bypass and deter unnecessary through traffic from continuing to use the existing corridor in the village, the scheme aims to reflect the reduced traffic demand and reallocate the road space to improve accessibility for pedestrians and cyclists in the village centre.
8. The scheme is funded by a combination of allocations from the Local Growth Deal elements of the Stubbington bypass project, the Active Travel Fund, and local developer contributions.

Contextual Information

9. The existing B3334 route corridor between the A27 at Titchfield Gyratory and the B3385 at the Peel Common roundabout currently links via Titchfield Road and Gosport Road in Stubbington.
10. The route is currently heavily congested especially at the two roundabout junctions in the village centre: one is located at the junction with May's Lane and the other at the junction with Stubbington Lane and Stubbington Green. The congestion is evident during peak travel periods resulting in increased journey times and poor journey time reliability.
11. The route between the Titchfield Gyratory and the Peel Common roundabout is being improved as part of the Stubbington Bypass scheme which forms part of the wider strategy and package of schemes to improve access to Fareham and Gosport.
12. The scheme includes a new road to link between Titchfield Road on the north side of Stubbington and Gosport Road to the east of Stubbington. The new road between these points will be classified as the B3334 and named Daedalus Way, and the existing route corridor through the village will be reclassified as a 'C' class road.
13. Once open to traffic, Daedalus Way will reduce traffic flows on the Titchfield Road/Gosport Road corridor in Stubbington particularly at the two roundabout junctions in the village centre.
14. The layout of the existing roundabout at the junction of Titchfield Road with Gosport Road and May's Lane includes two lane entries on each of the three arms, with single lane exits. A signal-controlled pedestrian and cycle crossing is located approximately 25m east of the roundabout on Gosport Road which provides a pedestrian and cycle link between the car park and

cycle route on Burnt House Lane with the pedestrian link to the village centre and shopping area in Stubbington Green. A second pedestrian link also connects between Stubbington Green and Titchfield Road.

15. The predominant flow in the existing scenario is along the B3334 Titchfield Road/Gosport Road, with the left turn lane from Titchfield Road to May's Lane, and the right turn lane from May's Lane to Titchfield Road being underutilised. Once Daedalus Way is open the traffic volumes on Titchfield Road will reduce and the dominant movements are modelled to be to/from May's Lane and Gosport Road.
16. The layout of the existing roundabout at the junction of Gosport Road with Stubbington Lane and Stubbington Green includes two lane entries on the Gosport Road and Stubbington Lane approaches to the roundabout, with a single Lane entry from Stubbington Green. All four arms have single lane exits. A signal-controlled pedestrian crossing is located approximately 40m north of the roundabout which provides a pedestrian link between the residential area to the north-east of Gosport Road and the village centre in Stubbington Green. The footways around the roundabout are incomplete and offer limited road crossing opportunities.
17. The predominant flow in the existing scenario is along the B3334 Gosport Road north and east arms of the roundabout with a secondary flow between Stubbington Lane and the Gosport Road northern arm. Once Daedalus Way is open the traffic volumes on the Gosport Road east arm will reduce and the dominant movements are modelled to be between Gosport Road north arm and Stubbington Lane.
18. The proposed scheme will respond to the forecast changes in traffic demand at the roundabouts to utilise and reallocate the excess road space to support use of the new bypass and to achieve accessibility improvements for active travel modes both around the roundabouts and to improve connections to/from the village centre.

Finance

19. The scheme is funded from a combination of resources including an allocation from the Stubbington Bypass project, the Active Travel Fund, and Developer Contributions.
20. The allocation from the Stubbington Bypass scheme includes Local Growth Deal funding provided by the Department for Transport (DfT) and the Solent Local Enterprise Partnership (SLEP), administered by the SLEP for which a funding agreement with the County Council is in place.
21. The Active Travel Fund allocation to the scheme follows a successful bid to the DfT in August 2020 for Tranche 2 of the Active Travel Fund, to deliver a range of schemes to encourage active travel modes including walking and

cycling. Of the £3.25million awarded to the County Council, £2.6million was for capital schemes, which includes the allocation to Stubbington village.

22. The developer contributions are held by the County Council.

23.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	155	20	Local Growth Deal	450
Client Fee	45	6	Active Travel Fund	211
Supervision	50	6	Developer Contribution	114
Construction	525	68		
Land	Nil			
Total	<u>775</u>	<u>100</u>	Total	<u>775</u>

24.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	3	0.003%
Capital Charge	75	0.049%

Programme

25. The scheme is proposed to be implemented once the new Stubbington bypass, Daedalus Way is open to traffic and through traffic has started to migrate away from the existing route corridor through the village to the new bypass. This is expected to occur around the end of May 2022, and the scheme in the village is then expected to take about 4 months to build.

Scheme Details

26. A location plan and a layout plan for each roundabout is included in Appendices 1, 2 and 3.

27. At the Titchfield Road/Gosport Road/May's Lane roundabout the proposals include the reduction of the entries on Titchfield Road and May's Lane to single lane, whilst retaining a two-lane entry to the roundabout from Gosport Road.

28. The centre island of the roundabout will be retained but extended with buff coloured over-runnable surfacing to improve traffic management and reduce vehicle speeds, whilst still enabling larger vehicles to turn.

29. At May's Lane the footway on the east side will be widened locally and the existing traffic island extended to create a single traffic lane entry to the roundabout. The existing crossing point will be retained.
30. On Titchfield Road the footway on the north side will be widened into the carriageway and the traffic island extended to create a single lane entry to the roundabout. The footway widening will enable a short length of shared use with cyclists to be created to assist eastbound cyclists on Titchfield Road to cross the road towards the south side and the village centre.
31. On the south side of the roundabout the footway will be widened into the road between Titchfield Road and Gosport Road, to provide a cycle connection to the existing route by the signal-controlled Toucan crossing.
32. At the Gosport Road/Stubbington Lane/Stubbington Green roundabout the proposals include the reduction of the entries on the Gosport Road east arm to a single lane entry, whilst retaining a two-lane entry to the roundabout from the Gosport Road north arm, and from the Stubbington Lane arm. A single lane entry will be retained on Stubbington Green.
33. The centre island of the roundabout will be retained but extended with buff coloured over-runnable surfacing to improve traffic management and reduce vehicle speeds, whilst still enabling larger vehicles to turn. The overall size of the roundabout will be reduced, and the circulating carriageway marked with traffic lanes where two lane entries are provided.
34. On the Gosport Road north arm the footway on the east side will be widened and the traffic island modified to enable two traffic lanes to be retained with an uncontrolled pedestrian road crossing provided.
35. On the Gosport Road east arm the footways on both sides of the road and the traffic island will be widened into the road to create a single lane entry to the roundabout for traffic and to improve facilities for pedestrians.
36. At Stubbington Lane modifications will be made to the kerb on the west side of the road to widen the grass verge and create a new footway that will link the crossing points on Stubbington Lane and Stubbington Green. The traffic islands on Stubbington Lane and on Stubbington Green will also be modified to improve accessibility for pedestrians.

Departures from Standards

37. There are no departures from standards.

Consultation and Equalities

38. An early-stage meeting with local County and District Members together with representatives from the local Residents Association took place in March

2020. These discussions focussed on the initial active travel measures in the village centre and the initial proposals at the two roundabouts.

39. The initial active travel measures were not well supported so the scheme at the roundabouts was further developed to include enhanced features to support active travel.
40. An online public engagement was publicised and undertaken between 18 October and 14 November 2021. The public engagement included an online information pack illustrating and explaining the scheme proposals and including a feedback form, with paper copies available upon request.
41. In response to the public engagement 674 responses were received via the online feedback form, either online or on paper. 42 unstructured responses were received by email or letter and 68 social media comments were received through the County Council's Facebook page.
42. In addition, a group of residents carried out an unofficial engagement exercise alerting residents to the engagement process and asking people to object to the proposals by either completing the online survey or completing a printed slip included as part of their promotional letter. 77 slips were received by Hampshire County Council, although it is not known how many of those completing a slip also completed the online feedback form.
43. In terms of the responses to the public engagement, 29% of respondents strongly agreed and 11% slightly agreed with the proposals, and 46% of respondents strongly disagreed, and 10% slightly disagreed with the proposals, with 4% neither agreeing nor disagreeing. A full report detailing the feedback from the engagement can be found in Appendix 4.
44. A detailed analysis of the responses identified the individual scheme proposals that are most strongly supported are the removal of unnecessary through traffic, the provision of new pedestrian and cycle facilities, and improving local access around the village. The individual scheme proposals that respondents disagreed with are the reduced entry lanes to the roundabouts, particularly on Stubbington Lane, and increasing the diameter of the centre islands of roundabouts.
45. Following the analysis of the feedback and comments, a review of the scheme proposals and post bypass traffic model has been undertaken. This has confirmed the importance of encouraging use of the bypass by through traffic to ensure the benefits of the reduced traffic flows in the village are achieved once the bypass is open to traffic, and providing the improved accessibility for pedestrians and cyclists, without unnecessarily restricting local traffic movements on the Stubbington Lane/Gosport Road/May's Lane corridor.
46. The proposed scheme has therefore been revised to retain two-lane entries on the Gosport Road (north arm), and the Stubbington Lane arm to maintain north/south flows, whilst creating a single lane entry on Gosport Road (east

arm), at the Stubbington Green roundabout. At the May's Lane roundabout, a two-lane entry will be maintained at the entry from Gosport Road.

47. The local County Councillor for the Fareham Crofton Division, Councillor Pal Hayre, has expressed overall support for the proposed revised scheme.
48. An equalities impact assessment has been undertaken which has identified a neutral impact on people with protected characteristics. The proposed scheme includes revised crossing locations and tactile paving that will improve accessibility for pedestrians and cyclists and improve choices for active travel that benefit health and wellbeing.

Climate Change Impact Assessments

49. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

50. The climate change adaptation tool has identified two minor vulnerabilities in the scheme. The first identifies a vulnerability to heavy rainfall and surface flooding. The scheme will modify the existing roundabouts without significant variation to the impermeable surface area however it is reliant on the existing surface water drainage system. To mitigate this impact the existing drainage system will be retained and cleaned, checked, and, if necessary, repaired as part of the implementation phase.
51. The second vulnerability may occur during the construction phase when storms and high winds may impact on temporary traffic management equipment (signs, barriers and guarding) and may present a hazard. This will be mitigated by monitoring forecasts and securing, weighting, or removing the equipment as appropriate.

Carbon Mitigation

52. The scheme will result in carbon emissions during the construction phase, associated with the construction materials, fencing & barriers, drainage, electrical equipment, and energy consumption. This will be offset locally by the improved local environmental conditions produced by the reduction of traffic volumes using the route through the village which the scheme aims to support. The combination of this and the provision of measures to support active travel may encourage more walking and cycling trips in the village centre which will contribute to a reduction of emissions due to more people using sustainable travel modes.

Statutory Procedures

53. The scheme is being delivered within the existing highway boundary using permitted development rights and no planning consents are required.
54. The new sections of shared use footway/cycleway as proposed along part of Titchfield Road and Gosport Road at the May's Lane roundabout will be incorporated into the highway network under Section 65 and 66 of the Highways Act 1980.

Land Requirements

55. No land is required for the scheme which is to be constructed within the existing highway boundary.

Maintenance Implications

56. The Asset Management team has been consulted about the proposals and has agreed to the materials being used. The works are within the existing public highway and reduce the carriageway area whilst increasing the footway areas which should help to support a reduced maintenance liability.
57. The improvements will have an impact on future year's maintenance budgets, and this is expected to be approximately £2652 per annum.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
 -
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> EMETE Report: 'Stubbington Bypass – Project Appraisal' EMETE Report: 'Active Travel Fund – Tranche 2 Programme'	<u>Date</u> 17 Sept 2019 29 July 2021
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

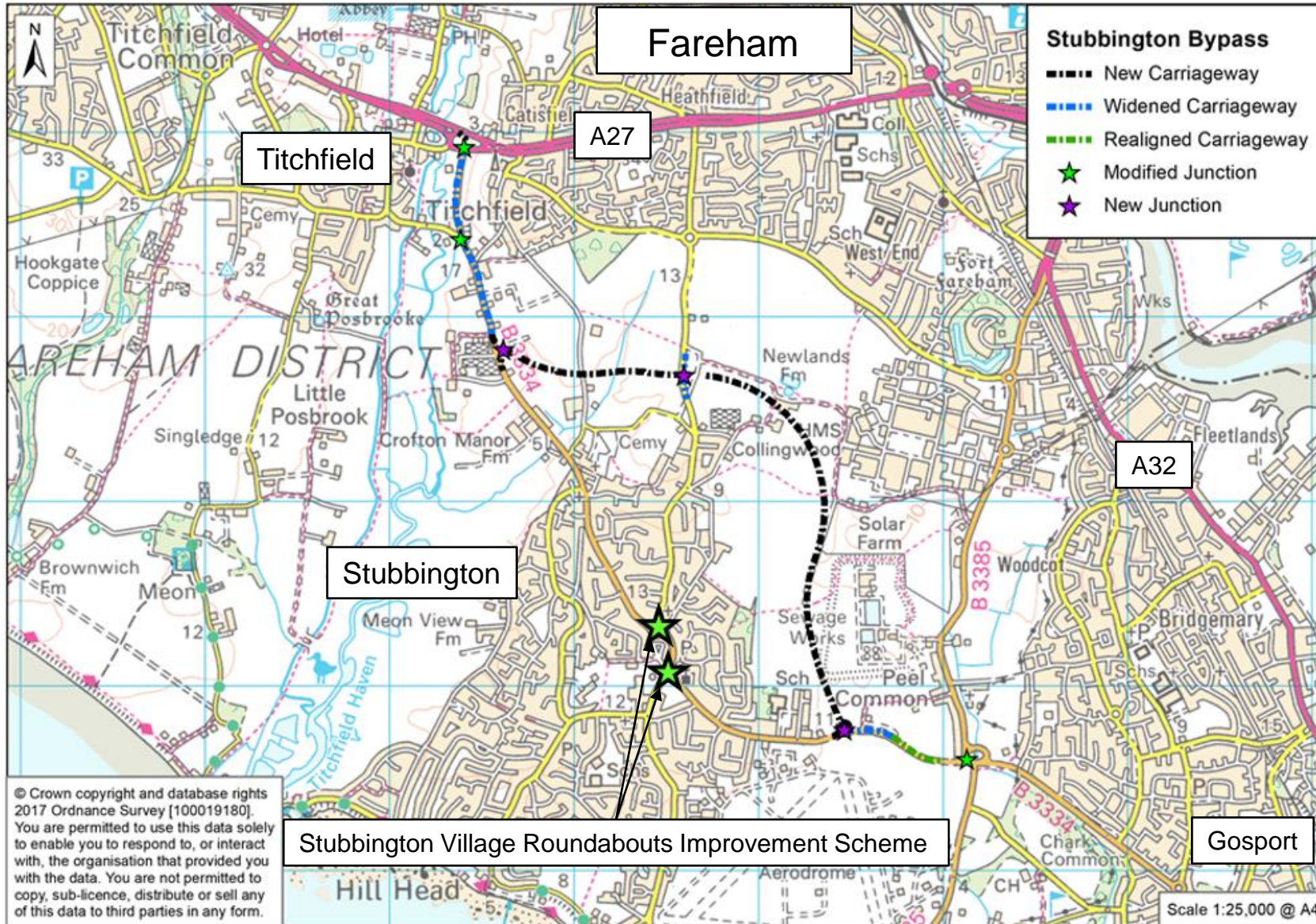
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

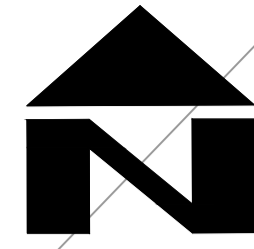
- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

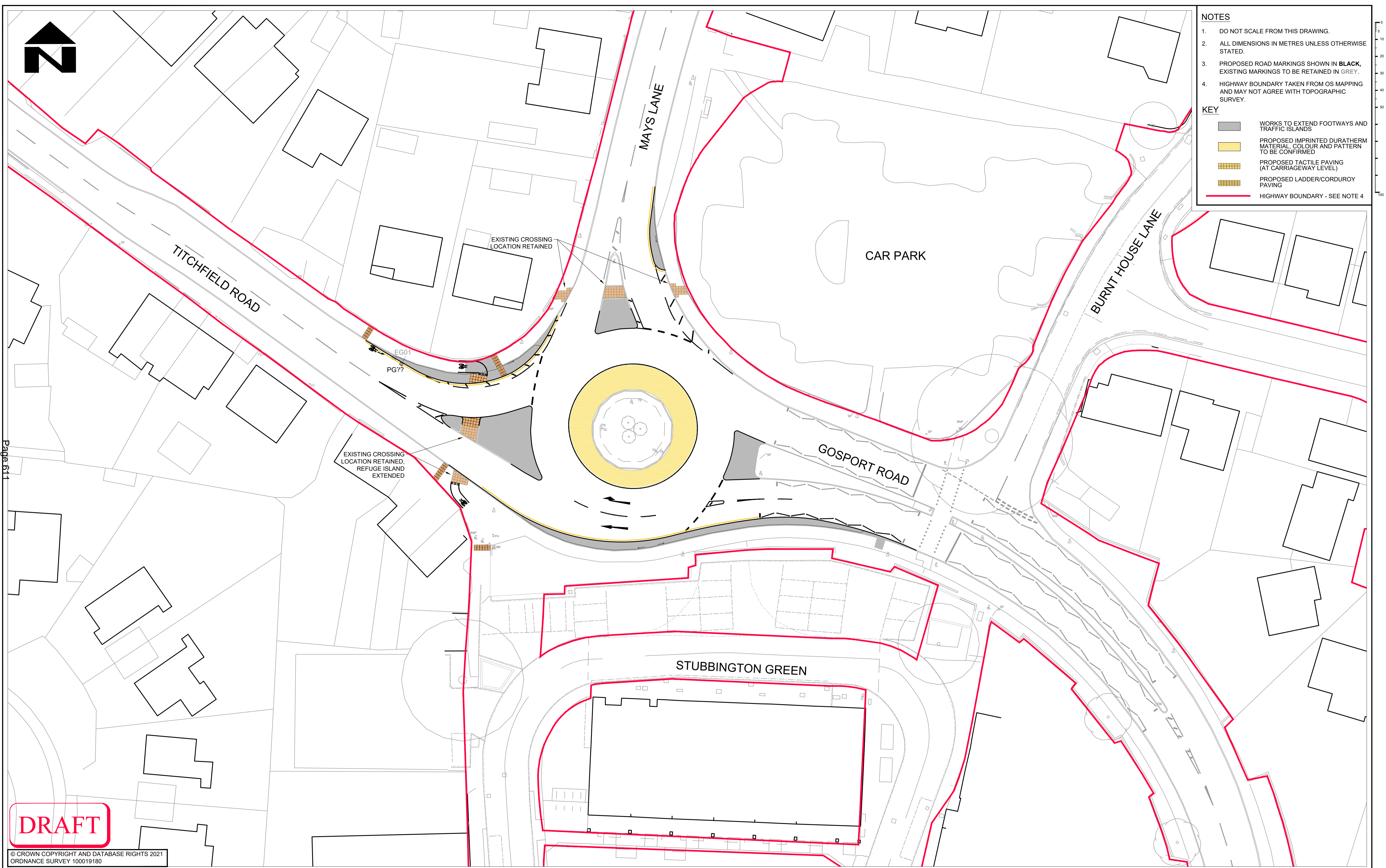
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- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - PROPOSED ROAD MARKINGS SHOWN IN **BLACK**, EXISTING MARKINGS TO BE RETAINED IN **GREY**.
 - HIGHWAY BOUNDARY TAKEN FROM OS MAPPING AND MAY NOT AGREE WITH TOPOGRAPHIC SURVEY.
- KEY**
- WORKS TO EXTEND FOOTWAYS AND TRAFFIC ISLANDS
 - PROPOSED IMPRINTED DURATHERM MATERIAL, COLOUR AND PATTERN TO BE CONFIRMED
 - PROPOSED TACTILE PAVING (AT CARRIAGEWAY LEVEL)
 - PROPOSED LADDER/CORDUROY PAVING
 - HIGHWAY BOUNDARY - SEE NOTE 4



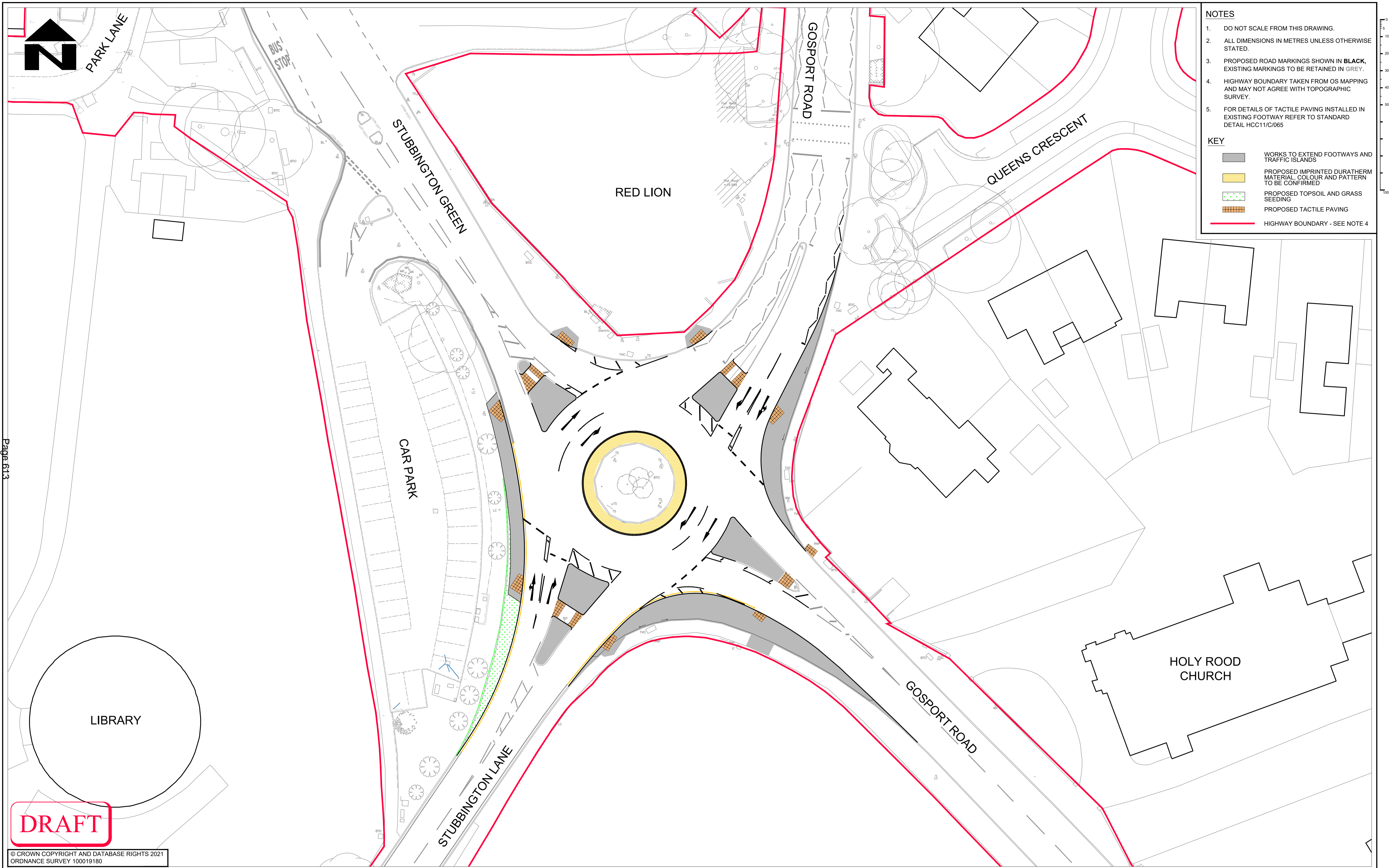
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ORDNANCE SURVEY 100019180

<p>CLIENT</p> <p>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>				<p>CONSULTANT</p> <p>Hampshire County Council Engineering CONSULTANCY</p> <p>STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>				<p>DESIGNER</p> <p>DF</p>		<p>SCALE @ A1</p> <p>1:250</p>		<p>SCHEME</p> <p>STUBBINGTON VILLAGE ACTIVE TRAVEL IMPROVEMENTS</p>		<p>DRAWING TITLE</p> <p>MAYS LANE ROUNDBOUT GENERAL ARRANGEMENT</p>																									
<p>DATE</p> <p>09.12.2021</p>				<p>DATE</p> <p>27.08.2021</p>				<p>CAD</p> <p>RH</p>		<p>DATE</p> <p>27.08.2021</p>		<p>JOB No. C_J008872_01</p>		<p>HCC CAD PLOT: 09/12/2021 18:51:04</p>																									
<p>AMENDMENTS</p> <table border="1"> <thead> <tr> <th>SUIT</th> <th>REV</th> <th>DATE</th> <th>CAD</th> <th>CHKD</th> <th>APPD</th> </tr> </thead> <tbody> <tr> <td>S2</td> <td>P03</td> <td>09.12.2021</td> <td>RH</td> <td>RW</td> <td></td> </tr> <tr> <td>S2</td> <td>P02</td> <td>24.09.2021</td> <td>RH</td> <td>RW</td> <td>CJP</td> </tr> <tr> <td>S2</td> <td>P01</td> <td>27.08.2021</td> <td>RH</td> <td>RW</td> <td>CJP</td> </tr> </tbody> </table>				SUIT	REV	DATE	CAD	CHKD	APPD	S2	P03	09.12.2021	RH	RW		S2	P02	24.09.2021	RH	RW	CJP	S2	P01	27.08.2021	RH	RW	CJP	<p>CHECKED</p> <p>RW RW</p>				<p>SHEET NUMBER</p> <p>1 OF 1</p>		<p>APPROVED</p> <p>CJP CJP</p>		<p>DRAWING NUMBER</p> <p>CJ008872-ECH-GEN-14406554-DR-HE-0012</p>		<p>SUIT REV</p> <p>S2 P03</p>	
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 - FOR DETAILS OF TACTILE PAVING INSTALLED IN EXISTING FOOTWAY REFER TO STANDARD DETAIL HCC11/C/065
- KEY**
- WORKS TO EXTEND FOOTWAYS AND TRAFFIC ISLANDS
 - PROPOSED IMPRINTED DURATHERM MATERIAL COLOUR AND PATTERN TO BE CONFIRMED
 - PROPOSED TOPSOIL AND GRASS SEEDING
 - PROPOSED TACTILE PAVING
 - HIGHWAY BOUNDARY - SEE NOTE 4

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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD
S2	P03	MINOR AMENDMENTS	09.12.2021	RH	RW	
S2	P02	MINOR AMENDMENTS	24.09.2021	RH	RW	CJP
S2	P01	FIRST ISSUE	27.08.2021	RH	RW	CJP

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	SCALE @ A1	SCHEME	DRAWING TITLE
RH	1:250	STUBBINGTON VILLAGE ACTIVE TRAVEL IMPROVEMENTS	STUBBINGTON GREEN ROUNDABOUT GENERAL ARRANGEMENT
CAD	DATE	JOB No. C_J008872_01	HCC CAD PLOT: 09/12/2021 19:00:20
RH	27.08.2021		
CHECKED	SHEET NUMBER		
RW RW	1 OF 1		
APPROVED	DRAWING NUMBER		SUIT REV
CJP CJP	CJ008872-ECH-GEN-14406554-DR-HE-0011		S2 P03

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Stubbington Village Research report

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Image capture: Aug 2020 ©2021 Google

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Respondent profile	Slide 25
Unstructured comments	Slide 28

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Key findings

Key findings

- At least half of respondents agreed with the aims of the scheme to remove unnecessary through traffic and improve access to/from/around the village. Views on reallocating excess road space to pedestrians and cyclists were more mixed, with roughly equal minorities agreeing and disagreeing with these aims.
- The individual scheme elements were welcomed by wheelchair/mobility scooter users and frequent cyclists (at least once a week), a majority of whom agreed with each element, and with the proposed changes as a whole package. Frequent walkers also agreed with the majority of scheme elements.
 - The most common reasons for agreeing with the proposed changes were that it would be beneficial to reduce the level of traffic in the village, and that it was a good idea to reduce vehicle speeds and encourage use of the bypass.
- However, frequent car users, who made up 94% of respondents, were less positive. Most frequent car users disagreed with the proposed changes overall, with this clearly linked to disagreement with reducing entry to the roundabouts to single lane and reducing the diameter of the central islands.
 - The most common reasons for disagreeing with the scheme centred around the belief that it would increase congestion and journey times through reduced capacity at the roundabouts. There were concerns that the bypass would not reduce traffic sufficiently to enable the proposed changes, and that they could therefore lead to congestion and rat-running.
 - Some were also concerned about ongoing construction works, feeling that they had already experienced this for some time during the bypass construction.
- Most respondents said that their levels of use of different modes would not change as a result of the changes. However, if introduced, the data indicated that the scheme could have a net impact of reducing car use slightly, and increasing levels of walking, cycling, and the use of wheelchairs/mobility scooters.

Potential implications



Implications for communications

- Communications are needed to address the key concern for respondents (95% of whom were local residents), that the reduction of roundabout entries to single lane will result in congestion and rat-running - based on low expectations that the new bypass will substantially reduce traffic volumes in the area (meaning they do not believe there is 'excess' road space that can be removed). Reference to the impact made on village traffic in other similar schemes may be useful to demonstrate the potential impact of the bypass.
- Communications need to address the concerns of drivers in particular, and emphasise the benefits to those using active travel.
- A common suggestion was to wait until the bypass has bedded in before assessing whether the works are needed. If this is not possible due to funding issues, this needs to be communicated to residents so they can understand the proposed timelines more clearly.



Implications for implementation

- Communications may allay respondents' fears that the proposed scheme would lead to more congestion in Stubbington, but implementation teams should consider whether there are potential changes to the scheme that would reduce the risk of congestion or rat-running.
- Some residents felt they had already experienced extensive construction work in their local area, and feared continued disruption during the proposed scheme works. Consideration should be given to minimising disruption to local residents during construction work and to ensure dialogue to understand views.

Introduction

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Stubbington Village - background



Background

Hampshire County Council is committed to creating better spaces for people walking and cycling in and around our towns to enable social distancing for safe, essential journeys and exercise during the Coronavirus (COVID-19) pandemic - and as we work towards a period of recovery.

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Following a successful bid to the Government's Active Travel Fund, the County Council has been awarded £3.28 million to support a range of measures across Hampshire which will create better spaces for walking and cycling in local communities.

Hampshire County Council's Climate Change Strategy has set targets for the County to be carbon neutral by 2050 and improve its resilience to the impacts caused by a two-degree increase in temperature. Schemes such as these could assist in delivering those targets by encouraging people to use active travel options.



The scheme

This report summarises the key feedback on proposed changes at two roundabouts in Stubbington. The proposals form part of the Stubbington Bypass scheme, which is currently under construction and due to open in the Spring of 2022. The scheme is designed to support use of the Stubbington bypass and discourage through-traffic from the village, while retaining capacity for local access and encouraging walking and cycling in the village centre.

Key scheme aims are to:

- support use of the bypass and discourage unnecessary through-traffic;
- reduce road space at roundabouts;
- widen footways and introduce more crossings;
- reduce traffic speeds to improve road safety;
- encourage more walking and cycling in the village centre.

Stubbington Village– aims and method



Aims

Hampshire County Council is committed to listening to the views of local residents and stakeholders. The purpose of this engagement exercise was to inform the

development plans for Stubbington Village.

Specifically, this engagement exercise sought to understand:

- current travel habits in the area;
- potential future travel habits;
- residents' and stakeholders' views on the different elements of the proposed scheme.



Method

Hampshire County Council carried out an engagement exercise through use of a feedback form (online and available in other formats). An information pack was produced, which outlined the scheme proposals in order to enable an informed response.

The feedback form was available from 18 October to 14 November 2021.

The views expressed in this report came from responses to an open feedback form, which was available to anyone to complete. There were no quotas or sampling targets, in keeping with the spirit of open engagement. However, there is evidence from other sources that when a representative sample of respondents is surveyed, opposition to schemes such as this can be lower than in open engagement exercises. There is also evidence that, once introduced, opposition to schemes can swiftly decline. [Gear Change: One Year On \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101222/gear-change-one-year-on.pdf)

Summary of survey responses

In total, 674 responses were submitted via the feedback form, either online or on paper. 669 responses were from individuals, two were from democratically elected representatives, and one was from a group, organisation or business.

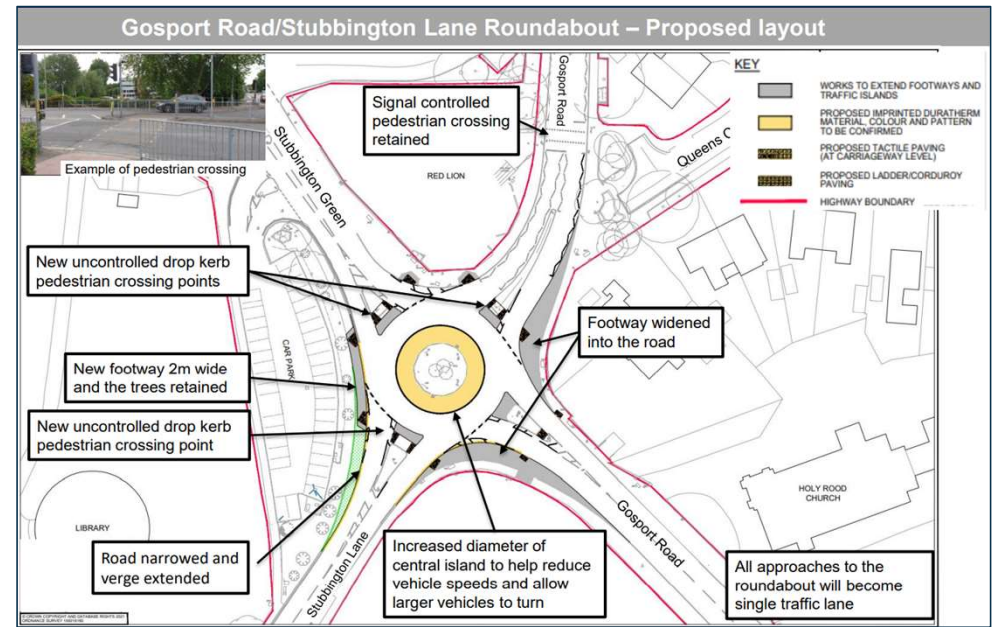
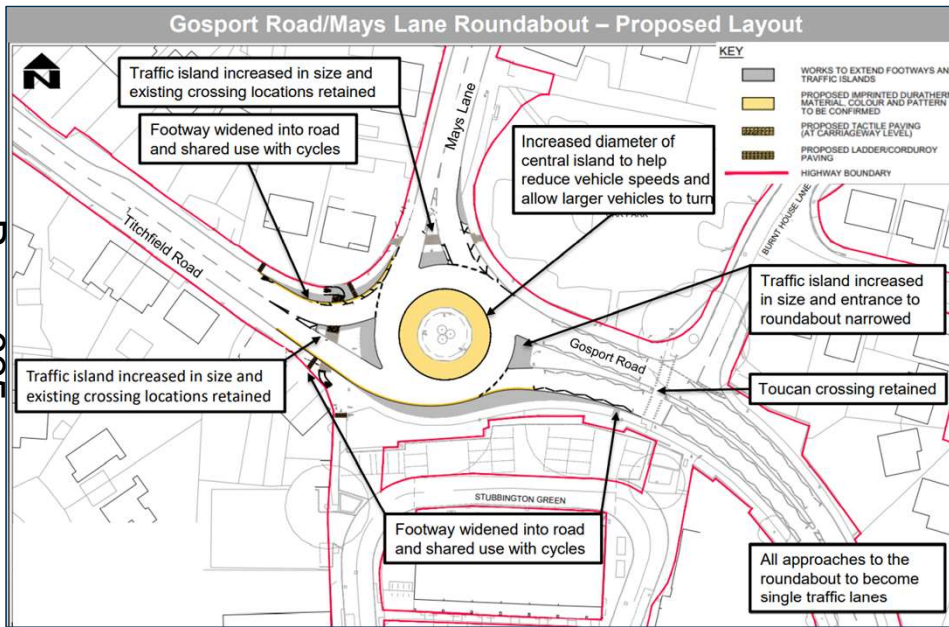
In addition, 42 unstructured responses were received by email or letter and 68 social media comments were received through Hampshire County Council's Facebook page.

Furthermore, during the fieldwork period a group of local residents carried out an unofficial engagement exercise asking people to object to the proposals by either completing the online survey or completing a printed slip.

- A total of 77 slips were received by Hampshire County Council, though it is not known how many of those completing a slip also completed the online feedback form.

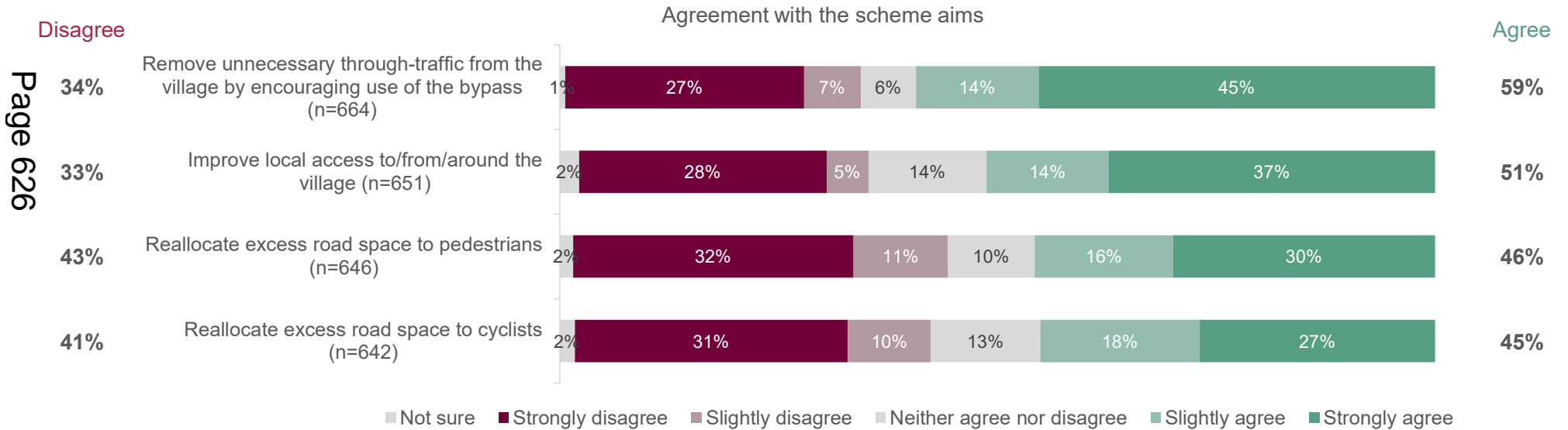
Detailed findings

Proposed scheme design



Agreement with the aims of the schemes

At least half of respondents agreed with the scheme aims to remove unnecessary through traffic and improve access to/from/around the village. Views on reallocating excess road space to pedestrians and cyclists were more mixed, with roughly equal minorities agreeing and disagreeing with these aims.



To what extent do you agree or disagree that with the aims of the scheme?

Agreement with the scheme aims – by sub-groups

At least half of frequent walkers, cyclists and wheelchair/mobility scooter users agreed with each of the aims of the scheme. Frequent drivers agreed that it was necessary to remove through traffic and improve local access, but their views were mixed on re-allocating road space, with equal minorities agreeing and disagreeing with these aims.

Agreement with scheme aims, by sub-groups

% agreeing with scheme aims (% disagreeing with scheme aims)	Frequent drivers (n=584-602)	Frequent walkers (n=427-431)	Frequent cycle users (n=140-143)	All wheelchair/mobility scooter users (n=27-30*)
Remove unnecessary through-traffic	58% (35%)	63% (31%)	69% (24%)	60% (37%)
Improve local access to/from/within Stubbington	50% (34%)	56% (30%)	57% (26%)	62% (34%)
Reallocate excess road space to pedestrians	44% (45%)	52% (39%)	60% (33%)	64% (29%)
Reallocate excess road space to cyclists	43% (43%)	50% (38%)	64% (26%)	56% (22%)

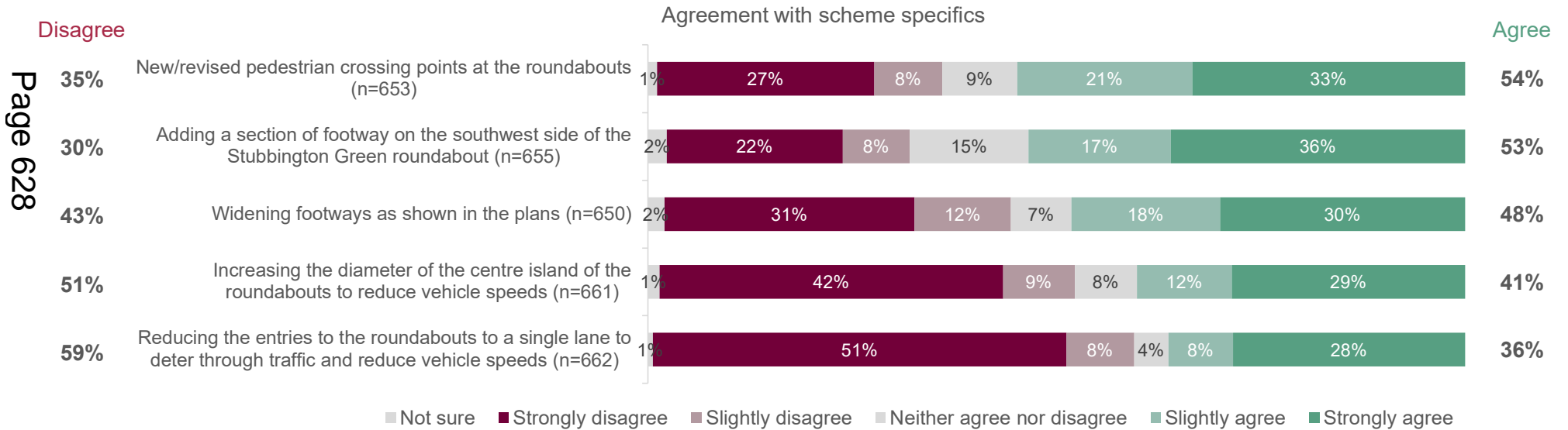
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To what extent do you agree or disagree that with the aims of the scheme?

* caution: low base

Agreement with the scheme specifics

Just over half of respondents agreed with new/revised pedestrian crossings at the roundabouts, and with adding a section of footway at Stubbington Green roundabout. However, half or more of respondents disagreed with increasing the diameter of the roundabouts and reducing entries to single lane.



To what extent do you agree or disagree with each of the following proposals?

Agreement with scheme elements around crossings and footways

Overall, the response was positive across all user groups and there was minority agreement among frequent drivers to widening footways.

Agreement with scheme elements, by modal use

% agreeing with scheme elements (% disagreeing with scheme aims)	Frequent drivers (n=592-594)	Frequent walkers (n=430-434)	Frequent cycle users (n=140-143)	All wheelchair/mobility scooter users (n=29-30*)
Providing new / revised pedestrian crossings at the roundabouts	53% (35%)	60% (30%)	68% (26%)	67% (30%)
Adding a section of footway on the southwest side of the Stubbington Green roundabout	53% (31%)	58% (24%)	69% (21%)	63% (23%)
Widening footways as shown on plans	47% (44%)	55% (36%)	60% (28%)	62% (31%)

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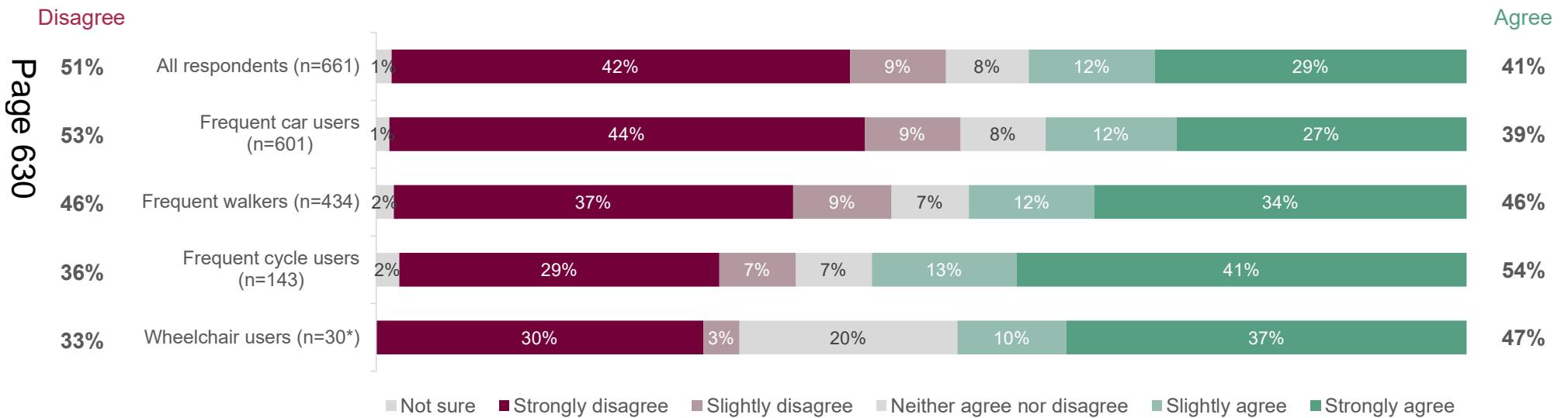
To what extent do you agree or disagree with each of the following proposals?

* caution: low base

Agreement with increased diameter of roundabout central islands

Disagreement with increasing the diameter of the centre island of the roundabouts was driven by frequent car users, just over half of whom disagreed with the proposed change. However, frequent walkers' views were split, while on balance frequent cyclists agreed with the change, as did almost half of wheelchair users.

Agreement with increasing the diameter of the centre island of the roundabouts to reduce vehicle speeds – by modal use



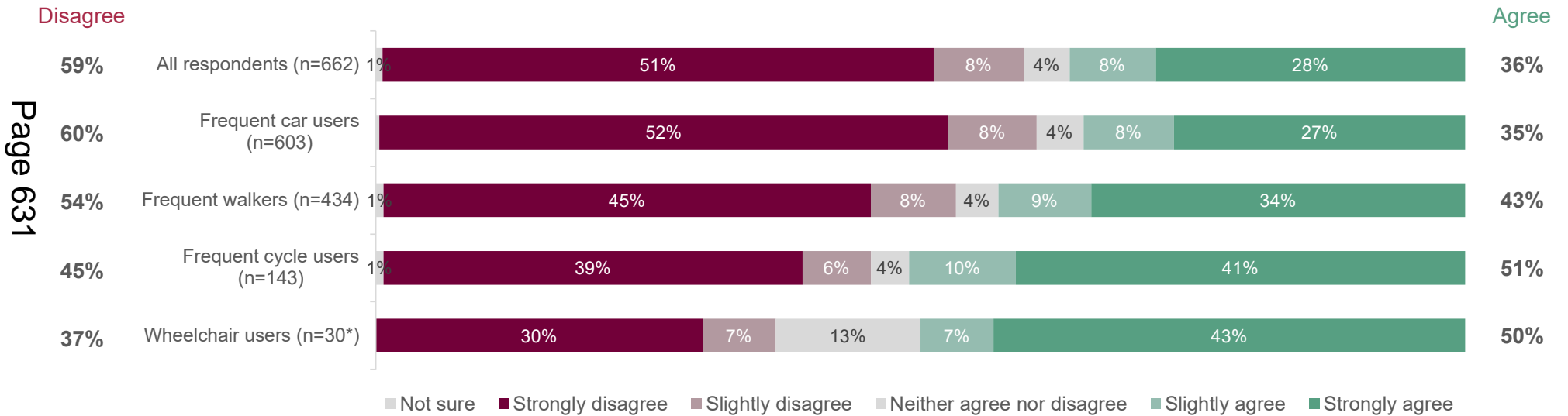
To what extent do you agree or disagree with each of the following proposals?

* caution: low base

Agreement with reducing entries to single lane

Half of frequent cyclists and wheelchair users agreed with the proposal to reduce entries to the roundabouts to single lane. Walkers and drivers were less supportive; among frequent drivers, 35% agreed with the proposed change, while 60% disagreed.

Agreement with reducing the entries to the roundabouts to a single lane to deter through traffic and reduce vehicle speeds— by modal use



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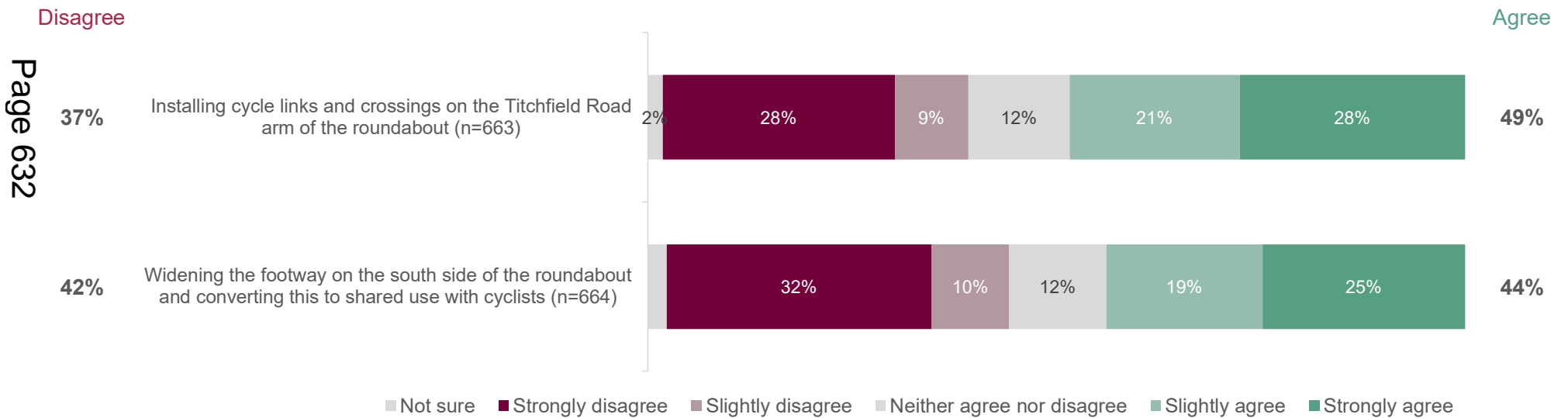
To what extent do you agree or disagree with each of the following proposals?

* caution: low base

Agreement with proposed changes at the Mays Lane roundabout

Overall, half of respondents agreed with installing cycle links and crossings on the Titchfield Road arm of the roundabout. Views were more mixed on converting the footway on the south side to a wider, shared use path.

Agreement with scheme specifics at Mays Lane roundabout



To what extent do you agree or disagree with each of the following proposals at the Mays Lane roundabout?

Agreement with scheme elements at Mays Lane roundabout

Frequent walkers, cyclists and wheelchair users tended to agree with both proposals relating to Mays Lane roundabout. On balance frequent car users agreed with installing cycle links and crossings on the Titchfield Road arm, but views were split on widening the footway on the south side.

Agreement with **installing cycle links and crossings** on the Titchfield Road arm of the roundabout

% agreeing	Disagree	Agree
All respondents (n=633)	37%	49%
Frequent car users (n=604)	39%	47%
Frequent walkers (n=436)	31%	55%
Frequent cyclists (n=142)	23%	68%
All wheelchair / mobility scooter users (n=30*)	33%	53%

Agreement with **widening the footway** on the south side of the roundabout and converting this to shared use with cyclists

% agreeing	Disagree	Agree
All respondents (n=634)	42%	44%
Frequent car users (n=603)	44%	43%
Frequent walkers (n=438)	38%	49%
Frequent cyclists (n=144)	28%	62%
All wheelchair / mobility scooter users (n=30*)	27%	53%

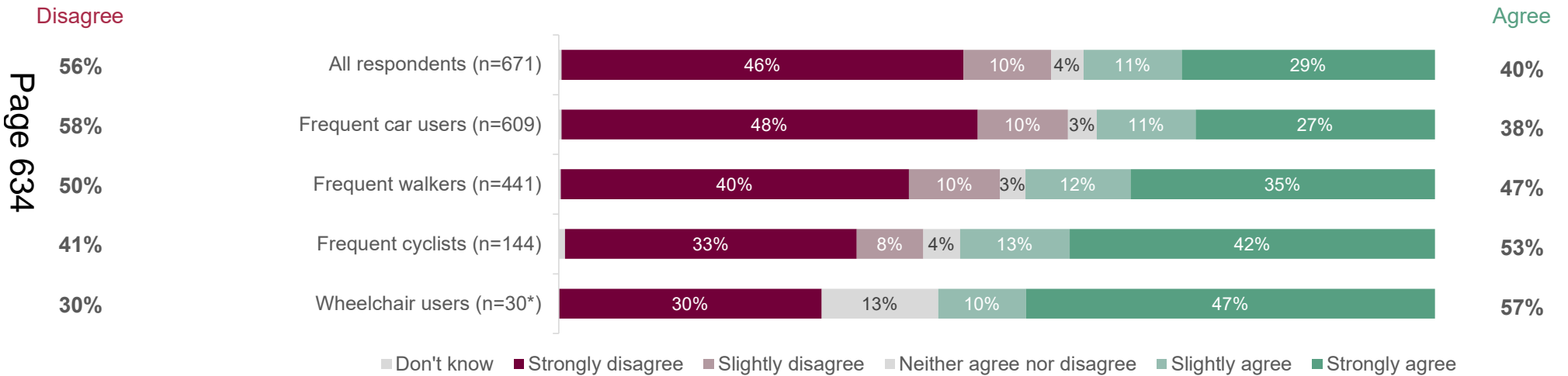
To what extent do you agree or disagree with each of the following proposals at Mays Lane roundabout?

* caution: low base

Agreement with the proposed changes overall

Agreement with the proposals overall aligned closely with modal use. While the majority of frequent car users disagreed with the proposed changes, the views of frequent walkers were evenly balanced, and frequent cyclists and wheelchair users tended to agree with the proposed changes overall.

Agreement proposed changes overall – by modal use



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Disagree

Agree

Disagreement with the proposals overall was also closely linked with disagreement with certain changes: 89% of those who disagreed with single-lane roundabout entry, and 93% of those who disagreed with widening the diameter of central island, disagreed with the package of changes overall.

To what extent do you agree or disagree with the proposed changes overall?

* caution: low base

Reasons for agreement with proposed changes

Among those who agreed with the proposed scheme, the most common reason was that it would lead to less through-traffic in the village (33%). Respondents also supported the idea of reducing vehicle speeds, encouraging use of the bypass, and improving safety for pedestrians and others.

Reasons for agreement with the proposed changes (n=230)



"Hopefully it will encourage people to walk and cycle close to the village, nothing bad can come of that. Also, the bypass will reduce the amount of traffic going into Stubbington, so the doubters will see the results once completed." (Car user and walker)

"Anything that improves cycling safety gets my vote! The roundabouts are really dangerous for cyclists. Making single lane roads would make a huge difference. Cars undertake me on the roundabouts on my bike." (Car user, walker, cyclist)

"Assuming through traffic will reduce, I'd appreciate attempts to improve pedestrian access & crossings. Needs enough space if shared with cyclists. As a driver, I'd be concerned just 1 lane at roundabouts would cause tailbacks, especially if cyclists don't use provided lanes or no space to drive past." (Car user and walker)

NB: mentions at least 10% shown.

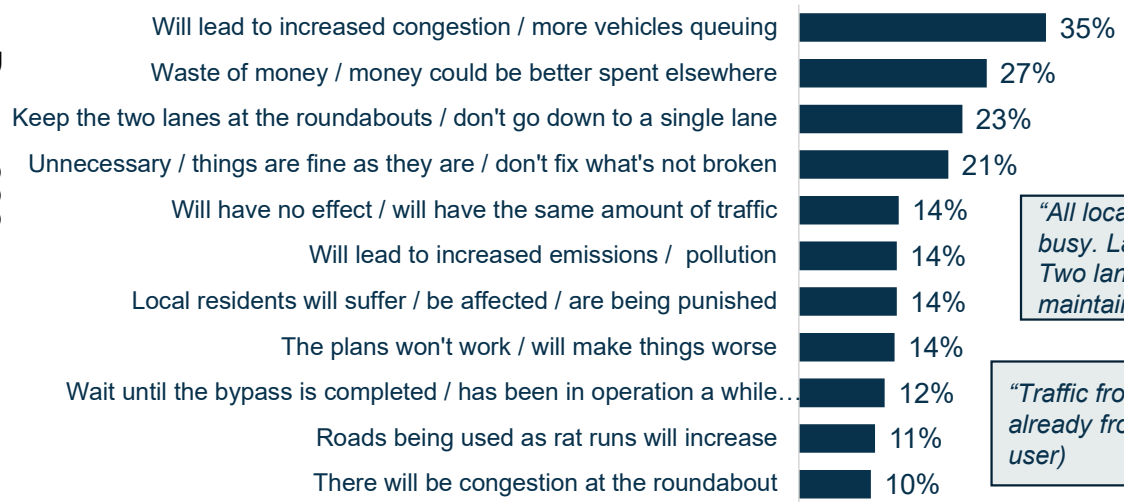
Why do you agree with the proposed changes? (Quantified verbatim comments)

Reasons for disagreement with proposed changes

Among those who disagreed with the proposed changes overall, there were concerns in particular around removing two-lane entry to roundabouts, and the potential for this to increase congestion and journey times (some cited the need for traffic from the south of Stubbington to use the village). Some suggested waiting until the bypass is operational before assessing whether the works were needed.

Reasons for disagreement with the proposed changes (n=350)

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"All you are going to do with these changes is make traffic worse not better. The bypass will not reduce peak time traffic. I have lived here over 20 years and I am sure all the changes will do is increase traffic and gridlock in the village." (Car user and walker)

"All locals will still use these routes going around and out of the village. It'll still be busy. Large delivery lorries for local shops, need room around the roundabouts. Two lane access for emergency vehicles approaching roundabouts must be maintained." (Car user and walker)

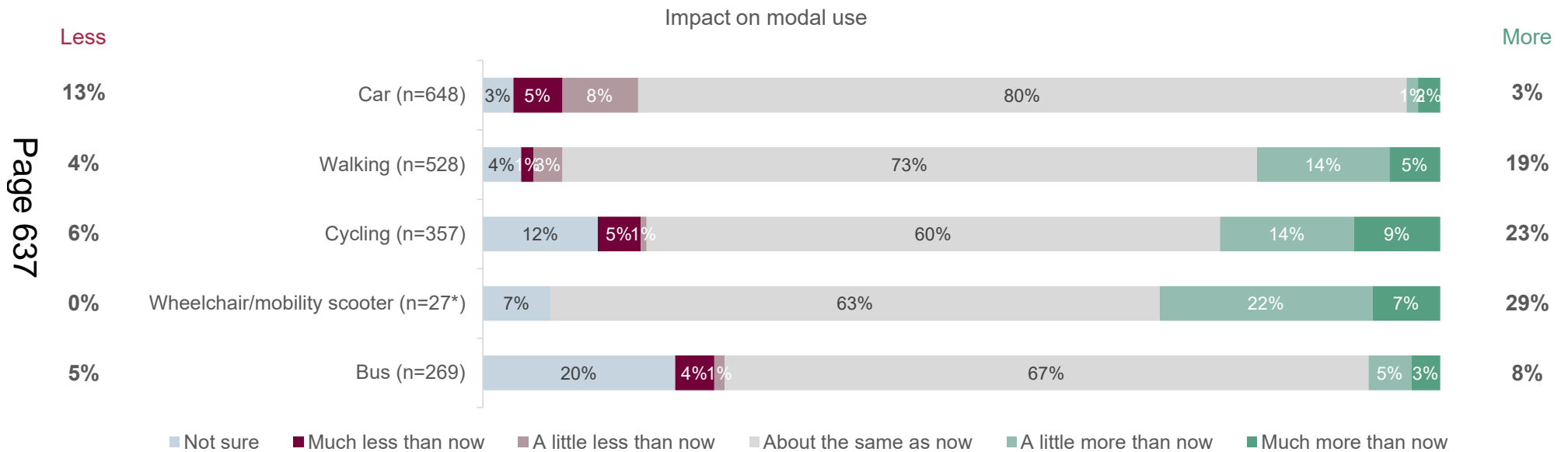
"Traffic from Lee still needs to get through Stubbington to bypass. Traffic queues already from Lee and after school times to Stubbington from Crofton school." (Car user)

NB: mentions at least 10% shown.

If you disagree with the proposed changes, please tell us why. (Quantified verbatim comments)

Impact on modal use

Most respondents said that their levels of use of different modes would not change as a result of the changes. However, if introduced, the scheme could have a net impact of reducing car use slightly, and increasing levels of walking, cycling, and the use of wheelchairs/mobility scooters.



If the proposed changes are implemented, what impact would this have on how often you use these forms of transport to travel into and around Stubbington?

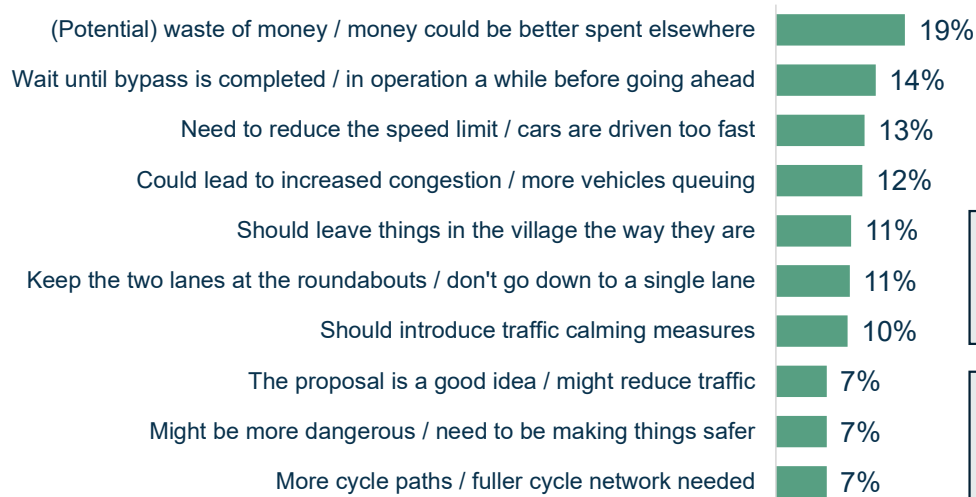
* caution: low base (current users only)

Additional comments

Asked to provide any further suggestions or comments, many respondents re-iterated points around the potential for the single lane entry to roundabouts to increase congestion, or called for the scheme to be postponed until the bypass has bedded in. There were also calls to reduce vehicle speeds, as well as support for the scheme.

Any further comments / suggestions (n=426)

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"Before going ahead with these proposals, why don't you see what impact the bypass has & review the need for further changes in a year or two?" (Car user and walker)

"By reducing traffic flow in the village there is a likelihood that the end result will be exactly the same amount of congestion as currently exists." (Car user and walker)

"Looks like a great way to discourage driving (especially the school run) and encourage safer walking and biking. Looks like a great scheme, and I hope it goes ahead as soon as possible." (Car user, walker, cyclist)

"Don't waste the money on this scheme - wait for the bypass to work (?) first. I suspect that it will make little difference and if the roads through Stubbington are restricted you will be pushing local traffic into more residential areas to gain access to Titchfield and the A27. The back roads through Stubbington and Hill Head are already used for this when Stubbington Lane and Titchfield road are congested. Restricting this flow won't make that any better." (Car user, walker, cyclist)

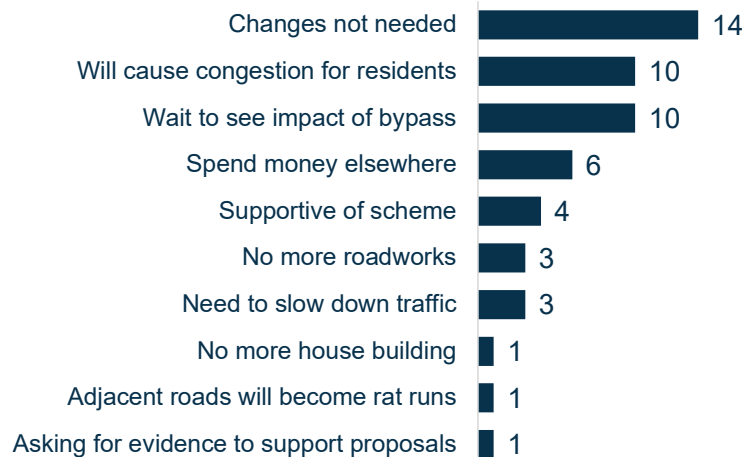
If you have any further comments or suggestions please provide these in the box below. (Quantified verbatim comments)

Unstructured comments

Comments received via Facebook:

There were 68 comments on Hampshire County Council's Facebook page. The most popular suggestion (14 comments) was that there was no need to change the current layout because it works well as it is. The same number of people suggested waiting until the bypass is finished to find out how this affects traffic flows as suggested that the proposals will cause congestion/ traffic issues for local residents (10 responses each).

Comments received via Facebook (n=68)



"Total waste of money, leave as it is. No need to change. "

"If we "reduce road space" through the village bypass to deter through traffic and persuade drivers to use the new bypass, the result will be longer queues to get through those little roundabouts..."

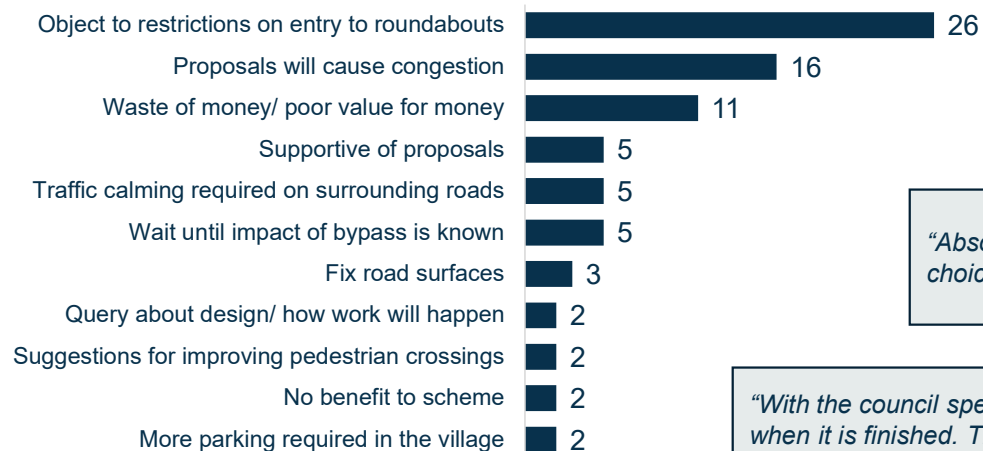
"Years of roadworks only to start on more. Why not wait to see whether people DO use the bypass first?"

Comments received via other channels:

42 responses were received via email or letter, referring to the scheme. 26 of these were objections to the roundabout entries being reduced to a single lane; 16 responses raised concerns about the proposals causing congestion and eleven responses were about the proposals being a poor use of money.

Additionally, 77 residents responded to an unofficial engagement exercise carried out by local residents, objecting to the proposals by completing a printed slip.

Comments received via email and letter (n=42)



"I do not wish to see the proposed changes to the aforesaid roundabouts. Stubbington residents have tolerated continuous hold-ups in and around the village over the years together with the associated vehicle pollution. The proposed changes would serve to ensure that smooth and efficient flow of traffic would be prevented or, at the very least restricted."

"Absolutely ridiculous ideas. Those that use these roads do so out of necessity and not choice! They are congested enough now without you putting changes at the roundabouts."

"With the council spending millions on the new bypass it would seem logical to wait and see the results when it is finished. The council is always saying they need more money, so why spend more. Give the bypass a chance to work before you throw more of our money away."

NB: mentions at least 2 shown.

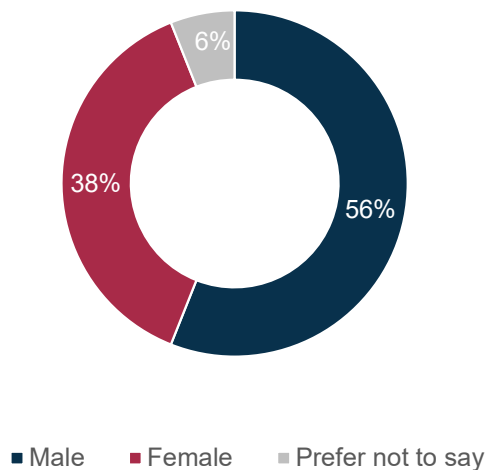
Respondent profile

Respondent profile (1)

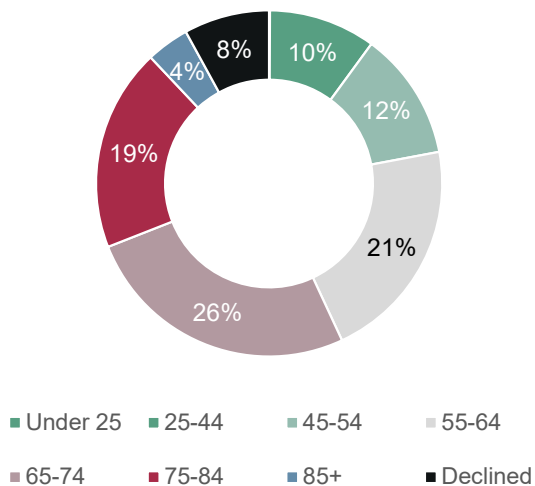
Just over half of respondents were male, 49% were aged 65 or older, and 95% lived in the Stubbington area.

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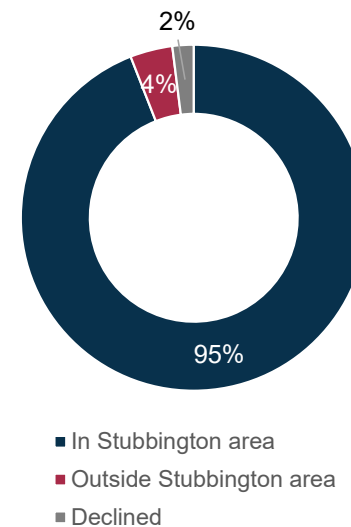
Gender (n=643)



Age (n=647)



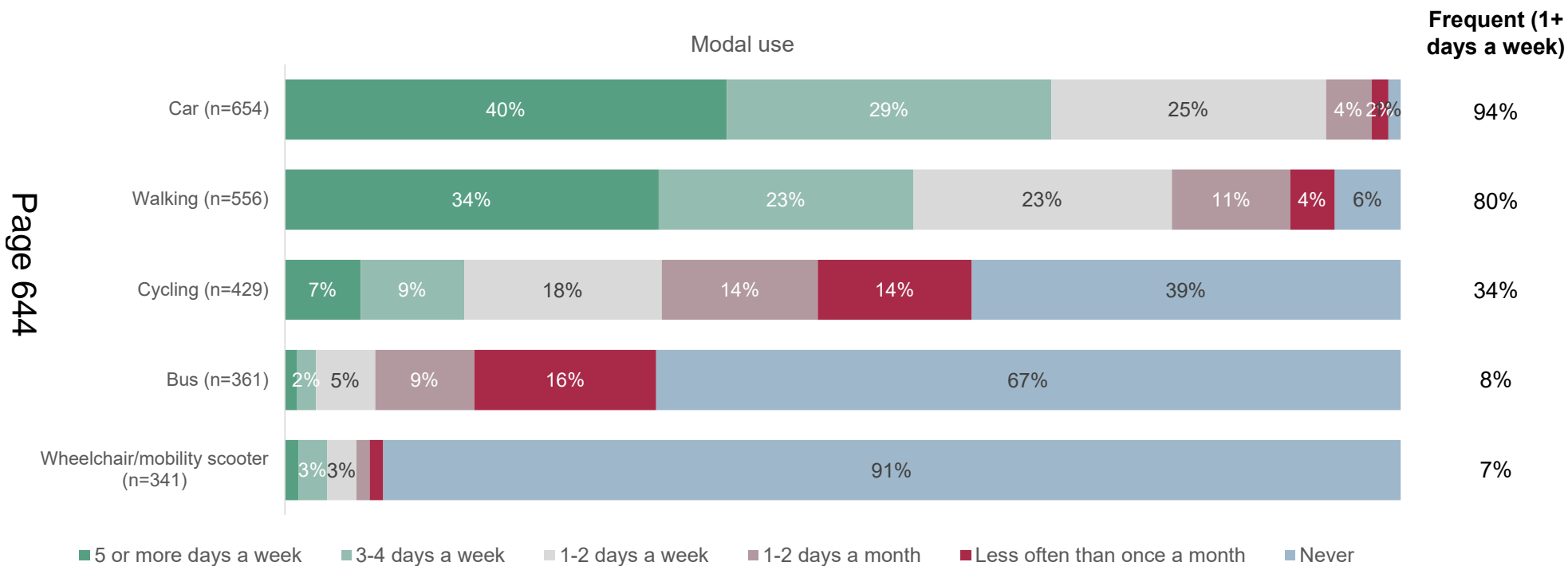
Residence (n=637)



How would you describe your gender? What is your age? Where do you live?

Respondent profile (2)

Almost all respondents travelled by car in Stubbington at least once a week, while 80% walked and a third (34%) cycled.



How often do you currently travel in and around Stubbington using the following forms of transport?



Hampshire County Council

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Project Appraisal: Arrival Square, Whitehill and Bordon
Report From:	Director of Economy, Transport and Environment

Contact name: Allen Harris

Tel: 07834 123434

Email: allen.harris@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to obtain permission from the Executive Member for Highways Operations to deliver the scheme as part of the 'Whitehill and Bordon: Arrival Square – Public Realm New Town Centre Access' to support the sustainable economic growth potential in Whitehill and Bordon, and to encourage walking and cycling.

Recommendations

2. That the Executive Member for Highways Operations approves the Project Appraisal for 'Whitehill Bordon: Arrival Square – Public Realm New Town Centre Access' ("the Scheme"), as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the scheme, as set out in the supporting report, at an estimated cost of £1,680,000 to be funded from Defence Infrastructure Organisation and Section 106 Developer Contributions.
4. That approval be given to enter into any necessary licences, consents, approvals and agreements in consultation with the Head of Legal Services, to secure all dedications and rights prior to the start of works to enable implementation of the Scheme.
5. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

6. This report seeks to deliver access to the new town centre from the existing C114 High Street for pedestrians, cyclists and bus users.
7. The scheme will provide the appropriate infrastructure to access Arrival Square as a destination from the North, South and East of Whitehill and Bordon connecting residents living in the existing housing developments to the new town centre development.
8. The scheme also provides measures to manage traffic whilst encouraging through traffic to use the A325 Relief Road instead of travelling through the town.

Contextual Information

9. This scheme was to be provided as a condition of the new town centre planning application. Following a request from Whitehill Bordon Regeneration Company, Hampshire County Council has agreed to deliver the scheme based on its experience and capability in delivering this type of infrastructure and this will now be undertaken under permitted development.
10. This scheme provides a vibrant and inviting focal point into the new town centre supporting the regeneration of the town and community wellbeing and is a high-quality entrance for users of the new business, residential and social activity space.
11. This scheme also forms part of a wider strategic network facilities that links the whole of Bordon to meet the objectives of the Walking and Cycling Strategy.
12. This scheme aims to provide improved bus facilities in the town centre encouraging greater patronage both locally and from towns and villages further afield.
13. This scheme will also replace existing infrastructure such as street lighting columns, drainage and traffic signals equipment, in addition to resurfacing of the existing footways and carriageway with new thus off-setting the maintenance burden to future years.
14. This scheme will support the aims of Hampshire County Council strategies:
 - promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school;
 - provide a safe, well maintained and more resilient road network in Hampshire; and
 - manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods.

Finance

15.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	73	4	DIO	1,430
	Client Fee	22	2	Development Control	250
	Supervision	155	9	(Section 106)	
	Construction	1,283	75		
	Legal	4	1		
	Contingency	143	9		
	Total	1,680	100	Total	1680

16.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3	0.003%
	Capital Charge	162	0.106%

17. The Executive Member for Economy, Transport and Environment decision day report 'Project Appraisal: Whitehill and Bordon Highways and Cycle Improvements' dated 14 January 2020 gave delegated authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress and enter into all appropriate legal agreements to make a financial contribution to the developer's Section 278 scheme at Arrival Square, included within the total estimated budget for the scheme, from Section 106 contributions previously received by the County Council for development within Whitehill and Bordon. This funding has been allocated to this scheme.

Programme

18.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (30/20)	March 2022	July 2022	December 2022	March 2023

Scheme Details

19. The scheme (see Appendix) consists of the provision of a shared area on the West side of the high street between Chalet Hill and Budds Lane. This will be carried out by widening existing footways and will tie-in to the concourse access to the new town centre.
20. The specification for this work is in accordance with the Hampshire County Council standard for highway construction and also with LTN 1/20: Cycle Infrastructure Guidance, as this location is deemed to be 'public realm' and not an 'urban street' where LTN 1/20 states that cyclists should be segregated from pedestrians.
21. The purpose of Arrival Square is for people to arrive and use the town centre whether this be by public transport, by foot or by cycle. The shared area increases the ease of cycling as a destination and makes it easier for cyclists to stop and dismount within Arrival Square to gain access to the town centre.
22. The shared area will also discourage cyclists to gain speed, where lower speeds should be encouraged to avoid people stopping to use the facilities, for pedestrian safety both in Arrival Square and when trying to exit or access public transport.
23. The shared area also enables the flow of pedestrians/cyclists coming into and leaving Arrival Square from the already shared routes. The consistency of shared space would be appropriate given the short distance that the segregated space would be for.
24. The existing carriageway between Chalet Hill and Budds Lane is to be narrowed to 6 metres to cater for a new bus lay-by and realigned kerbing on the West verge.
25. The footway in all other areas will remain as asphalt construction and is generally required to provide access to the relocated southbound bus lay-by.
26. A mini-roundabout is to be constructed to replace the existing traffic signal junction at the junction of High Street and Chalet Hill. This will mirror the recently constructed mini-roundabout at the Budds Lane junction and aims to manage predicted traffic effectively.
27. A mini-roundabout also improves pedestrian and cycling connectivity for east and west movements, providing more space for pedestrian and cycling infrastructure whilst incorporating safe controlled crossings.
28. The mini-roundabout also reduces operating costs and emissions, compliments the mini-roundabout at the junction of Budds Lane and manages traffic more efficiently based on predicted use of the C114 High Street following the construction of the A325 Relief Road.
29. Controlled parallel crossings will be provided north of the Chalet Hill junction and south of the Budds Lane junction to enable safe crossing of pedestrians from east to west and vice versa.

30. A controlled signal crossing is to be provided south of Chalet Hill to take into account the higher estimated pedestrian numbers from the east including from the existing shopping precinct, Tesco superstore and Chalet Hill to access the new leisure centre, health hub and town centre.
31. Street lighting is to be replaced and upgraded throughout the scheme.
32. Existing drainage issues shall be rectified to cater for the realignment of and alterations to the carriageway.
33. The carriageway is to be resurfaced with binder reinstatement where required.
34. Road markings and signing will be provided to suit. The existing “Keep Clear” markings to maintain access into and out of Lynton Road at the westbound approach to the Chalet Hill traffic signal junction will remain when the mini-roundabout is provided.
35. The design has avoided the need to remove trees.

Departures from Standards

36. None. The specification for this work is in accordance with the Hampshire County Council standard for highway construction and with LTN 1/20: Cycle Infrastructure Guidance as ‘public realm’.

Consultation and Equalities

37. The scheme has been subject to a town wide consultation exercise carried out by the developer, Whitehill Bordon Regeneration Company, from which comments have been received. The main comments question the replacement of the traffic signal junction with a mini-roundabout for which the benefits of this approach have been explained.
38. East Hampshire District Council (EHDC) Planning Officer, overseeing the Town Centre Development planning application, is satisfied with the design highlighting the more opportunities for pedestrian crossing, the better as it would also act to further reduce the traffic speeds in this area. The EHDC Planning Officer questioned whether the uncontrolled pedestrian crossing point between the bus laybys could be formalised. The design team has investigated the possibility of another controlled (zebra) crossing and found that it would not fit between the northbound and southbound bus laybys. However, this crossing is to be used mainly by bus users and is considered appropriate for the expected use.
39. Whitehill Town Council has been given the opportunity to comment on the scheme. Its comments include a request to ensure the works are completed quickly to minimise disruption. The Town Council has been informed that it is planned to undertake the works as efficiently as practicable, both to minimise

inconvenience and disruption but also for commercial benefits whilst allowing enough time for the Contractor to undertake the works safely. Further comments include a request for the County Council to provide signing at both ends of town advising that the A325 Relief Road is the preferred route for through traffic and that the mini-roundabout should have a more prominent centre dome than that at the Camp Road/Budds Lane junction. The Town Council has been advised that these comments will be taken into account by the Design Team, although the mini-roundabout will be designed and implemented in accordance with highway design standards.

40. The local County Councillor, Andy Tree, has been made fully aware and supports the scheme and has reiterated the points made by Whitehill Town Council regarding completing the works with the minimum of disruption and diverting traffic to avoid the town centre.
41. Whitehill Bordon Regeneration Company (WBRC), acting as managing agents on behalf of Defence Infrastructure Organisation is supportive of the proposals.
42. A website specific to this scheme will be created for community information.
43. The Whitehill Bordon Transportation website will be updated, and local residents/businesses will be informed of the works prior to commencement.
44. The Public Sector Equality Duty, established by the Equality Act 2010 (“the Act”), places a duty upon the County Council to have due regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations. Age, disability, gender reassignment, marriage or civil partnership (in employment only), pregnancy and maternity, race, religion or belief, sex and sexual orientation are protected characteristics for the purposes of the Equality Act 2010 and the Public Sector Equality Duty. It is important to note that impact on poverty is not listed as a protected characteristic under the Act.
45. This scheme aids active travel access to local jobs created by the wider town centre development due to the additional crossing and pedestrian areas. It has a positive impact on age, disability, pregnancy and maternity by providing additional safe road crossings, easier access arrangements on to buses including improved bus access kerbing and shelters with additional seating for those who need it. The area will be subject to improved lighting and bus shelters will be equipped with real time bus information.
46. This scheme compliments the town centre ambition to encourage visitors from outside of the town to visit the new shops and other facilities increasing wealth in the community. The new crossing and pedestrian facilities also provide improved access for those unable to afford motorised vehicles as access to public transport will be made easier.
47. There are benefits on rurality as a result of this project with improved access to the new town centre which includes social facilities, medical centre and

leisure centre providing a more inclusive nature for those both in and outside the town increasing wealth in the community.

Climate Change Impact Assessments

48. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

49. Results from the screening tool suggest that vulnerability to climate change is considered to be low. This is particularly the case regarding flood events where the design looks to improve existing drainage infrastructure. Extreme storm events that would damage infrastructure such as bus shelters have not been experienced in Whitehill & Bordon and the likelihood of this is considered to be low with shelters and foundations designed to withstand these events. The highway construction is of standard design with low risk of damage by extreme heat events.
50. This scheme will have a positive effect on the corporate strategic priorities and wider benefits. This will particularly benefit residents living safe, healthy and independent lives and enjoying being part of strong, inclusive communities by providing improved connections to local community buildings.

Carbon Mitigation

51. In the longer-term use, the scheme enables sustainable travel, thereby encouraging reductions in emissions with increased use, particularly where other carbon polluting travel modes are replaced.
52. In the short-term during construction, carbon emissions from this project arise from the manufacture of the new infrastructure to be constructed. Bitumen and cementitious based materials will be used for the footways with concrete kerbing. Traffic signs and lighting materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials will be to industry standard.
53. The replacement of street lighting is estimated to reduce electricity usage through the use of efficient lighting design and low voltage LED lamps. Replacing the traffic signal junction with a mini-roundabout will reduce emissions in operation and replacement, although this will be partially off-set

by the traffic signal crossing to the south of Chalet Hill, albeit with less infrastructure.

54. Transporting materials and resources to site will generate CO2 emissions as will the operation of plant during the works. The contractor will be requested to use direct routes and to turn off vehicles, plant and equipment when not in use.
55. Carbon emissions will be mitigated by focusing the Contractor to use recycled materials where practicable and using manufacturers with a focus on efficient low carbon manufacturing methods.
56. There will be no further CO2 emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance or to address defects.

Statutory Procedures

57. There are amendments to existing traffic regulation orders which will be applied for in accordance with Hampshire County Council's process.
58. Any conversions of footway and cycle ways will be carried out in accordance with the provisions of Sections 65-66 (inclusive) Highways Act 1980.
59. A public notice for the controlled crossings giving the public 28 days' notice of the provision of the controlled crossing will be erected on site and the Hampshire County Council public notice website.
60. The works will be coordinated, and road space booked to ensure that there is limited conflict with other highways and developer works in the area in cooperation with Hampshire County Council's Streetworks Officer.
61. A Stage 3 Road Safety Audit will be carried out on completion of the scheme with any recommendations considered and implemented where applicable.

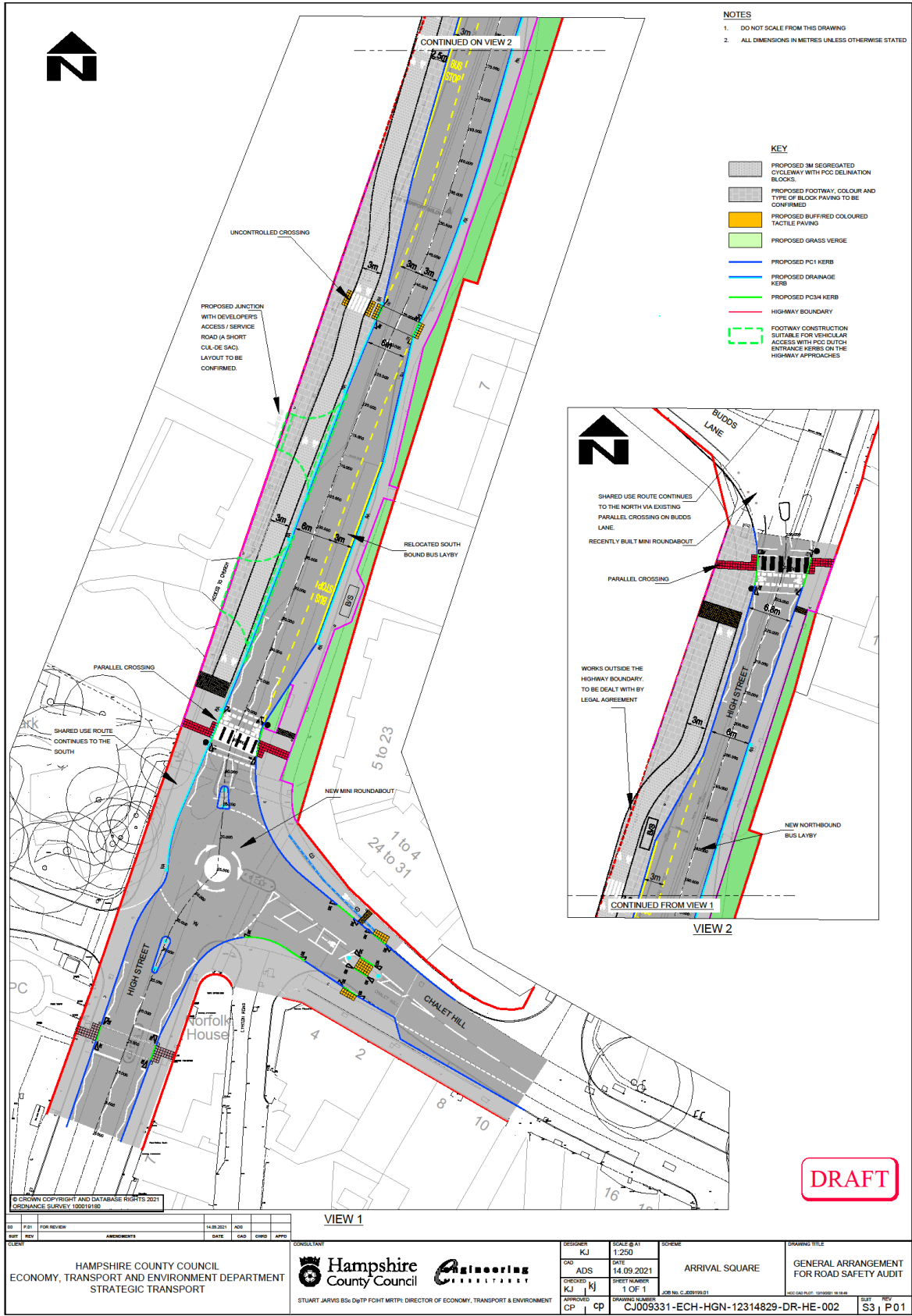
Land Requirements

62. The works are permitted development under Part 12 of Schedule 2 of the General Permitted Development Order (works permitted for a local authority).
63. Defence Infrastructure Organisation's (DIO) managing agent WBRC, has confirmed that DIO is prepared to give Hampshire County Council rights to access land as working space to complete the works and it is willing to enter into an agreement in this respect. The necessary arrangements are to be progressed by Hampshire County Council Legal Services and will be in place prior to commencement of the works.

Maintenance Implications

64. Hampshire County Council's Highways Asset Management has been consulted on this proposal and raised minor comments and requests for clarification which have been resolved.
65. The footway materials on the western verge, (access to the new town centre), will be an upgrade on existing materials and in-keeping with the materials used by the developer for the concourse area. This will lead to additional replacement costs, although minor maintenance works costs are considered to be negligible and have been agreed with the Asset Manager.
66. The overall increased bituminous constructed area is not considered significant and there are no negative impacts on the current drainage system, which will be improved. Binder course repairs will be made to the carriageway structure during the works.
67. The replacement street lighting will result in reduced maintenance and energy costs. New and revised street lighting will be accrued for maintenance under the Hampshire Street Lighting PFI contract.

APPENDIX – PROPOSED WORKS PLAN



APPENDIX – WORKS ACCESS PLAN

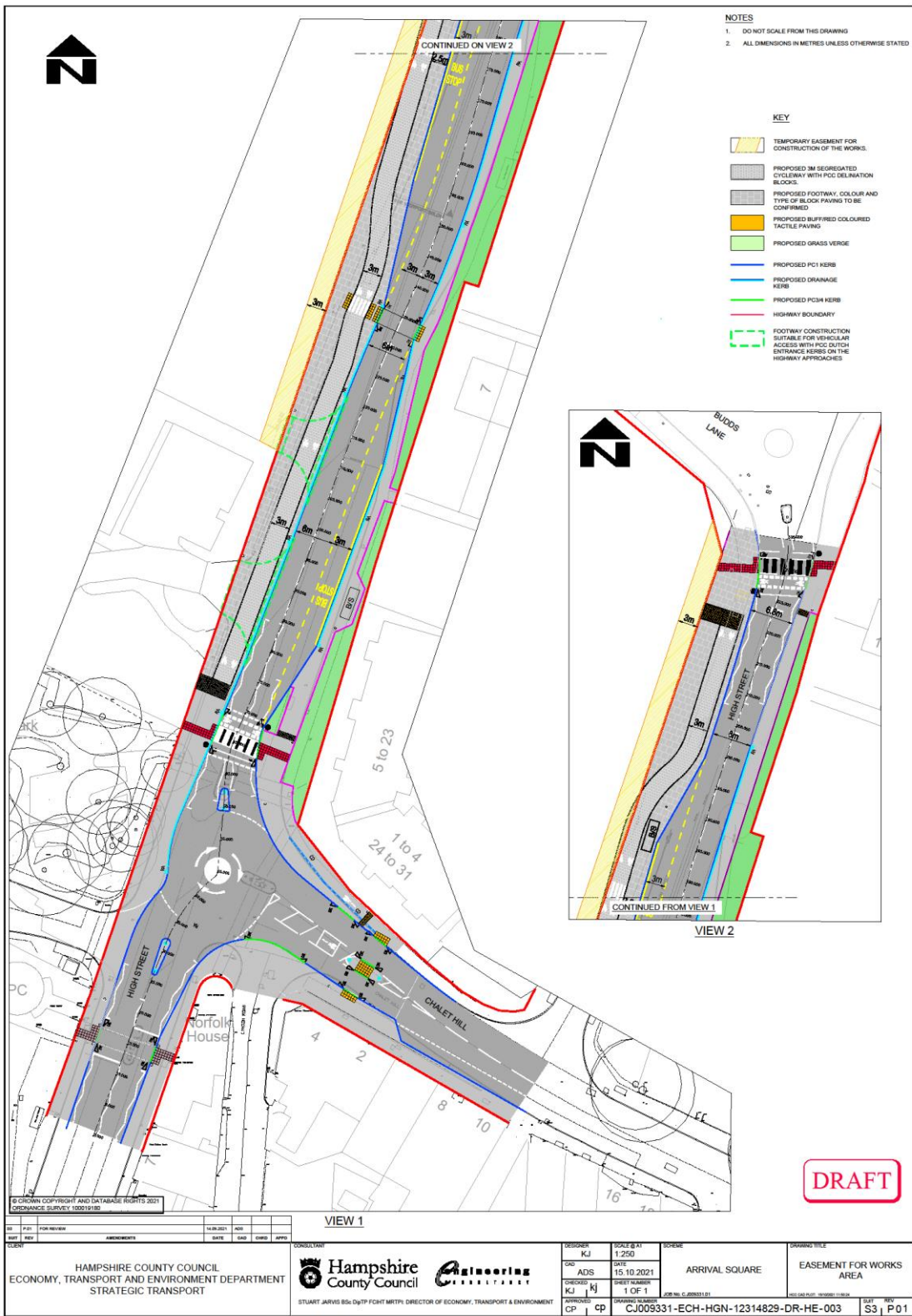


Figure 2:– Works Access Plan

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
 -
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

Project Appraisal: Whitehill and Bordon Highways and Cycle Improvements – Executive Member Decision Day Report – 14 January 2020

[PA - Whitehill and Bordon Highways and Cycle Improvements-2020-01-14-EMETE Decision Day \(hants.gov.uk\)](#)

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

This scheme aids active travel access to local jobs created by the wider town centre development due to the additional crossing and pedestrian areas. It has a positive impact on age, disability, pregnancy and maternity by providing additional safe road crossings, easier access arrangements on to buses including improved bus access kerbing and shelters with additional seating for those who need it. The area will be subject to improved lighting and bus shelters will be equipped with real time bus information.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Prohibition of Driving Traffic Order, Brookers Lane, Gosport
Report From:	Director of Economy, Transport and Environment

Contact name: Jenny Wallace

Tel: 07928 128619

Email: jenny.wallace@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to detail the objections received to the proposed amendment to the Prohibition of Driving Traffic Regulation Order (TRO) on Brookers Lane for consideration and gain approval to progress with the amendment of the TRO.

Recommendation

2. That the Executive Member for Highways Operations approves a Traffic Order to be made under the Road Traffic Regulation Act 1984 (RTRA), the effect of which will be to remove the small section of Prohibition of Driving order from the green hatched area shown on plan TM/JR/01 (Appendix A), Brookers Lane, Gosport.

Executive Summary

3. This paper sets out the case for approving the proposed Traffic Regulation Order (TRO) on Brookers Lane shared use cycle way and footway and considers the objections presented by Local Members Councillors Philpott and Hayre and members of the public.

Contextual information

4. The TRO was prepared to allow Hampshire County Council to fulfil its responsibilities as a Highway Authority to allow a new permanent access to the new approved Bargate Homes development of affordable properties from Brookers Lane.
5. The development was granted planning permission at appeal on the 28 July 2021 and requires a small area of the current shared use cycleway and footway to provide the access to the site. This area is shown on plan TM/JR/001 in appendix A, in green hatch incorporating the northern side of the facility for approximately 35metres.

6. The proposal will amend the existing prohibition of driving order (except cycles) which was completed in 2018. This prohibition of driving order supported the use of the section of Brookers Lane between the eastern end of Woodcote Lane and the Peel Common residential area as a route for the public as a pedestrian and cycle route, and not using motorised vehicles. It was also introduced to avoid any misuse or anti-social behaviour created by persons with motorised vehicles.
7. The shared use facility will remain with the prohibition only slightly shortened, and so still fulfil the aims of the 2018 prohibition of driving order (except cycles) and is proposed to join the new access road to the development at a formal cycle junction to continue via road, mirroring the current arrangement. Pedestrians will be able to continue via footway in all directions with tactile paving and dropped kerbs on improved footway routes. The general arrangement plan provided by Bargate Homes shows the proposed new layout on plan ITB13747-GA-004 in appendix B.
8. There have been no recorded Personal Injury Accidents in the vicinity of the new access road on Brookers Lane or The Drive in last five years of data (between 1 July 2016 and 30 June 2021).
9. Attached are:
 - (i) a plan of the amendment;
 - (ii) the general arrangement plan provided by Bargate Homes; and
 - (iii) the traffic order.
10. In making this recommendation, due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case, it is considered that the Traffic Order is expeditious for the convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) to the Bargate Homes development.
11. The proposal outlined in paragraph 2 (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) is made on the basis of what is reasonably practicable after due regard has been given to:
 - the desirability of securing and maintaining safe and reasonable access to premises which will form the Bargate Homes development.

Finance

12. The cost of the TRO and implementation of the site works are being/will be met by the Developer.

Consultation and Equalities

13. The introduction of an access to the development site on Brookers Lane was an essential part of the Planning Permission for the site and as such was part of the consultation for the development. As the access required an amendment to the Prohibition of Driving TRO to allow space for the access road, consultation through the TRO process was also required.

14. The amendment to the prohibition of driving has not raised objections from the Police.
15. The public advertisement of the proposals was carried out from 4 February to 25 February 2021, eighty-five representations were received including objections by both Local Members, Councillor Philpott and Councillor Hayre, and one signed by a resident's association. Full details of the concerns raised followed by the lettered officer responses are included in the exempt appendix.

Local Member's View

16. The local Members, Councillor Philpott and Councillor Hayre, object to the proposal. Their objections are outlined with officer responses in the exempt appendix.
17. Their concerns highlighted safety issues both with the reduced distance of the shared use cycle way/foot path and the increased vehicular use of the surrounding roads, both Members wanted to support residents walking and cycling. They also had concerns that the proposed entrance to the development was badly designed, too narrow and wanted to highlight the disruption they believed additional road access would inflict upon the nearby residents and schools. These and other concerns are addressed in the "Officer Response" section below.
18. Several issues were included within both the Local Members and resident's objections that related specifically to issues relating to Planning consent or requesting other TROs in their areas, these issues are noted, but not considered as an objection relating to this TRO as they don't relate to the proposed amendment to the Prohibition of Driving directly.

Officers Response

19. To allow the objections to be considered in full, an appendix has been included containing objections received. However, this has been made exempt to protect the personal information of those who submitted their views.
20. The eighty-five objections received covered seven key issues related to the proposed TRO, and linked to the agreed development:
The Pinch point access to the development is inadequate/ too narrow and too dangerous.
21. The access arrangement was agreed at the planning permission appeal on 28 July 2021. It complies with all current highway design standards and guidance and was subject to the independent Road Safety Audit process. The agreed design is considered safe and acceptable by the Highway Authority and the planning inspector.
22. The Section 278 process will ensure all built highway works are subject to further checks at the detailed design stage and completion of a Stage 3 Road Safety Audit prior to opening.

Safety on the shared use cycle path: No motorist movements should occur along the path on Brookers field. I don't want to lose the path due to safety concerns and introducing motor vehicles on the site will discourage walking and cycling from Newgate Lane to Brookers field. Hedges and Trees provide habitat for wildlife.

23. The cycleway link to Newgate Lane will remain in place, protected by bollards at either end. The segregated cycle lane will be approximately 35m shorter to allow for the new access road with cyclists joining at a formal cycle junction, but the majority of the lane will remain as it is now, without motorist movements on the shared use cycle path/foot path.

24. There are no plans to remove hedges or trees from the link beyond those requiring removal within the 35 metres to allow construction of the development access road.

25. The lane will not be a through road to Newgate Lane for vehicular traffic.

The Drive and Brookers Lane are quiet residential areas, allowing a new access road through it would create traffic, noise, pollution, additional parking and disruption to current Peel Common residents and the nearby schools. Safety issues and collisions are likely to occur with the local schools and construction traffic will be disruptive. Data that supported the planning application wasn't credible.

26. This concern relates to the traffic arising from the construction of new houses, rather than the TRO amendments itself. However, it is acknowledged that the amendment proposed by the TRO will allow access to Brookers Lane and is related to these concerns.

27. The impact of the forecast additional traffic generated by the consented development was not considered a severe impact in highway terms by the Highway Authority and was considered acceptable by the planning inspector. The access is forecast to see vehicular usage of 44 vehicles in the AM peak hour and 50 vehicles in the PM peak hour, less during other hours of the day.

28. There are currently no reported personal injury accidents within the estate area (Brookers Lane, The Drive, The Curve, The Parkway and associated roads) in the last five years of reported data, between 1 July 2016 and 30 June 2021.

29. Construction access has been agreed in principle from Newgate Lane East, subject to detailed design. Therefore, it's likely that no construction traffic would be permitted to use Brookers Lane/The Drive to access the site during the site construction.

Congestion will occur on the local roads.

30. This concern again relates to the traffic arising from the construction of new houses, rather than the TRO amendments itself. However, it is acknowledged that the amendment proposed by the TRO will allow access to Brookers Lane and are related to these concerns.

31. The level of traffic generated by the new houses was assessed as part of the planning application and, given the mitigation secured, was not considered to

have a severe impact on the highway network. As such, no objection to the planning permission was ultimately raised by the Highway Authority.

An access road should be constructed from Newgate Lane to the new development.

32. The planning application did not include proposals for an access onto Newgate Lane East, therefore this was not considered by the Highway Authority or planning inspector, who must consider what is proposed within the application. However, the purpose of the recent improvements made to Newgate Lane were to address existing traffic congestion and environmental issues on Newgate Lane and other corridors providing access to the Gosport peninsula and to facilitate better strategic access to jobs at the Solent Enterprise Zone at Daedalus. Installing new accesses through additional junctions directly onto this strategic link would negate the improvements gained through this scheme and are therefore unlikely to be considered acceptable by the Highway Authority.

I am concerned that this will lead to future development in the area.

33. The Highway Authority was clear in planning responses that any further development of adjacent sites to this one accessing via Brookers Lane would not be acceptable. Conditions included in the planning permission mean that there can be no vehicular links to neighbouring land accessed via Brookers Lane.

The access lane was given under Covenant to the people of Peel Common.

34. The area of land indicated in blue and green in appendix A is subject to highway rights and is part of the public highway network and will remain so. The proposal would amend a small part of the shared use cycleway and footway to become footway and carriageway, ending the cycle way 35metres west of its current eastern point. Cyclists would join at a formal cycle junction, but the majority of the lane will remain as it is now, without motorist movements on the shared use cycle path/foot path.

Climate Change Impact Assessments

35. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
36. The tools employed by the County Council to assess impacts on climate change adaption and mitigation were utilised and found not to be applicable on the grounds the decision is seeking to amend a legal order. This is related to a planning application which would have already considered and gained

approval through the planning process to assess any climate impacts or mitigation measures.

Conclusions

37. The minor adjustment proposed to the existing TRO will allow continued safe access to users of the shared use footpath and cycle path as well as meeting the obligations of the planning consent for the development of affordable housing.
38. The failure by the Highway Authority to use the required secondary legislation to enable development approved by the Planning Inspectors decision would be likely to leave the County Council open to legal challenge.
39. It is recommended that the TRO be amended as advertised.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

Particularly old and young people, those with a mobility or visual disability may experience low negative impacts as the shared use, traffic free route is shortened by approximately 35metres. This will be mitigated by the tactile paving, dropped kerbs and improved footway routes that will be provided by the new development. The new arrangement protects the remainder of the shared use route with bollards. Low traffic flows are expected from the new development and the design has been fully safety audited.

APPENDIX A



<p>Hampshire County Council <small>STRONG AND INDEPENDENT PARTNERS. REGION OF ECONOMY. TRANSPORT AND PROMOTION</small></p>		<p>SCHEMATIC</p> <p>TRO BROOKER LANE</p> <p>AMENDMENT TO PROHIBITION OF DRIVING</p>	
<p>DESIGNED BY: JW</p> <p>CHECKED BY: LH</p> <p>APPROVED BY: JW</p> <p>DATE: AS - JAS</p>	<p>DATE: JAN 2022</p> <p>SHEET NUMBER: 1 OF 1</p>	<p>SCALE: 1:750</p> <p>DATE: JAN 2022</p> <p>SHEET NUMBER: 1 OF 1</p>	<p>PROJECT NUMBER: TM/JR/001</p>

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	On-Street Chargeable Parking – High Street, Lymington
Report From:	Director of Economy, Transport and Environment

Contact name: Marc Samways

Tel: 07590 774429

Email: marc.samways@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to detail the objections received to the public advertisement of a Traffic Regulation Order (TRO) associated with the implementation of on-street chargeable parking, commonly referred to as Pay and Display parking, in the High Street in Lymington and seek approval to make and implement the TRO.

Recommendation

2. That the Executive Member for Highways Operations approves a Traffic Order to be made under the Road Traffic Regulation Act 1984 (RTRA), the effect of which will be to introduce on-street chargeable parking in the High Street, Lymington as shown on plan TM/LYM/01 in Appendix B.

Executive Summary

3. This paper seeks approval to make and implement the proposed Traffic Regulation Order (TRO) for the introduction of on-street chargeable parking on the High Street, Lymington, and consider objections presented by the Local County Member and members of the public to the proposal.

Contextual information

4. The county wide on-street parking service has operated at a net deficit, whereby service expenditure has exceeded income, for many years. The changes to modernise the service, including the proposals for Lymington, will help enable the function to operate on a full cost recovery basis, without continuing to draw on vital highway maintenance funding. The introduction of on-street chargeable parking in targeted locations where parking demand is high, is a key element in being able to achieve this aim.
5. In making this recommendation, due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case, it is

considered that the Traffic Order is expeditious for the provision of suitable and adequate parking facilities on road.

6. The proposal outlined in paragraph 2 (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) is made on the basis of what is reasonably practicable after due regard has been given to:
 - the desirability of securing and maintaining reasonable access to premises including retail and hospitality premises
7. To help address concerns raised by local people, particularly business owners, the proposals for the High Street include a free 20-minute parking period that will be in addition to the statutory 10 minute 'grace period'. This free period of parking will facilitate short shopping trips without need for payment. The proposed restrictions also seek to extend the current one-hour maximum stay on the High Street up to two hours to provide increased flexibility.
8. The proposed restrictions will only apply Monday to Friday from 9am through to 6pm to align with the current limited waiting hours of operation. Cars will continue to be prohibited from parking in the High Street on Saturdays due to the Lymington Charter Market. There will be no parking charges on Sundays or during Bank Holidays.
9. The proposed hourly charges will align with the nearby off-street car parks, as operated by New Forest District Council, currently charged at £1 per hour.
10. Enforcement of the current free one-hour restriction is very resource intensive, meaning that many drivers are currently often able to overstay the maximum time period without being issued with a Penalty Charge Notice.
11. Four separate parking occupancy surveys, undertaken both before and during the Covid-19 pandemic, identified that between 160 and 170 people parked in the High Street and ignored the one-hour maximum permitted stay each day. The proposed changes will help overcome these current overstay issues.
12. The parking surveys also showed that around 70% of people parking in the high street do so for short stays of up to 30 minutes meaning that the vast majority of visitors using parking in the High Street will be unaffected by the proposed parking charges.
13. Attached are:
 - (i) the traffic order – Appendix A
 - (ii) a location plan – Appendix B
14. It has come to light that some minor typographical inaccuracies were contained within the draft order attached to the notice of proposal. These have been corrected in the order that is attached below. The amendments are not substantial and do not impact on the effect of the order.

Finance

15. Proposed parking charges will be £1 per hour up to a maximum stay of 2 hours from Monday to Friday from 9am through to 6pm.
16. The cost of implementation of the scheme will be met from the Traffic Management budget.

17. Financial performance of countywide on-street parking will be included within annual performance reporting.

Consultation and Equalities

18. The proposed amendment of parking controls has not raised objection from the Police.
19. The public advertisement of the proposals was carried out from 28 January to 18 February, and 33 representations were received. All objections have been considered with full details of the concerns raised together with officer responses included in the exempt appendix.
20. The key points of objection, together with officer responses are as detailed below:
The introduction of chargeable parking will harm the businesses in the Town.
21. It is considered that the introduction of modest parking charges for on-street parking, coupled with a free parking period of 20 minutes, will not deter people from parking in the High Street where demand for spaces is consistently high.
22. Past national surveys have identified that the majority of people are less likely to visit a location if there is uncertainty over the availability of convenient nearby parking rather than being deterred by reasonable parking charges. The introduction of chargeable parking is known to increase the turnover of parking spaces and it is also far easier to enforce those who overstay, unlike the current parking controls which are often abused.
Charging for parking will deter short shopping trips (e.g. people won't pay for parking to purchase a take away coffee)
23. The proposals include a 20-minute free parking period that will be aimed at allowing short duration shopping visits whilst providing increased flexibility by giving people the ability to pay for additional parking of up to 2 hours if needed. A 10-minute grace period is also allowed for which effectively provides a 30-minute maximum free period giving a safety margin for those who return to their vehicles slightly later than planned.
The use of parking meters is inappropriate due to the conservation area status and the potential impact on the Charter Market.
24. Parking meters are widely used across the UK to help manage on-street parking controls. The latest generation of parking meters, as are being proposed for Lymington and other areas of Hampshire, are compact and relatively unobtrusive, have a small footprint and will be solar powered.
25. The meters will be coloured black to tie in with other street furniture. They will accept coins, card and contactless payments and this will be supplemented with a user-friendly pay by phone system providing a range of easy payment choices. Relatively few parking meters will be required and the County Council will liaise with the Town Council over suitable locations to ensure machines do not cause obstruction or impact on the Charter Market.

The New Forest District Council Parking Clocks should be able to be used on the High Street.

26. The parking clocks are issued and operated by New Forest District Council for off-street car parks and therefore will not be valid for use for on-street parking, which is the responsibility of the County Council as the Highway Authority.

The proposed parking controls will have a detrimental impact on nearby roads.

27. Roads located close to the High Street are already subject to parking controls to deter displaced parking. Residential roads located further away from the High Street are very unlikely to be affected by changes to the short-stay parking within the High Street. High Street parking is very popular due to the convenience of the location in relation to the shops and hospitality establishments.

The current parking system works well and does not need to be changed.

28. The planned changes to parking in the High Street form part of the County Council's proposals to modernise the on-street parking service with the aim of reducing the scale of subsidy provided from general highway maintenance resources to support parking regulation and enforcement. The County Council incurs a range of expenditure to operate the on-street parking service including the cost of enforcement together with the maintenance of parking related signs, posts, and carriageway lining.
29. The County Council cannot continue to operate the on-street parking service at a loss, as has been the case for many years, as this draws much needed funds away from other vital services. The changes being proposed for Lymington, together with many other locations across Hampshire, will result in a modern, consistent, and efficient service that will increase parking turnover and the likelihood of being able to find a convenient place to park, whilst operating the service on a full cost recovery basis.
30. Parking occupancy surveys undertaken both before and during the pandemic, have shown that between 160 and 170 vehicles were observed to overstay the current one-hour restriction, slowing parking turnover and reducing the chance of other people being able to find a space. On-street chargeable parking will be easier to enforce and will increase the turnover of parking spaces.

The proposals will limit the size of parking spaces to marked bays of a standard size.

31. This is not the case as the current marked areas for parking will remain and will not be changed to individual parking bays.

Parking spaces will be occupied for longer as a result of being able to stay for up to 2 hours.

32. Parking Occupancy surveys have shown that the vast majority (70%) of people using the High Street spaces do so for short stops of up to 30 minutes and this is likely to continue. The proposed changes will increase the flexibility of High Street parking by allowing people to either park for up to 30 minutes free, to stay longer for one hour for £1, or two hours for £2.

33. The proposed TRO has been assessed as having a neutral impact on groups with protected characteristics. The position of the meters will align with existing street furniture (bins, lamp columns, existing posts). Given the small footprint of the meters, the minimum widths for footways will not be affected. In addition to paying at the fixed machines, users can also pay via mobile app or phone RingGo to pay for parking sessions, removing the need to walk additional distances to the meters. Meters will be placed at frequent intervals close to parking bays.

Local Member's View

34. The local County Member for Lymington and Boldre, Councillor Dunning, has been extensively consulted as part of proposal and objects to the principle of on-street chargeable parking in Lymington.

Climate Change Impact Assessments

35. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
36. The tools employed by the County Council to assess impacts on climate change adaption and mitigation were utilised and found not to be applicable on the grounds the decision is seeking to amend a legal traffic order.
37. The introduction of on-street chargeable parking in the High Street, Lymington will require the introduction of a small number of parking machines which will be solar powered.

Conclusions

38. The traffic order will support the County Council in its objective to modernise the parking service as it cannot continue to operate the on-street parking service at a loss, as has been the case for many years, as this draws much needed funds away from other vital services. The changes being proposed for Lymington, together with many other locations across Hampshire, will result in a modern, consistent, and efficient service that will increase parking turnover and the likelihood of being able to find a convenient place to park, whilst operating the service on a full cost recovery basis.
39. The concerns raised during the consultation in particular to the impact on business and vehicle turnover have been considered. Parking Occupancy surveys have shown that the vast majority (70%) of people using the High Street spaces do so for short stops of up to 30 minutes and this is likely to continue. The proposals

include a 20-minute free parking period that will maintain this parking pattern, given a 10-minute grace period is also allowed for, which effectively provides a 30-minute maximum free period. Therefore, it is recommended that the traffic order is implemented as advertised.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> On-Street Chargeable Parking-2021-06-17-EMETE Decision Day (hants.gov.uk)	<u>Date</u> 17 th June 2021
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The proposed TRO has been assessed as having a neutral impact on groups with protected characteristics. The position of the meters will align with existing street furniture (bins, lamp columns, existing posts). Given the small footprint of the meters, the minimum widths for footways will not be affected. In addition to paying at the fixed machines, users can also pay via mobile app or phone RingGo to pay for parking sessions, removing the need to walk additional distances to the meters. Meters will be placed at frequent intervals close to parking bays.

Appendix A

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE HAMPSHIRE (HIGH STREET, LYMINGTON) (ON-STREET PAY-AND-DISPLAY PARKING PLACES) ORDER 2022

Hampshire County Council in exercise of its powers and duties under Sections 1, 2, 4, 32, 33, 35(1), 45, 46, 46A, 47, 49, 51, 53, 122(1) and 122(2) of the Act, as amended by the Traffic Management Act 2004 (“the 2004 Act”) and the Road Traffic Regulation (Parking) Act 1986, Part IV of Schedule 9 to the Act, and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following order:

PART I – GENERAL

1. In this order, and the preamble and schedule hereto :
 - “the Act” means the Road Traffic Regulation Act 1984;
 - “the Council” means Hampshire County Council;
 - “charge” means the sum due and payable for the use of the parking places, such sum to be in accordance with Schedule II;
 - “charge certificate” means a penalty levied to persons who have not paid a penalty charge within the statutory time limit, as defined by Regulation 21 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 and prescribed by the Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 or any amending legislation;
 - “charging hours” means any period specified in Schedule II in respect of which a charge is specified in Article 16;
 - “charge order” means the current order made by the Secretary of State in exercise of the power conferred by paragraph 8 of Schedule 9 to the 2004 Act;
 - “civil enforcement officer” means any person authorised by or on behalf of the Council to supervise any parking place designated by the order and includes any other officers of the Council employed to control and manage any such parking place;
 - “disabled person’s badge” has the same meaning as in the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000;
 - “motor vehicle” and “motor cycle” have the same meaning as in Section 136 of the Act;
 - “driver” in relation to a vehicle waiting in a parking place, means the person driving the vehicle at the time it was left in the parking place;
 - “goods vehicle” means a motor vehicle or trailer constructed or adapted for use for the carriage or haulage of goods or burden of any description;
 - “hours of operation” means the hours specified in column 4 of the schedule I to this order on those days when parking places are available;
 - “notice to owner” has the same meaning as in Regulation 19 of the Civil Enforcement of Parking (England) General Regulations 2007
 - “owner” has the same meaning as in the 2004 Act;

<i>“paid early”</i>	<i>refers to the penalty charge when it is paid not later than 0900 hours on the 15th day following the day on which the penalty charge was incurred;</i>
<i>“parking bay”</i>	<i>means any area of a parking place which is provided for the leaving of a vehicle and indicated by markings on the surface of the parking place;</i>
<i>“parking disc”</i>	<i>means a disc, issued by a Local Authority, 125 millimetres square, coloured blue and capable of showing the quarter hour period during which a period of waiting begins;</i>
<i>“parking place”</i>	<i>means any area of land specified by name in column 1 of Schedule 1 to this order provided by the Council under Section 45 of the Act for use as a parking place;</i>
<i>“parking ticket”</i>	<i>means a ticket issued by an apparatus or device of a type and design approved by the Secretary of State as set out in Article 17 following insertion of an appropriate coin or coins, debit or credit card or pre-payment card into the apparatus or device;</i>
<i>“penalty charge”</i>	<i>has the same meaning as in the Civil Enforcement of Parking (England) General Regulations 2007;</i>
<i>“penalty charge band”</i>	<i>means the band of penalty charges published by the Council in accordance with Part 3 of Schedule 9 of the 2004 Act;</i>
<i>“penalty charge notice”</i>	<i>has the same meaning as in the Civil Enforcement of Parking (England) General Regulations 2007</i>
<i>“recharging”</i>	<i>means the connection to the electric charging point for the electric vehicle parking place;</i>
<i>“registered driver”</i>	<i>means the driver of a vehicle who has, prior to leaving his or her vehicle in a parking place, registered so many of his or her personal details with a service provider as that service provider may require to enable the telephone or electronic payment system to be activated in favour of the said driver;</i>
<i>“road”</i>	<i>means any length of highway or any other length of road to which the public has access, and includes bridges over which a road passes;</i>
<i>“service provider”</i>	<i>means the company authorised and appointed by the Council to operate, administer and maintain the payment of parking charges using the telephone or electronic payment system;</i>
<i>“taxi”</i>	<i>has the same meaning as in the Traffic Signs Regulations and General Directions 2016;</i>
<i>“telephone or electronic payment”</i>	<i>means a payment made using the telephone or electronic payment system;</i>
<i>“telephone or electronic payment system”</i>	<i>means an electronic system, using a telephone connection or electronic application set up and maintained by the service provider whereby:</i> <i>(a) the driver of a vehicle, or some other person authorised by that driver on their behalf, uses a telephone or electronic device to communicate with the service provider and make payment of the parking charge in respect of a specified vehicle and parking place in which the vehicle is left and for a specified parking period by use of a credit or debit card; and</i> <i>(b) the service provider, on behalf of the Council, accepts payment of the parking charge by the method referred to in paragraph (a) of this definition and records such payment together with the parking period for which payment has been made, the parking place in which the vehicle is left and the</i>

registration mark of the vehicle in respect of which payment has been made; and
“vehicle” means a motor vehicle or motor cycle or electric vehicle as defined in the Act and in this order;

2. Regulation 4 of the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000 has effect for the purpose of defining the expression “relevant position” in this order.

3. In the event of any dispute as to the meaning of any heading or legend used in any part of this order, any schedule to this order or any plan attached to this order, the substantive wording in the order or schedule shall prevail over the heading or legend. The prohibitions and restrictions imposed by this order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulations made or having effect as if made under the Act or by or under any other enactment.

PART II – AUTHORISATION AND USE OF PARKING PLACES

1. 4. (i) The lengths of road specified in column 1 of Schedule I to this order may be used subject to the following provisions of this order as parking places for such classes of vehicles, on such days, during such hours and for such maximum periods as are specified in the said schedule in relation to that part of the road.

(ii) Nothing in this order shall restrict the power of the Council, by a notice displayed at a parking place:

(a) from closing the parking place or any part thereof for any period whilst any works are being executed therein or whilst the parking place or part thereof is required for use for some special purpose or for any other reason;

(b) from setting aside for use only by specially authorised vehicles part or parts of a parking place on all days or on certain days during certain parts of certain days.

5. Where in Article 4 of, or Schedule I to this order a parking place is described as available for waiting on all days or on certain days by specified classes of vehicle, the driver of a vehicle shall not, except with and subject to the terms of any permission in writing from the Council in the particular case, cause or permit it to wait in that parking place on any day:

(a) unless it is a vehicle of one of the specified classes of vehicles appropriate to that parking place and that day;

(b) otherwise than within a parking bay marked out on the parking place.

6. Insofar as a vehicle is left in a parking place (or part thereof) during the charging hours, the driver thereof shall pay such charge or charges or display such permits as are specified in the provisions of this order.

7. A driver of a vehicle shall not, except with and subject to the terms of any permission in writing from the Council in the particular case, cause or permit it to wait in a parking place (or part thereof):

(a) at any time when the parking place or that part (as the case may be) has been closed under Article 4 (ii) (a) of this order; or

(b) at a time when that part has been set aside for use by a specially authorised vehicle or vehicles in accordance with Article 4 (ii) (b) of this order unless the vehicle is so authorised; or

(c) If it is of a class other than that specified in relation to that parking place (or part of that parking place) in Schedule I; or

- (d) during charging hours for longer than the initial period for which payment has been made; or*
- (e) for a period longer than the specified for that particular parking place in Column 5 of Schedule I to this order; or*
- (f) otherwise than in the position specified in Column 1 of Schedule I to this order; or*
- (g) where the vehicle in question is not of one of the classes authorised to use the parking place and is so left without the consent of the Council.*

8. (1) *The driver of a vehicle shall upon depositing the vehicle in a parking place immediately pay the appropriate charge applicable to the class of vehicle, and period of parking ascertained by reference to Schedule I to this order.*

(2) *The charge referred to in paragraph (1) of this Article shall be payable in accordance Article 17*

(3) *The particulars as to the time at which a ticket was obtained from parking apparatus or by telephone or electronic payment system specified on the ticket issued by such apparatus or by telephone or electronic payment system shall be evidence of the particulars so specified.*

(4) *No person shall exhibit on any vehicle, any parking ticket, or disabled person's badge upon which the figures or particulars have become illegible or altered in any way by anyone other than a person duly authorised by the Council.*

(5) *Where any parking apparatus is defective or is not installed in a car park the charge referred to in paragraph (1) of this Article may be collected by a civil enforcement officer.*

(6) *A vehicle left by the driver thereof who has been issued with a permit by the Council for the purpose of leaving the vehicle in a parking place for such time as that vehicle is parked in consequence of the driver's duty or business on behalf of the Council shall be exempted from payment of the charges specified in Schedule II hereto.*

(7) *A ticket issued on payment of the charge referred to in Article 8 (1) hereof shall be valid only at the parking place at which it was issued.*

9. (a) *The driver of a vehicle in a parking place shall comply with all directions, signs, road surface markings, traffic control devices or other reasonable instructions given by a civil enforcement officer.*

(b) *The driver of a vehicle using a parking place shall not drive the vehicle:*

(i) *recklessly or at a speed or in a manner which is dangerous to other users of that parking place, or without due care and attention or without consideration for other users of that parking place;*

(ii) *other than for the purpose of leaving that vehicle in a parking place in accordance with the provisions of this order or the purpose of departing from the parking place.*

10. *No person shall use a caravanette whilst it is in a parking place as a dwelling place or for any domestic or sanitary purpose.*

11. *No person shall except with permission in writing from the Council use or permit a vehicle to be used in a parking place in connection with the sale of any articles to persons in or near the parking place or in connection with the selling or offering for hire of his skill or services.*

12. *Subject to the proviso hereto, when a vehicle is left in a parking place in contravention of any of the provisions contained in this order a person authorised in that behalf by the Council may remove the vehicle or arrange for it to be removed from that parking place; provided that when a vehicle is waiting in a parking place in contravention of the provision of Article 5(b) of this order, a person authorised in that behalf by the Council may alter or cause to be altered the position of the vehicle in order that its position shall comply with that provision.*

13. *Any person removing a vehicle or altering its position by virtue of the last preceding article of this order may do so by towing or driving the vehicle or in such other manner as he may think necessary and may take such measures in relation to the vehicle as he may think necessary to enable him to remove it or alter its position, as the case may be.*

14. *When a person authorised by the Council removes or makes arrangements for the removal of a vehicle from a parking place by virtue of Article 13 of this order, he shall make such arrangements as may be reasonably necessary for the safe custody of the vehicle.*

Part III – Amount of Charge at Parking Places

15. *Amount of charge at parking places:*

- (a) *this Article applies to the parking places specified in Column 1 of Schedule I to this order;*
- (b) *the charge for a vehicle left in a parking place during the charging hours shall be that specified in Schedule II to this order or as subsequently specified from time to time in public notices made by the Council pursuant to the Act.*

16. *The charge referred to in Article 15 above shall be payable either:*

- (a) *by the insertion of an appropriate coin or coins, debit or credit card or pre-payment card into the apparatus or device provided, being an apparatus or device approved in accordance with Section 35 of the Act, and the provisions of Section 47 of the Act shall apply in respect of such apparatus; or*
- (b) *by means of a telephone or electronic payment by a registered driver, in those parking places where a notice or notices are displayed stating that such a facility is available; and in either case in accordance with the conditions and instructions displayed in the parking place.*

17. *Where any parking apparatus is defective, it shall be the responsibility of the driver of a vehicle to obtain a parking ticket of the appropriate denomination or kind from an alternative parking apparatus.*

18. *Any parking ticket issued on payment of the charge referred to in Article 16 shall be displayed at all times, within the vehicle's front windscreen or on the dashboard so as to be visible from outside the vehicle in respect of which it was issued facing forwards and in such a position that it can easily be seen and read from the front of the vehicle to confirm it is valid for that specified vehicle registration and that specific location as specified on the ticket.*

Part IV – Exemptions

19. *The following persons shall be exempted from the payment of the charges specified in Schedule II to this order:*

(a) *the driver of a vehicle which displays, in the relevant position, for the entire period that the vehicle remains in a parking place (other than a designated disabled persons' parking place), a valid disabled persons' badge and parking disc issued in respect of the driver of, or passenger in the said vehicle, and parks the said vehicle in any parking bay in any parking place PROVIDED that the vehicle remains within the parking place for a period not exceeding three hours.*

(b) *the driver of a vehicle who has been issued with a permit by the Council for the purpose of leaving a vehicle in a parking place for such time as that vehicle is parked in consequence of the driver's duty or business on behalf of the Council;*

(c) *the driver of a vehicle left in a parking bay within any parking place during the prescribed hours at a time when there is no ticket machine at that parking place or all the ticket machines at that parking place carry notices placed upon them by a person duly authorised by the Council indicating that they are out-of-order.*

(a) PART V – PENALTY CHARGE NOTICES AND
(b) PAYMENT OF PENALTY CHARGE

20. (1) *If a vehicle has been left in contravention of or failure to comply with the provisions of this order a penalty charge shall become payable provided that if the penalty charge is paid early before the end of the period of 14 days beginning with the date of the penalty charge notice, the amount of the penalty charge will be reduced by 50%.*

(2) *In the case of a vehicle in respect of which a penalty charge has been incurred a civil enforcement officer may fix a penalty charge notice to the vehicle or give such a notice to the person appearing to him or her to be in charge of the vehicle. A penalty charge notice must state:*

- (a) *the name of the enforcement authority;*
- (b) *the registration mark of the vehicle or where the vehicle is being used under a trade licence, the number of the trade plate carried by the vehicle;*
- (c) *the time at which they first observed that the initial period for which payment was made had expired, or the other reason for the penalty charge having been incurred in the particular case;*
- (d) *the grounds on which the civil enforcement officer believes that a penalty charge is payable with respect to the vehicle;*
- (e) *the amount of the penalty charge which is payable;*
- (f) *that the penalty charge must be paid before the end of the period of 28 days beginning with the date of the notice;*
- (g) *that if the penalty charge is paid before the end of the period of 14 days beginning with the date of the notice, the amount of the penalty charge will be reduced by the specified proportion;*
- (h) *that, if the penalty charge is not paid before the end of the 28 day period, a notice to owner may be served by the Council on the person appearing to them to be the owner of the vehicle;*

(i) the address to which payment of the penalty charge must be sent.

(3) The penalty charge should be paid to the Council either by cheque (drawn upon a bank or building society acceptable to the Council), postal order, cash, credit or debit card or by such other means as the Council may deem acceptable, which shall be delivered or sent by post (or by telephone in the case of credit or debit card) so as to reach the offices of the Council, its authorised agent or other address specified in the penalty charge notice no later than 4.00pm on the 28th day following the day on which the penalty charge was incurred provided that if the said twenty eighth day falls upon a day upon which the said offices are closed the period within which payment of the said charge shall be made to the Council shall be extended until 4.00pm on the next full day on which the said offices are open.

(4) For the purpose of paragraph (1) of this Article the amount of the penalty charge shall be as specified in the charge order for the parking contravention at the level corresponding to the penalty charge band.

(5) The Council may issue a charge certificate where a vehicle owner has:

- (i) ignored a notice to owner;
- (ii) made an unsuccessful appeal to the traffic penalty tribunal, but still not paid the outstanding penalty charge;
- (iii) made an unsuccessful formal challenge to the Council, and has made no further appeal against that decision to the traffic penalty tribunal.

A charge certificate will increase a penalty charge by 50% and must be paid in full within 14 days of service, otherwise the Council may recover the increased penalty charge amount as if it were a County Court order.

21. The holder of any ticket, disabled person's badge or other purported authority to park shall produce such document on demand for inspection by a civil enforcement officer or any other person duly authorised by the Council.

PART VI- TAXIS

22. Nothing in this order shall:

- (a) render it unlawful to cause or permit any vehicle to wait on any side of road if that vehicle is a taxi waiting at an authorised taxi rank;
- (b) be deemed to authorise or permit any vehicle which is not a taxi to wait at an authorised taxi rank;

during any period that the rank is so authorised.

PART VII REVOCATIONS AND COMMENCEMENT

23. Each of the orders specified in column 1 of Schedule III to this Order are hereby revoked to the extent specified in column 2 of that Schedule.

24. This order shall come into force on _____ 2022 and may be cited as "The Hampshire (High Street, Lymington) (On-Street Pay-and-Display Parking Places) Order 2022".

GIVEN this

day of

2022

THE COMMON SEAL of HAMPSHIRE)
COUNTY COUNCIL was hereunto affixed)
in the presence of:)

Authorised Signatory

SCHEDULE I

PART 1

1 <i>Situation of parking place</i>	2 <i>Class of Vehicles</i>	3 <i>Days of Operation</i>	4 <i>Hours of Operation</i>	5 <i>Maximum Period Which a Vehicle May Stay</i>
<i>Those parts of road specified in Part 2 of this Schedule and shown coloured blue on the plans annexed to this order</i>	<i>Any vehicle displaying or having purchased a telephone or electronic parking ticket in accordance with this order</i>	<i>Mondays to Fridays (both days inclusive)</i>	<i>(i) 9am – 6pm –as specified in Schedule II below (ii) 6pm – 9am - free</i>	<i>2 hours, no return within 3 hours</i>
<i>Those parts of road specified in Part 3 of this Schedule and shown stippled blue on the plans annexed to this order</i>	<i>Vehicles displaying a disabled person's badge</i>	<i>All days</i>	<i>All hours</i>	<i>No limit</i>
<i>Those parts of road as described in Part 4 below and shown stippled green on the plans annexed to this order</i>	<i>Goods vehicles</i>	<i>Monday – Friday (both days inclusive)</i>	<i>8am - 6pm</i>	<i>For as long as may be necessary to load or unload goods</i>
<i>Those parts of road as described in Part 5 below and shown stippled yellow on the plans annexed to this order</i>	<i>Motor cycles only</i>	<i>All days</i>	<i>9am – 6pm</i>	<i>2 hours, no return within 3 hours</i>
<i>Those parts of road as described in Part 6 below</i>	<i>Taxis only</i>	<i>All days</i>	<i>All hours</i>	<i>No limit</i>

1	2	3	4	5
<i>Situation of parking place</i>	<i>Class of Vehicles</i>	<i>Days of Operation</i>	<i>Hours of Operation</i>	<i>Maximum Period Which a Vehicle May Stay</i>

and shown stippled orange on the plans annexed to this order

PART 2

Sides of road at Lymington in the District of New Forest On-Street Pay-and-Display Parking Places, Mondays to Fridays 9am – 6pm, 2 Hours, No Return Within 3 Hour

<i>Road</i>	<i>Side</i>	<i>length</i>
<i>High Street</i>	<i>South-east</i>	<p><i>(i) between a point 8 metres north-east of its junction with Church Lane and a point 14 metres north-east of that point.</i></p> <p><i>(ii) between a point 27 metres north-east of its junction with Church Lane and a point 9 metres north-east of that point.</i></p> <p><i>(iii) between a point 47 metres north-east of its junction with Church Lane and a point 12 metres north-east of that point.</i></p> <p><i>(iv) between a point 2 metres south-west of the north-eastern property wall of property no. 53 and a point 12 metres south-west of that point.</i></p> <p><i>(v) between a point 1 metre north-east of the western boundary wall of property no. 51 and a point 46 metres north-east of that point.</i></p> <p><i>(vi) between a point 6 metres south-west of the south-western boundary wall of property nos. 44-46 and a point 12 metres north-east of that point.</i></p> <p><i>(vii) between a point 1 metre south-west of the north-eastern property wall of property no. 39 and a point 21 metres south-west of that point.</i></p> <p><i>(viii) between a point 2 metres south-west of the north-eastern boundary wall of property no. 38 –and a point 5 metres west of that point.</i></p> <p><i>(ix) between a point contiguous with the north-eastern boundary wall of property no. 33 and a point 23 metres north-east of that point.</i></p> <p><i>(x) between a point 0.5 of a metre south-west of the eastern boundary wall of property no. 25 and a point 4.5 metres south-west of that point.</i></p>

<i>Road</i>	<i>Side</i>	<i>length</i>
		(xi) <i>between a point 5 metres north-east of the north-eastern boundary wall of property no. 25 and a point 17 metres north-east of that point.</i>
<i>High Street</i>	<i>North-west</i>	(i) <i>between a point 4 metres south-west of the south-western boundary wall of property no. 77 and a point 32 metres south-west of that point.</i> (ii) <i>between a point contiguous with south-western boundary wall of property no. 77 and a point 30 metres north-east of that point.</i> (iii) <i>between a point contiguous with the shared boundary of property nos. 88 and 89-90 and a point 38 metres south-west of that point.</i> (iv) <i>between a point 4 metres north-east of its junction with New Street and a point 22 metres north-east of that point.</i> (v) <i>between a point 1 metre north-east of the western boundary wall of property no. 98 and a point 69 metres north-east of that point.</i> (vi) <i>between a point 4 metres south-west of the south-western boundary wall of property no. 115 and a point 32 metres south-west of that point.</i> (vii) <i>between a point 1 metre south-west of the north-eastern boundary wall of property no. 120 and a point 30 metres south-west of that point.</i> (viii) <i>between a point 1 metre south-west of the north-eastern boundary wall of property no. 128 and a point 31 metres south-west of that point.</i> (ix) <i>between a point 41 metres south-west of its junction with Gosport Street and a point 8 metres south-west of that point.</i>
<i>Gosport Street</i>	<i>North-east</i>	<i>Between a point 4 metres north-west of a point contiguous with the north-western boundary wall of property no. 15 and a point 20 metres north-west of that point.</i>

PART 3

Sides of road at Lymington in the District of New Forest Disabled Persons' Parking Places

<i>Road</i>	<i>Side</i>	<i>length</i>
<i>High Street</i>	<i>South-east</i>	<i>Between a point 1 metre south-west of a point contiguous with the north-eastern boundary wall of property no. 36 and a point 12 metres south-west of that point</i>
	<i>North-west</i>	<i>(i) between a point 4 metres north-east of a point continuous with the south-western boundary wall of property no. 63 and a point 18 metres north-east of that point. (ii) between a point 36 metres south-west of its junction with Gosport Road and a point 5.5 metres south-west of that point. (iii) between a point contiguous with the shared boundary of property nos. 88 and 89-90 and a point 5.5 metres north-east of that point.</i>

PART 4

Sides of road at Lymington in the District of New Forest Loading and Un-loading Only

<i>Road</i>	<i>Side</i>	<i>length</i>
<i>High Street</i>	<i>South-east</i>	<i>(i) between a point 6 metres north-east of the south-western boundary of property nos 44-46 and a point 17 metres north-east of that point. (ii) between a point 22 metres north-east of the north-eastern boundary wall of property no. 25 and a point 21 metres north-east of that point.</i>

PART 5

Sides of road at Lymington in the District of New Forest Motor Cycles Only

<i>Road</i>	<i>Side</i>	<i>length</i>
<i>High Street</i>	<i>South-east</i>	<i>Between a point 50 metres north-east of a point contiguous with the south-western boundary of property no. 51 and a point 3 metres north-east of that point.</i>

PART 6

Sides of road at Lymington in the District of New Forest Taxis Only

<i>Road</i>	<i>Side</i>	<i>length</i>
<i>High Street</i>	<i>South-east</i>	<i>Between a point contiguous with the north-eastern boundary wall of property no. 33 and a point 20 metres south-west of that point.</i>

SCHEDULE II

Charging Hours and Level of Charges

Monday to Friday 9am – 6pm

20 mins – Free

1hr – £1.00

2hrs - £2.00

Sundays and Bank Holidays – no charge

SCHEDULE III

Revocations

<i>Column 1 - Order</i>	<i>Column 2 - Extent Revoked</i>
<i>The New Forest District (Various Roads Lymington and Pennington) (Parking Places and Restriction of Waiting) Order 2005</i>	<i>Insofar as it relates to any part of High Street specified in any schedule to this Order, except Articles 27 (i) and 29 where they relate to the parts specified in Schedule XVIII thereto</i>
<i>The New Forest District (Various Roads Lymington and Pennington) (Parking Places and Restriction of Waiting) Order 2006</i>	<i>Insofar as it relates to any part of High Street specified in any schedule to this order.</i>
<i>The New Forest District (Various Roads Lymington and Pennington) (Parking Places and Restriction of Waiting) Order 2008</i>	<i>Insofar as it relates to any part of High Street specified in any schedule to this order.</i>
<i>The New Forest District (Various Roads Lymington and Pennington) (Parking Places and Restriction of Waiting) Order 2010</i>	<i>Insofar as it relates to any part of High Street specified in any schedule to this order.</i>
<i>The New Forest District (Various Roads Lymington and Pennington, Sway, Hordle, Everton and Hythe) (Parking Places and Restriction of Waiting) Order 2011</i>	<i>Insofar as it relates to any part of High Street specified in any schedule to this order.</i>

Column 1 - Order

Column 2 - Extent Revoked

The New Forest District (Various Roads Lymington and Pennington) (Parking Places and Restriction of Waiting) Order 2013

Insofar as it relates to any part of High Street specified in any schedule to this order.

The New Forest District (Various Roads Lymington, Pennington, New Milton, Ashley and Barton-on-Sea) (Parking Places and Restriction of Waiting) Order 2015

Insofar as it relates to any part of High Street specified in any schedule to this order.



CONTINUED ON SHEET 2

KEY

- Proposed pay and display parking bays
- Disabled parking bays
- Loading bays
- Taxi bays
- Motorcycle bays
- Bus stops

NOTE
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**Hampshire
County Council**

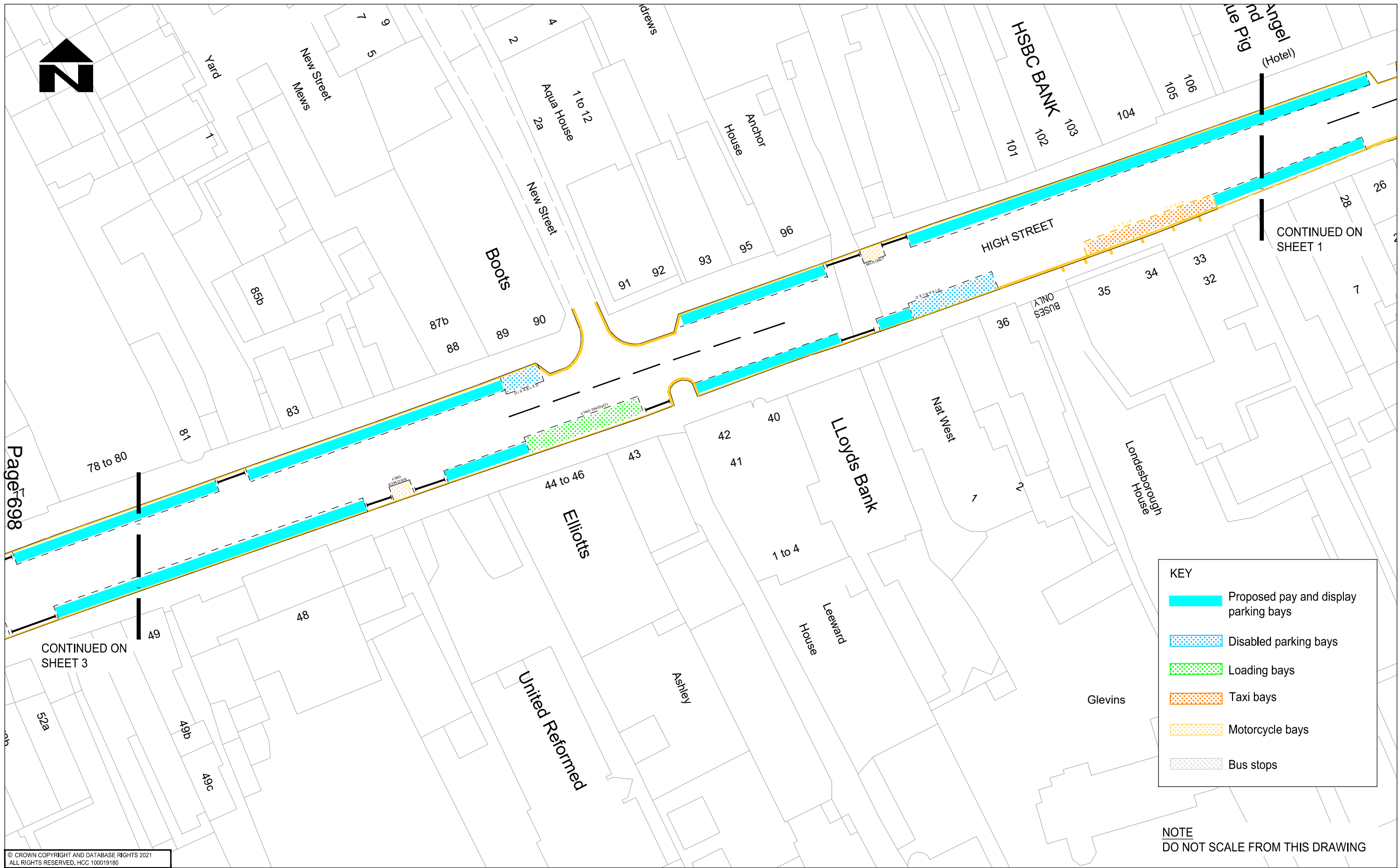
STUART JARVIS BSc DipTP FCIHT MRTPI, DIRECTOR OF ECONOMY,
TRANSPORT & ENVIRONMENT

DESIGNER JF CAD LH CHECKED APPROVED JWF	SCHEME PROPOSED PAY AND DISPLAY JOB No. SCALE @ A3 1:500	DATE NOV 2021 SHEET NUMBER 3 OF 3	DRAWING TITLE HIGH STREET, LYMINGTON HCC CAD PLOT: 01/3/2022 10:49:45 DRAWING NUMBER TM/LYM/01	REV
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REV	AMENDMENTS	DATE	CAD	CHKD	APPD



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County Council**

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DESIGNER JF	SCHEME PROPOSED PAY AND DISPLAY	DRAWING TITLE HIGH STREET, LYMPINGTON
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	SHEET NUMBER 2 OF 3	DRAWING NUMBER TM/LYM/01
		REV

REV	AMENDMENTS	DATE	CAD	CHKD	APPD



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CONTINUED ON SHEET 2

The Angel
Bluar
(Hotel)

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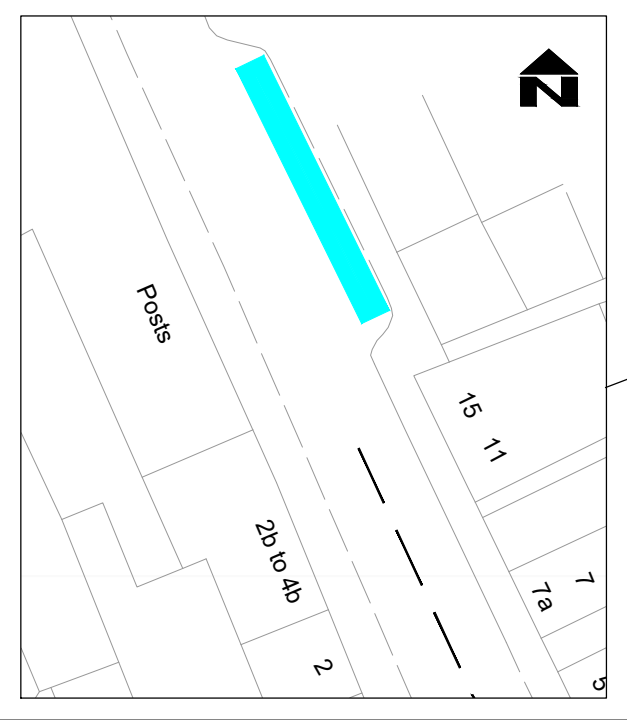
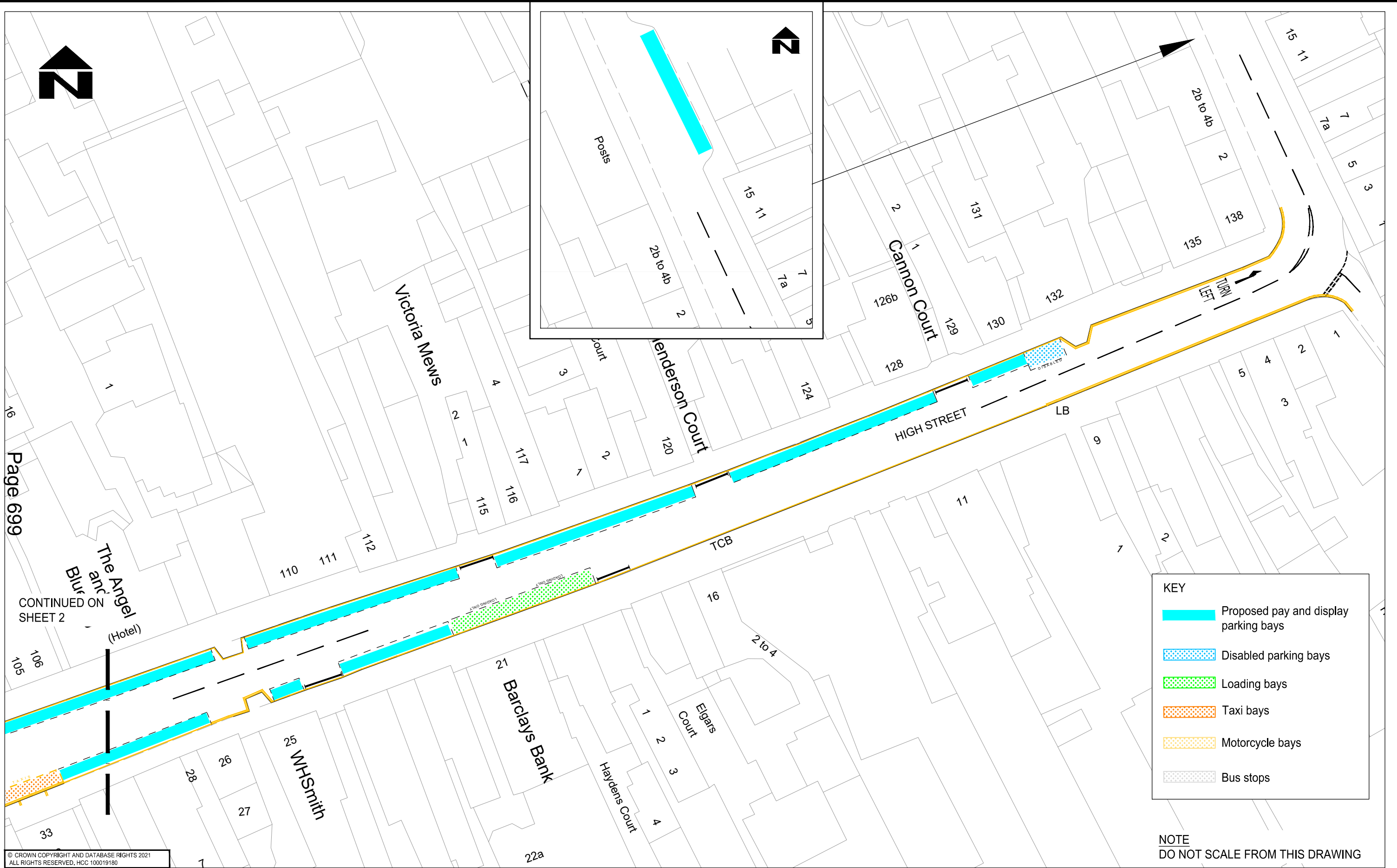


STUART JARVIS BSc DipTP FCIHT MRTPI, DIRECTOR OF ECONOMY,
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APPROVED
JWF

SCHEME
PROPOSED PAY AND DISPLAY
JOB No.
SCALE @ A3
1:500
DATE
NOV 2021
SHEET NUMBER
1 OF 3

DRAWING TITLE
HIGH STREET LYMINGTON
HCC CAD PLOT: 01/3/2022 10:49:55
DRAWING NUMBER
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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	The Wallops Traffic Management
Report From:	Director of Economy, Transport and Environment

Contact name: Jakub Styszynski

Tel: 01962 832276

Email: Jakub.styszynski@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide an update on progress on the Over Wallop traffic management scheme and obtain approval for further approach.

Recommendations

2. That the Executive Member for Highways Operations approves that the traffic management trial is not pursued any further due to the insufficient level of community support.
3. That the Executive Member for Highways Operations approves the approach that the County Council will not develop further similar schemes requested by local communities involving redistribution of traffic where there is no clear majority support locally.
4. That the Executive Member for Highways Operations notes the proposal to agree and deliver low-cost measures to reinforce the existing speed limit.

Executive Summary

5. This report provides an update to a report approved at the Executive Member for Environment and Transport Decision Day on 4 June 2019.
[Village Traffic Management Improvements Over Wallop Andover-2019-06-04-EMET Decision Day \(hants.gov.uk\)](#)
6. The aim of the proposed scheme was to prevent through traffic from using Salisbury Lane and discourage displaced traffic from using Station Road by encouraging the use of Old Stockbridge Road as an alternative route. The scheme also aimed to reduce vehicle speeds in the village.
7. On 4 June 2019, the Executive Member for Environment and Transport gave approval for:

- a proposed approach to the Over Wallop traffic management scheme; and
 - a proposed monitoring and assessment methodology for the traffic management trial.
8. Motorists are currently using the village as a cut through between the A303, Grateley railway station and the junction of B3084/A343/Salisbury Road. This traffic is passing through the village and is affecting the local residents due to the volume and speed of the traffic.
 9. The C250 Old Stockbridge Road has also been reclassified to a B road due to its width and smoother horizontal alignment and is already the signed route for larger vehicles.
 10. To remedy the mentioned issues with locally perceived traffic speed, safety issues and the amount of traffic using the cut through, a solution was proposed to carry out the following traffic management trial which, if successful, would be followed by permanent construction.
The components of the traffic management trial:
 - a) Installation of traffic calming measures (interlocking concrete kerbs) on Station Road.
 - b) Installation of temporary barrier in Salisbury Lane and construction of turning heads (for refuse lorries).
 11. The aim of the measures was to reduce the perceived risk reiterated by local residents, of the speed and volume of traffic and discourage motorists from using Station Road and encourage the use of Old Stockbridge Road as an alternative route
 12. The project was publicly consulted on in 2016 and a public engagement event was held in 2018. There was not a deliverable solution that was universally popular with all residents; however, the majority did support the proposals. Therefore, a trial scheme was proposed to assess the benefits of the scheme before a permanent scheme was implemented.
 13. During the course of the project, additional elements in the scheme scope were considered and rejected, namely improvements at Grateley (Wallop Road/Old Stockbridge Road) junction and Kentsboro (A343/Old Stockbridge Road) junction:
 - following preliminary design work, it was found that the improvements to Grateley junction were beyond the funding available to the project; and
 - the proposed improvements to the Kentsboro' junction were minor and within the funding available, but it was felt that that the benefits were minor in relation to the costs and therefore did not represent sufficient value for money to justify the expenditure.
 14. Due to the sensitivity of the scheme, it was proposed that a trial of the remaining traffic management measures be implemented in order to assess the actual traffic behaviour after the potential construction of the permanent solution. This would consist of a temporary construction of the following:

- traffic calming to be installed in the village on Station Road; and
 - closure of Salisbury Lane with turnaround points for commercial vehicles and refuse lorries.
15. Consultation on these measures was carried out with the local Parish Council in March 2019 to allow for its input. As a result of these discussions, it was agreed that:
- traffic surveys will be carried out before and during the trial to measure the impact of the measures on actual traffic volumes and speeds;
 - personal injury and damage-only accidents will be monitored during the trial;
 - the success of the trial scheme would be judged through delivery of a substantial reduction to speed and volume of traffic through the village, proportional to the capital investment made by the County Council; and
 - to ensure results are fully representative, a trial duration of 12 months would be explored – whilst initial consideration focused on a 6 month trial, it is felt that it would need to be on a 12 month basis so that any seasonal variations are fully encompassed.
16. Following renewed internal discussions within both Over Wallop and Nether Wallop Parish Councils, it was requested that an additional survey will be carried out amongst the local residents to gauge the current support for the scheme. This was led by Over Wallop Parish Council in January 2022. The results of the survey are that 50.13% percent of residents were fully or somewhat opposed and 47.98% were fully or partially in support of the traffic management trial.
17. The survey results demonstrate that there is no mandate to proceed with this locally driven scheme to redistribute traffic within the village, which aids some residents and disadvantages others.
18. However modest measures to reinforce the existing speed limit will be considered after discussions with the Parish Councils. The decision on these low-cost measures will be dealt with as an Officer decision under the Scheme of Delegation. The scope of the low-cost measures will include road markings, road signs, gateway features and digital speed limit reminder signs. Traffic surveys will also be undertaken to assist in design work.
19. With respect to speed limits, the proposed low cost measures will focus on reinforcing existing speed limits. In terms of any reduction in speed limit, the Executive Lead Member for Economy, Transport and Environment has commissioned a review of the current policy for 20mph speed limits, with contribution from a Member working group, with the agreement of the Economy, Transport and Environment Select Committee. This review has been commissioned to determine whether there is a case for extending the scope for these measures beyond their role in casualty reduction. The working group will consider the evidence and is expected to report back to the Select Committee in September. The outcomes of the overall review will be

considered by the Executive Lead Member for Economy, Transport and Environment in due course.

Finance

20. This scheme is currently in the Capital Programme at a value of £332,000.

21. The forecast including actual spent is detailed in the table below.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	81	43	Developer contributions	189
Client Fee	37	20		
Supervision	5	2		
Speed limit reinforcement measures	60	32		
Land	6	3		
Total	<u>189</u>	<u>100</u>	Total	<u>189</u>

22. The scheme costs incurred will be funded by developers' contributions. Any residual funding will be held by the County Council until the section 106 expiry date and if not used, will be returned to the developer.

Consultation and Equalities

23. The divisional County Member, Councillor Drew, Over Wallop Parish Council and Nether Wallop Parish Council are aware and supportive of the approach detailed in this report.

24. Low-cost measures to reinforce the existing speed limit should enable the disabled and elderly to commute along Station Road and Salisbury Lane more freely and safely, so will have a positive impact on these groups. There would be a neutral impact on other groups with protected characteristics.

Climate Change Impact Assessments

25. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C

temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

26. The low cost measures to reinforce the speed limit add no more vulnerability to climate change impacts than the existing highway arrangement, which is considered to be low vulnerability.

Carbon Mitigation

27. The installation of these measures itself will have negligible effect on carbon emissions, which should be offset by the decrease of carbon emissions in the area, assuming traffic speed decreases.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Project Update: Village Traffic Management Improvements, Over Wallop, Andover	<u>Date</u> 4 June 2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

Low-cost measures to reinforce the existing speed limit should enable the disabled and elderly to commute along Station Road and Salisbury Lane more freely and safely so will have a positive impact on these groups. There would be a neutral impact on other groups with protected characteristics.

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By virtue of paragraph(s) 1 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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6. The County Council has a commitment to protecting and enhancing the natural environment that can be traced back over a number of years and through numerous initiatives. These include long standing support for the Hampshire Biodiversity Information Centre, which is celebrating its 20th Anniversary in 2022, work with the Local Nature Partnership, research and preparation of the State of Hampshire's Natural Environment report, publication of the Hampshire Tree Strategy, management of its own estate and establishing the Parish Pollinator Pledge.
7. In July 2021, the County Council committed to prepare an Environment Strategy which will provide an important framework setting out the environmental principles and priorities that would guide its activities, and feed into a wider plan to identify opportunities for enhancing biodiversity and supporting climate change objectives. The Strategy will be informed by a raft of new requirements to protect and enhance the environment introduced by the Environment Act (2021).
8. The Environment Act, and other recent changes, have significant implications for the role, duty and powers of the County Council, the way that it works and its relationship with others, and how it uses its resources. The paper seeks approval for proposed steps to meet these new requirements which will also contribute to the County Council meeting its climate change objectives.

Contextual information

9. Hampshire's 2050 Commission of Inquiry¹ identified that Hampshire's natural environment is a significant and valued asset, helping Hampshire to be an attractive and prosperous place to live, work and visit. The Commission recognised that a healthy and vibrant natural environment is vital in contributing to the long-term sustainability of the county.
10. However, as the *State of Hampshire's natural environment report*² describes "During the latter part of the twentieth century and early years of the twenty-first century, there has been a significant decline in the overall health of Hampshire's natural environment, including its diversity and abundance. Such a decline mirrors trends across much of the country." Globally, biodiversity loss is identified as the third most severe risk to economic recovery over the next 10 years³, and of profound importance to human health⁴. Nevertheless, as the report goes on to say, "there are signs of optimism with increasing weight and attention being given by decision takers and policy makers to the overall health of our natural environment."
11. The concept of a "natural capital" approach to protecting and enhancing the environment is at the heart of the Government's 25 Year Environment Plan⁵, which was published in January 2018, and the provisions of the new Environment Act which was given Royal Assent in November 2021. Natural

¹ [2050-summaryreport2019.pdf \(hants.gov.uk\)](#)

² [StateofNaturalEnvironmentReport.pdf \(hants.gov.uk\)](#)

³ [WEF The Global Risks Report 2022.pdf \(weforum.org\)](#)

⁴ [Biodiversity and Health \(who.int\)](#)

⁵ [25-year-environment-plan.pdf \(publishing.service.gov.uk\)](#)

nature partnerships formed in England following publication of the 2011 Natural Environment White Paper. The aims of the Hampshire and Isle of Wight LNP are to:

- protect and improve the natural environment on land and at sea – creating bigger, better and more joined up places for nature – in line with the vision and recommendations of Sir John Lawton’s Making Space for Nature report⁹;
- promote a sustainable green economy – in which economic prosperity and the health of our natural resources sustain each other;
- reconnect people and nature – strengthening the connections between people and nature and improving the health of both; and
- promote the need to invest in nature for the many benefits and ecosystem services it provides and to put its value at the heart of decision making right across the two counties.

18. With these aims in mind, in 2015, HBIC was contracted by Natural England to produce a detailed Ecological Network Map for Hampshire¹⁰ on behalf of the Hampshire and Isle of Wight LNP. The map represents the hierarchy of international, national and locally designated sites of importance for biodiversity, plus other priority habitats and, importantly, areas identified for habitat restoration or creation. An ecological network is a group of habitat patches where species can move easily between, maintaining ecological function and conserving biodiversity. Through appropriate habitat restoration and re-creation, ecological networks can provide a connected collection of refuges for wildlife. Establishing the network will enable biodiversity to recover from recent declines and create a more resilient natural environment. The creation of the Ecological Network Map for Hampshire means that the County is well prepared to respond to key requirements of the Environment Act in particular the preparation of Local Nature Recovery Strategies (LNRSs).

19. In order to further inform the understanding of Hampshire’s natural environment, in 2020 the County Council published the State of Hampshire’s Natural Environment report¹¹. The report provides a high-level ‘snapshot’ of the key trends and emerging issues facing the county’s natural environment under the following headings: Air Quality, Noise, Water, Soil, Coastal, Landscape, Biodiversity (Woodland, Farmland birds, Notable species and habitats, Designated sites, Insects and pollinators) and the Recreational use of the natural environment. As set out earlier in this paper, the report records the “significant decline in the overall health of Hampshire’s natural environment.” The report is intended to be the first of a series of regular ‘State of Hampshire’s Natural Environment’ reports, with the intention that it is supplemented with a more detailed report setting out the findings in greater depth. The report should be read in conjunction with the County Council’s Climate Change Strategy and

⁹ [Making Space for Nature: \(nationalarchives.gov.uk\)](https://nationalarchives.gov.uk)

¹⁰ [Microsoft Word - Mapping the Hampshire Ecological Network Updated March 2020 \(hants.gov.uk\)](https://hants.gov.uk)

¹¹ [StateofNaturalEnvironmentReport.pdf \(hants.gov.uk\)](https://hants.gov.uk)

Action Plan, and the Climate Change Annual report¹² which sets out the progress being made to tackle climate change including in protecting and enhancing the natural environment.

20. Also published in 2020, the Hampshire Tree Strategy¹³ sets out the key principles the County Council will follow to achieve the target of planting one million trees by 2050, one of its key actions in addressing carbon reduction and climate change resilience together. Over the course of the last year, the County Council planted more than 6,000 trees, with the potential to absorb nearly 20,000 tonnes of carbon over the next 20 years. The number of trees to be planted next year is forecast to increase to more than 20,000. The County Council has also been successful in bidding for £300,000 funding from the Forestry Commission's Local Authority Treescapes Fund which will support new tree and woodland planting on the Highway network and in sites in four districts in the next 12 months. As part of its commitment to protecting the county's ecological diversity and cultural heritage, the County Council has signed an agreement with the Woodland Trust, working with Natural England and all the District and Unitary Councils, to produce an updated ancient woodland inventory over the next 2 years.
21. In light of the loss of more than 50% of bees, butterflies and moths studied over the last 50 years, and the launch of The National Pollinator Strategy for England¹⁴, the County Council has launched a Parish Pollinator Pledge¹⁵ to improve habitats for vital pollinator insects. Working with local councils and community groups, the project will encourage initiatives to improve the environment for pollinators and help raise awareness of the importance of pollinators. This scheme complements the long-established Road Verges of Ecological Interest (RVEI) project¹⁶ which, since the 1980s, has identified the location and management requirements of wildlife rich road verges in Hampshire. The County Council is also working closely with Districts, Parishes and other partners such as the Hampshire and Isle of Wight Local Nature Partnership, Natural England and the Forestry Commission on a range of other initiatives including carbon storage mapping and the preparation of a natural capital plan. The County Council is currently implementing a further £1.2million investment to protect and enhance the natural environment, and tackle climate change, including projects such as rewilding and creating a propagation unit at Sir Harold Hillier Gardens to nurture plants at risk from rising temperatures.
22. With responsibility for managing over 3,000 hectares of Hampshire countryside, including Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and Special Area of Conservation (SAC), and maintenance of 4,500km of Rights of Way network, the County Council has recorded significant success with species recovery and reintroduction. For example, through good conservation management, working with others, and as part of Farmer

¹²[Climate Change Annual Progress | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/Climate-Change-Annual-Progress)

¹³[tree-strategy.pdf \(hants.gov.uk\)](https://hants.gov.uk/tree-strategy.pdf)

¹⁴[The National Pollinator Strategy: for bees and other pollinators in England \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/)

¹⁵[parish-pollinator-pledge-introduction.pdf \(hants.gov.uk\)](https://hants.gov.uk/parish-pollinator-pledge-introduction.pdf)

¹⁶[Road Verges of Ecological Importance \(RVEI\) | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/Road-Verges-of-Ecological-Importance-(RVEI))

Clusters¹⁷, rare field crickets at Shortheath Common, sand lizards on Broxhead Common, and turtle doves at Martin Down have all benefitted.

23. In July 2021, the County Council committed to prepare an Environment Strategy¹⁸ which will provide an important high level framework setting out the environmental principles and priorities that would guide its activities, and feed into a wider plan to identify opportunities for enhancing biodiversity and supporting climate change objectives. The Strategy will be informed by a raft of new requirements to protect and enhance the environment and be underpinned by the concept of “natural capital,” introduced by the Environment Act.
24. The first dedicated Environment Act for 30 years, the Act includes important legally binding targets, including a 2030 target to halt species decline, enforced by a new, independent Office for Environmental Protection which will hold government and public bodies to account on their environmental obligations. Although further clarification and detail will be provided by the Secondary Legislation that will be introduced in due course, it is clear that the Act has significant implications for the role, duty and powers of the County Council. The following are considered likely to have the most impact on our approach to protecting and enhancing the natural environment.
25. Schedule 14 of the Act makes mandatory provision for biodiversity (net) gain to be a condition of planning permission in England. National consultation is now taking place on the Biodiversity Net Gain (BNG) Regulations and its implementation, however, it will be mandatory for housing and development, including new roads, to achieve at least a 10% net gain in value for biodiversity either on-site or off-site secured through planning obligation or conservation covenant for at least 30 years after the completion of the works. A register of biodiversity gain sites will be set up by the Secretary of State, Natural England or another person and will be accessible to members of the public.
26. Under the Act, the general duty on public authorities to conserve and enhance biodiversity as set out in Section 40 of the Natural Environment and Rural Communities Act 2006 is strengthened to include ‘enhance’ as well as ‘conserve.’ Within the period of one year beginning with the day on which section 95 of the Environment Act 2021 comes into force, public authorities must determine such policies and specific objectives as it considers appropriate for taking action to further the general biodiversity objective, take such action as it considers appropriate in the light of those policies and objectives, and report on its activities. The authority must in particular have regard to any relevant local nature recovery strategy, and any relevant species conservation strategy or protected site strategy prepared by Natural England.
27. The Environment Act introduces a requirement for Local Nature Recovery Strategies (LNRSs) for England to be prepared and published by “Responsible Authorities.” The Strategies will identify the opportunities and priorities for enhancing biodiversity and supporting wider objectives such as mitigating or adapting to climate change in an area. The strategies will have a key role in the

¹⁷ [Farmer Clusters - For farmers, facilitators and advisors](#)

¹⁸ <https://democracy.hants.gov.uk/documents/s78061/Report.pdf>

land use planning system and be an important source of evidence for local planning authorities to use in the preparation of their Local Plans. They are also intended to support the delivery of wider environmental objectives and each Strategy will map specific opportunities for taking priority action for nature recovery and the use of “nature-based solutions.” The County Council has expressed its strong interest in leading the preparation of the Strategy for its area in collaboration with a wide range of stakeholders and, if appointed, has acknowledged that as a “responsible authority” it would become responsible for the review and republication of the Strategy from time to time. Of all the provisions of the Environment Act, the preparation of LNRs is expected to have the most significant impact on planning for the natural environment at a strategic level and, through the participation of partners, process and outcomes, be particularly influential on the development of the County Council’s proposed Environment Strategy.

28. Species Conservation and Protected Site Strategies are also introduced by the Environment Act as targeted tools to protect and restore species and habitats at risk whilst enabling development. The Species Conservation Strategy is a new mechanism for improving the conservation status of any species of fauna or flora. A local planning authority in England must co-operate with Natural England in the preparation and implementation of a Strategy in so far as it is relevant to the authority’s functions. Protected Site Strategies provide a strategic approach to mitigation or compensation that is wider than individual project level. For example, the nutrient mitigation strategy to unlock housing delivery in the Solent region which aims to reduce and reverse the impact of nitrates and other nutrients reaching Protected Sites within the Solent.
29. In July 2021, the National Planning Policy Framework (NPPF) for England set out what local planning authorities will require with regard to trees when setting local policies and considering planning applications for all developments. The NPPF states that: ‘Planning policies and decisions should ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments’¹⁹. This is supported by the National Model Design Code which says: ‘All schemes will be expected to follow national policy by achieving a 10% net gain in biodiversity. All new streets should include street trees.’²⁰ The Environment Act continues this emphasis on the value of street trees by including a provision for Highway Authorities to consult the public before felling a tree on an urban road (a “street tree”). The County Council recognises the importance of street trees and the need to protect them. It also recognises the importance of the public awareness of, and support for, effective highway tree management that ensures that trees remain safe and healthy and, where trees have to be removed, the requirement is understood. Hampshire Highways is committed to replacing these trees where there is enough space above and below ground.

¹⁹ [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/95422/nppf-2021.pdf) - paragraph 131

²⁰ [National Model Design Code: Part 1 - The Coding Process \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/95422/nmdc-part-1.pdf) - section 60
Nature

30. The value of green infrastructure like street trees, access to green space, strong connections with nature and enabling investment in nature-based solutions, underpin the emerging *Towards 2050 - a framework to guide the future of Hampshire's built infrastructure and natural environment*. Working closely with a range of partners, the County Council is preparing a Hampshire-wide spatial framework shaped around strategic environmental and infrastructure requirements for the period up to 2050. The framework seeks to encourage policy and behaviours across the county to accommodate future sustainable growth in a way which secures improvements to key infrastructure and protects and enhances the role and function of the natural environment. It will do that by identifying key strategic opportunities including: creating a 'wild belt', a nature recovery network that stretches across the county, providing more space for nature, and setting a target of ensuring that 30% of land and sea within Hampshire is managed for nature recovery by 2030; designating a National Marine Park to put the Solent back on a more sustainable and resilient footing; restoring river corridors and providing a nature-based solution to the poor state of water quality and flood risk identified in the County; and enabling nature restoration and reform at scale via the National Parks and Areas of Outstanding Natural Beauty.
31. It is intended that the *Towards 2050 Framework* will form a 'live' resource and will be updated with new evidence and opportunities as these emerge. It is the County Council's desire to work closely with stakeholders to realise the opportunities and continue to make connections between projects and partners. It is critical that this way of working, the response to the new requirements imposed by recent legislative and other changes, and relevant local, regional and national initiatives are matched by the appropriate resources.
32. As highlighted by the *Towards 2050 Framework* strategic opportunities of targeting 30% of land and sea within Hampshire managed for nature recovery by 2030, and designating the Solent as a National Marine Park, coastal and marine ecosystems are integral to the County Council's approach to the natural environment and meeting the challenge of climate change. A healthy ocean is fundamental in regulating the global climate system. The ocean absorbs more than 90% of the excess heat in the climate system as well as absorbing around 20% of annual carbon dioxide (CO₂) emissions generated by human activity. As set out in the previously presented Chichester and Langstone Harbours - Natural Capital Plan report²¹, as a member of the Solent Forum, Chichester Harbour Conservancy, Langstone Harbour Board, the Southern Regional Flood and Coastal Committee, and Southern Inshore Fisheries and Conservation Authority, and as the River Hamble Harbour Authority, the County Council has an important role in the planning and management of the coastal and marine environments. Through its involvement in these, and other organisations, it is committed to helping to conserve the unique qualities of these environments, and realising a clean, healthy and productive ocean and all of the direct economic, health and wellbeing benefits it will bring. The County Council will work with partners to ensure that the Local Nature Recovery Strategy supports

²¹ [Chichester and Langstone Harbours - Natural Capital Plan-2021-06-17-EMETE Decision Day \(hants.gov.uk\)](https://www.hants.gov.uk)

the objective of ocean recovery and promoting a joined-up approach to terrestrial and marine environments.

Finance

33. The Autumn 2021 Budget and Spending Review included a settlement on the Department for Environment, Food & Rural Affairs (DEFRA)²² to help deliver the goals of the 25 Year Environment Plan for nature's recovery and the new legally binding target to halt biodiversity loss by 2030. This includes more than £250 million in public investment over three years to support the implementation of the Environment Bill including biodiversity net gain for development and Local Nature Recovery Strategies. The details of how the national funding arrangements will help to meet these new burdens at the local level has yet to be determined.
34. Notwithstanding the above, it is intended to utilise strategic frameworks and existing internal resources to meet the requirements of the Environment Act (2021) and other policy changes necessary to protect and enhance the natural environment.

Consultation and Equalities

35. The purpose of this report is to set out the actions taken by the County Council to protect and enhance the natural environment, to describe its key current activities in this important area, to outline recent and forthcoming changes, including in national legislation, and to seek approval for the approach to address these new requirements. The County Council's involvement in this area of work has been, and will continue to be, informed through engagement and consultation with key partners and organisations. The activity covered by this decision is considered to be neutral for groups with protected characteristics.

Climate Change Impact Assessments

36. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

²² [Autumn Budget and Spending Review 2021 \(HTML\) - GOV.UK \(www.gov.uk\)](#)

37. The tools to assess specific impacts on climate change adaptation and mitigation were found not to be applicable to the matters covered in this report on the grounds that the decision relates to proposed actions to meet the requirements of the Environment Act (2021) and other policy changes necessary to protect and enhance the natural environment.

Conclusions

38. Protecting and enhancing the natural environment is of the highest importance to the County Council and a fundamental part of its commitment to tackling climate change in Hampshire.
39. The County Council has a commitment to protecting and enhancing the natural environment that can be traced back over a number of years and through numerous initiatives. However, it is now facing a raft of new requirements imposed by recent legislative changes, in particular the Environment Act, and a greater need to engage with relevant initiatives, projects and partners at the local, regional and national level.
40. It is therefore proposed that the Executive Member for Climate Change and Sustainability approves the approach to enable the County Council to meet its obligations effectively, to capitalise on the unique opportunities afforded by the new circumstances to benefit the natural environment and address the challenge of climate change, to demonstrate leadership, and to drive forward a collaborative approach with partners and stakeholders.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Environment Strategy Executive Member Decision Day Report Template (hants.gov.uk)	<u>Date</u> 29 July 2021
Chichester and Langstone Harbours - Natural Capital Plan- 2021-06-17-EMETE Decision Day (hants.gov.uk)	17 June 2021
Direct links to specific legislation or Government Directives	
<u>Title</u> Environment Act 2021 https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted	<u>Date</u> 9 November 2021

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The purpose of this report is to set out the actions taken by the County Council to protect and enhance the natural environment, to describe its key current activities in this important area, to outline recent and forthcoming changes, including in national legislation, and to seek approval for the approach to address these new requirements. The County Council's involvement in this area of work has been, and will continue to be, informed through engagement and consultation with key partners and organisations. The activity covered by this decision is considered to be neutral for groups with protected characteristics.