

Summary of responses to Hampshire Local Transport Plan 3 Strategy Consultation

From 8 July to 29 September 2010, Hampshire County Council ran a 12- week public consultation on a draft Hampshire Local Transport Plan 3 (LTP3) Strategy. The draft Strategy was structured into six concise parts, to make it easier for respondents to identify the sections of most relevance to them to respond to. The six sections that together comprised the consultation draft Hampshire LTP3 Strategy are:

- Part A – Long-term Transport Vision
- Part B – Strategic Transport Priorities
- Part C – Wider Hampshire Challenges and Policy Context
- Part D – The Future of Transport in North Hampshire
- Part E – The Future of Transport in Central Hampshire and the New Forest
- Part F – South Hampshire Joint Strategy (shared with Portsmouth and Southampton City Councils)

These six sections of the draft Strategy are available at: <http://www3.hants.gov.uk/ltp-consultation.htm>

Responses Received

280 responses to the consultation were received. The respondents fell into the following categories:

Members of the public	146
Stakeholders (61 responses broken down as follows:)	
- <i>Lobby groups and interest groups</i>	23
- <i>Business sector stakeholders</i>	11
- <i>Bus and rail operators</i>	5
- <i>Environmental bodies</i>	6
- <i>Advocacy groups and voluntary sector</i>	4
- <i>Port and airport operators</i>	3
- <i>Education sector</i>	3
- <i>Transport infrastructure providers</i>	2
- <i>Health sector</i>	2
- <i>Residents and community associations</i>	2
District Councils and National Park Authorities	13
Neighbouring Local Transport Authorities	3
Town and Parish Councils	37
Elected members (Parish/ Town/ District or County level)	20

The level of responses from businesses, stakeholders and organisations was good, but the level of responses received from members of the public was noticeably low when compared to the total population of Hampshire (1.3 million people).

A list of the names of all named organisations and elected members who responded has been included as Appendix 1.

How will the comments be utilised?

During the autumn, the County Council will be making a number of minor changes to the draft Strategy material, to reflect recent policy announcements by the Coalition Government, and in light of comments to the consultation. The number of responses from members of the public mean this sample is not statistically significant, so greater weight will be accorded to stakeholder views and Government policy when considering changes to the Strategy. A revised Strategy will be taken to the County Council's Cabinet and Full Council for approval in early 2011. The remainder of this document provides a summary of the responses received to the consultation questions posed.

Consultation Questions

The consultation to Parts A to E consisted of nine questions about the content of the draft LTP3 Strategy. Being a joint consultation with Portsmouth and Southampton, Part F had its own response form with 6 questions about the content of the draft Joint South Hampshire Strategy. These questions applied to the following parts of the LTP3 consultation material, and summaries of the responses to them are found at the pages listed:

Questions	LTP Strategy document	Pages
1 – 2	Part A: Long-term vision	3
3 – 4	Part B: Emerging strategic transport priorities	4
5	Part C: Wider Hampshire challenges and policy context	5
6 – 8	Part D: The future of transport in North Hampshire	5
9 – 11	Part E: The future of transport in Central Hampshire and the New Forest	6
Six Questions	Part F: Joint Strategy for South Hampshire	7

A selection of positive comments about the LTP3 Strategy documents:

“We strongly support the plan’s overall priority to make the most of what we have over the coming years in the face of challenging economic conditions” – Highways Agency

“We are pleased to see some recognition of the role of the Port as an international gateway serving local, regional and national economies. This role needs more prominence across Parts B, D and E” – ABP Southampton

The provision of transport infrastructure that supports economic growth is essential if we are to recover from the current recession” – Hampshire Chamber of Commerce

“The strategy is well written and sets the scene in a straightforward and pragmatic way” – A neighbouring Local Transport Authority

“A refreshingly well presented publication and one certainly easy to read, and understand” – A County Councillor

“A well thought through, well presented and easily digestible strategy” – A Parish Council

“Providing a well-maintained highway network has to be the cornerstone of any transport policy – whatever form of transport is going to use it” – A Parish Council

A selection of some suggested shortcomings of the Strategy documents:

“Too car orientated, very unscientific, accepts the status quo. Lacking in original thinking” – Member of the public

“It lacks a vision for a better transport future and more sustainable transport. It tends to place an emphasis on road access and highway maintenance.” – A District Council

“The strategy needs further information on budgets to deliver sustainable transport and to encourage its use. We would support the inclusion of promotional campaigns and other measures to achieve the required modal shift” – Natural England

“The County Council must “raise its game” in meeting public expectations of providing for cycling” – Cycle Campaign group

“There is little or no mention of smaller motorised vehicles such as motorbikes and mopeds which could be part of the solution to congestion” – A District Council

Part A: Proposed Long-term Vision

Part A proposed a vision for the Hampshire LTP3 of: *"safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire"*,

1. Do you agree with the transport vision for Hampshire of "safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire"?

Three quarters of respondents to the question agreed with the proposed vision.

Some respondents felt that the vision was bland and a motherhood statement.

Other ideas included providing a clearer explanation of what is meant by 'efficient' more precisely, as this was believed to be too vague.

Two respondents made the point that it would be better if 'sustainable' could be repeated: ie *'safe, efficient, reliable and sustainable ways to get around a prosperous and sustainable Hampshire'*.

2. Do you have any comments regarding the transport vision for Hampshire or the general content of Part A of the consultation)?

Many respondents said that the section needed to make stronger commitment to improving and maintaining current public transport services.

Several stakeholders commented that they felt a commitment to mitigation of Hampshire's contribution to climate change was needed. In particular, a number of respondents suggested that Part A needed to make a clearer and stronger commitment to encouraging active travel modes as an alternative to the car.

Several respondents felt that Part A needed to show a greater level of ambition in seeking to achieve real changes in travel habits, and that it seemed to be too accepting of the status quo and continuation of current trends and behaviours. Other comments were that the tone was too downbeat.

Many respondents agreed that the County Council was right to prioritise investment in highways and highway maintenance.

A number of stakeholders suggested that Part A needed to place more emphasis on the role played by the transport system in supporting economic growth and recognition of the Ports role as an international gateway and the importance of reliable access to them from their hinterland, (especially the Port of Southampton) in order to support the competitiveness of the regional and national economy.

Several respondents commented that more can and should be achieved through partnerships, where limited funding is pooled as appropriate to maximise value for money.

Part B: Emerging Strategic Transport Priorities

3. Please indicate the priority (on a scale of 1 to 5) by which each of the emerging strategic transport priorities for Hampshire should be addressed

A number of respondents expressed strong support for the overall priority of making the most of the existing transport network over the next 5 years.

The majority of respondents felt that all 16 priorities should be treated as at least 'Medium Priority' or higher.

Most respondents generally indicated that the highest priority should be given to:

- Priority A (Highway Maintenance)
- Priority B (Manage traffic to maximise efficiency and journey time reliability)
- Priority N (Invest in Walking & Cycling Infrastructure)
- Priority F (Grow bus travel on main corridors)

Nearly all respondents indicated that Priority A should be treated as the most important priority.

Many respondents indicated high levels of support for "reducing the need to travel" through travel planning (Priority M), "speed management" especially reducing speeds both in built up areas and rural lanes (Priority C) and "community transport for isolated areas" (Priority G);

Respondents indicated that a lower level of priority should be accorded to:

- Policy D (Coherent parking policy and develop Park and Ride)
- Policy K (Apply shared space approach and Manual for Streets principles)

4. Do you have any comments regarding the emerging strategic transport priorities A to P?

A number of respondents to this question supported emphasis on investment to make public transport an attractive alternative to the car (Priority F). These respondents indicated that they wished to see well co-ordinated services, and better interchange between rail and bus.

Many respondents to the question felt that the County Council should give greater prominence to encouraging active travel modes as an alternative to the car (Priority N), as these were felt to offer good value for money.

Other commonly raised comments were on the following broad themes:

- A number of stakeholders suggested that more emphasis was needed on the role played by the transport system in supporting economic growth and recognition of the Ports role as an international gateway and the importance of reliable access to them from their hinterland, (especially the Port of Southampton) in order to support the competitiveness of the regional and national economy, perhaps in the form of a new priority.
- improving road safety (Priority C). Respondents indicated that road safety improvements should either take the form of reduced speed limits or speeding, physical measures to slow traffic or awareness campaigns;
- the importance of continued availability of community transport provision (Priority G); and
- reducing the need to travel through smarter choices and high speed broadband (Priority M).

- Reference is needed to Town Access Plans and how they will provide detailed transport strategies for main urban areas in Hampshire.

Part C: Wider Hampshire Challenges and Policy Context

5. Do you have any comments on the content of Part C? Has anything important been omitted?

Many respondents indicated their agreement with the text on wider challenges and felt it gave a good balance of the context to LTP3.

Some respondents suggested that the policy context parts were in need of updating to reflect recent Government announcements such as the abolition of the South East Plan, Regional Government Offices and a move towards greater localism and decentralisation. A number of respondents suggested that the implications for transport policy of 'Big Society', Local Enterprise Partnerships and the anticipated transfer of responsibility for public health from Primary Care Trusts to local authorities required consideration.

A few respondents suggested additional local policy documents and strategies should be referenced within this section. Those that respondents suggested needed to be mentioned included:

- Economic Development Strategies (economy section);
- public health and physical activity frameworks (health section)

Part D: The Future of Transport in North Hampshire

6. Do you agree with the suggested approach to improving transport within North Hampshire set out in Part D as a whole?

Just over half of respondents to this question agreed with the overall approach set out in Part D. A third expressed no clear view.

7. Do you have any comments on the suggested approach to improving transport within North Hampshire? Has anything important been omitted?

A number of respondents indicated support for working with businesses based in all the main urban areas to promote workplace travel planning measures.

Many respondents indicated their support for measures to tackle congestion bottlenecks and improve journey time reliability.

Several respondents raised the importance of ensuring that transport infrastructure to mitigate impacts of new development is in place before completion.

Some suggestions by respondents of what has been omitted included:

- working with the Highways agency to introduce no HGV overtaking on hillier sections of the A34;
- Routing more urban bus services to call at rail station forecourts, to improve bus/rail integration;
- Quiet lanes projects for rural country lanes to improve safety for non-motorised users;
- Shared space schemes need to be considered for village centres; and
- Reference is needed to Delivery of the Andover Town Access Plan.

8. Of the potential options for delivery listed, which measures would you most like to see delivered? Please explain the reasons for your views.

Of the 50 delivery options proposed within Part D, the ones that were supported strongly by a number of respondents were:

- Targeted measures to improve capacity at congestion bottlenecks & optimise management of the highway network (road network)
- Improved inter-urban bus services in North Hampshire (bus network)
- Measures to reduce adverse impacts of HGVs on rural communities (the rural hinterland)
- Investment in walking & cycling networks (Growth areas generally, *smaller towns and the rural hinterland*);
- More rail capacity on Reading-Basingstoke corridor (rail network); and
- *More parking capacity required at rail stations* (rail network)

Those shown in italics are new delivery options that were not identified in Part D, or where respondents felt that an existing delivery option needed to also be added to other sections of Part D.

Part E: The Future of Transport in Central Hampshire and the New Forest

9. Do you agree with the suggested approach to transport within Central Hampshire and the New Forest set out in Part E as a whole?

Around half of the respondents to this question agreed with the overall approach set out in Part E, just under a third neither agreed nor disagreed, and a small number disagreed with the approach.

10. Do you have any comments regarding the emerging approach to transport in Central Hampshire and the New Forest? Has anything important been omitted?

A number of respondents highlighted that poor access to services from rural areas is a growing problem, particularly as a result of an ageing population profile.

A few respondents suggested that, in comparison to Parts D and F, Part E was weak on how address problem of carbon emissions from transport sources will be addressed. They felt there was a need to add delivery options on improving public transport (e.g. premium PT) and walking and cycling networks.

Several respondents indicated that the priority should be to seek to conserve and enhance internationally and nationally designated nature conservation sites and nationally protected landscapes.

A number of respondents identified the following omissions:

- Characteristics and challenges section needs to mention the importance of the Lymington-Yarmouth Isle of Wight ferry as an access point to the Island from the north and west;
- Challenges section should highlight problem that congestion on HA roads (such as A31(T)) already results in traffic diverting onto less suitable local roads to avoid congestion;
- The challenges section should refer to the impact of the increase in traffic, anticipated when the A3 Hindhead Improvement is completed;

- Further explanation in Part E is needed as to how the LTP3 relates to and compliments both the New Forest National Park Management Plan and Recreation Management Strategy;
- Some of the data quoted on Whitehill Bordon and car ownership levels needs double-checking for accuracy;
- Part E fails to acknowledge the amount of work being done at Local Strategic Partnership/ parish/ community level to identify local needs;
- The section on Winchester and Market towns needs to specify by name which market towns are covered by the section as it is currently unclear;
- Section on strategic inter-urban network should make clear that the strategic road network is managed and maintained by the Highways Agency.

11. Of the potential options for delivery listed, which measures would you most like to see delivered? Please explain the reasons for your views.

Of the 31 delivery options proposed within Part E, the ones that were supported most strongly by all respondents were:

- Providing a well-maintained, resilient highway network (villages and rural areas, the strategic inter-urban network)
- Providing access to services through community transport, care groups, high-speed broadband and mobile services (villages and rural areas)
- Signage measures to discourage HGVs from using unsuitable rural roads & enforcement (villages and rural areas)
- Support isolated communities with public and community transport as far as practical (villages and rural areas)
- Measures to address speeding / lower speed limits (villages and rural areas)
- *Development of comprehensive walking and cycling networks (Winchester and Market Towns)*
- Investigate potential for direct rail connection to Whitehill Bordon

Other options supported by a number of respondents include:

- Delivery of smarter choices schemes and delivery of Town Access Plans and the improvements contained within them
- *Should consider developing a “rural roads protocol” to ensure that highway schemes do not detract from the special qualities of protected landscapes*
- *Safety of cycling on the highway network for recreational cyclists is an important issue*

The delivery options shown in italics are new suggested delivery option that was not identified in Part E.

Part F: Joint Strategy for South Hampshire (including comments from interested parties within Portsmouth and Southampton)

Level of respondent agreement with Transport Vision proposed for South Hampshire

Suggested South Hampshire vision: “A resilient, cost-effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing quality of life and environment”

Two thirds of respondents to this question agreed or strongly agreed with the vision, whilst a fifth of respondents neither agreed nor disagreed with the vision.

General comments made were that the vision was not snappy enough, quite unexciting and contained too much jargon. It was suggested that it needed to mention health.

Level of respondent agreement with 6 challenges identified facing South Hampshire

Three quarters of respondents to this question agreed or strongly agreed with the challenges identified.

Respondents were generally supportive of the challenges identified, particularly Challenge 5 (widening travel choice to offer reasonable alternatives to the private car).

Several respondents suggested that Challenge 2 needed to be linked with supporting housing and employment growth and Challenge 6 needed to be linked to economic competitiveness and growth.

A few respondents suggested that a new challenge was needed addressing the need to protect the environment and maintain/ improve quality of life.

Level of respondent agreement with 7 outcomes proposed for South Hampshire LTP3 Strategy

The outcomes that were considered to be the “Highest Priority” by most respondents were:

- Outcome 1 (“Increased modal share for public transport and active travel”)
- Outcome 2 (“Reduced need to travel and reduced dependence on the private car”).

Outcome 5 (“Improved accessibility within and beyond the sub-region”) was considered to be the “Low or Lowest Priority” by most respondents.

Some general comments on the seven outcomes were that all seven outcomes were interdependent and interlinked. A couple of respondents commented that “reducing the need to travel” seemed to imply that travel was inherently a bad thing, whereas this is not what is meant. These respondents suggested that the current wording did not seem to fit with letting people choose the best option for them, based on appropriate information about the available travel options.

Respondent’s level of priority accorded to the 13 policies

Respondents were asked to rate the following 13 policies as either ‘Highest’, ‘High’; ‘Medium’; ‘Low’; or ‘Lowest’.

Frequency of respondents ranking policy as “Highest Priority”

All respondents were asked which policies that they felt should be treated as the highest priority.

Half of respondents to this question ranked Policy H (road based public transport) as “highest priority”.

Over a third of respondents ranked Policy G (promotion and infrastructure for active modes) and Policy K (integration of planning and transport) as “highest” priority.

Just under a third of respondents ranked Policy B (journey time capacity and highway capacity for all modes) and Policy J (investment in rail services and infrastructure) as “highest” priority”.

A quarter of respondents identified Policy C (highway maintenance) and Policy F (improved road based public transport) as “highest priority”.

Frequency of respondents ranking policy as “Low/ Lowest Priority”

Respondents were asked which policies that they felt should be treated as either low or lowest priority.

A quarter of respondents to this question identified Policy I (water-borne transport) as low or lowest priority. Policy E (parking management to promote modal shift and economic development), Policy L (public realm improvements) and Policy M (safeguarding land for future highway improvements) are also regarded as a low/ lowest priority by many respondents.

Average Score

In terms of average scores from respondents, those with an average rating between “high” and “highest” priority) are:

- Policy G ("To promote active travel modes and develop supporting infrastructure");
- Policy H (“To deliver high quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures”); and
- Policy K ("To work with Local Planning Authorities to integrate planning and transport");
- Of these, Policy H is accorded the highest average priority.

General comments on policies A to M

Many respondents indicated that all the policies were important. There was strong support for Policy G (active travel) and smarter choices initiatives and measures. It was felt that more references needed to be made to freight, powered two wheelers and health. It was felt that reference needed to be made to Town Access Plans, and the important role of South Hampshire as a gateway to the Isle of Wight. It was felt by several respondents that greater consideration needed to be accorded to the travel needs of rural parts of South Hampshire.

The most supported proposed delivery options

Respondents expressed strong support for active travel and smarter choices initiatives and measures to improve public transport services. There was support for delivery options to improve rail services. Policy E should refer to disabled parking and loading bays. It was suggested by one respondent that to help tackle congestion, it was important to keep up momentum on workplace and school travel plans.

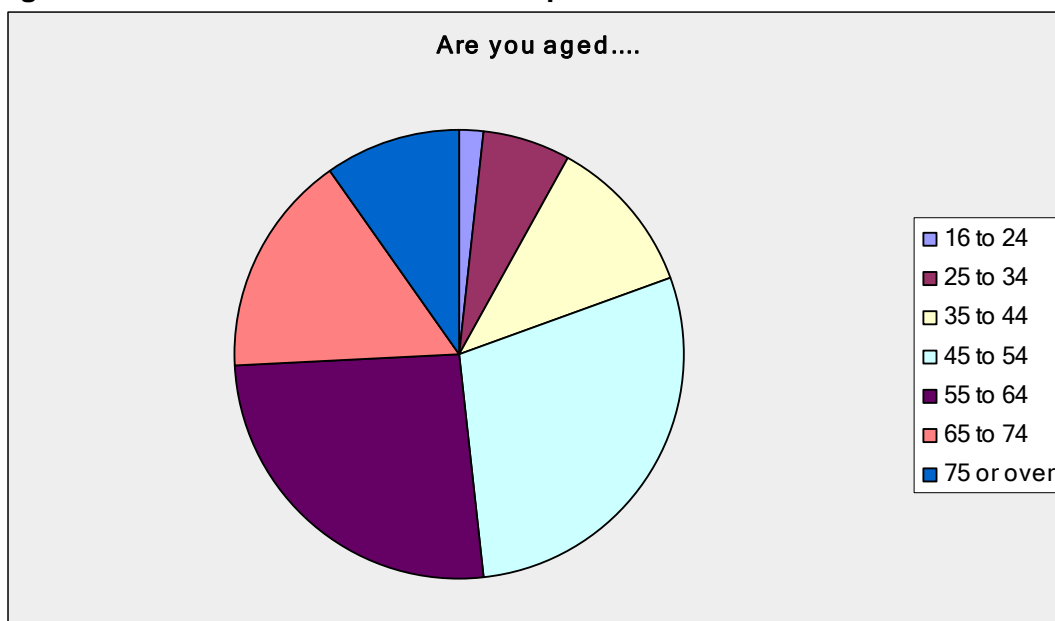
The least supported proposed delivery options

Several respondents commented that Policy I (Waterborne transport) seemed rather insubstantial and needed fleshing out somewhat. It was suggested that it could be strengthened by making references to cross-solent flows and short-sea shipping. Policy L (Public realm) was not strongly supported. Some respondents expressed a desire to avoid any measures (such as new pedestrian crossings) that may hinder the flow of traffic.

Equalities Monitoring

Below is a summary of the age, gender and ethnicity of respondents who were members of the public. These questions were asked for equalities monitoring purposes.

Ages of Members of the Public who responded



This shows that there was strong-representation among the 45-54, 55 to 64 and 64 to 74 age range. The level of responses from those in the 25-34 and 35 to 44 age categories was lower than might be expected.

Gender

Gender	Percent	Response Count
Male	72.3%	47
Female	27.7%	18
<i>answered question</i>		65
<i>skipped question</i>		35

Of the 65 members of the public who answered this question nearly three quarters were male. A more equal split of gender of respondents would have been expected.

Ethnicity

Answer Options	Response Percent	Response Count
White	93.1%	54
Mixed	1.7%	1
Black or Black British	0.0%	0
Asian or Asian British	0.0%	0
Any other ethnic group	5.2%	3
<i>answered question</i>		58
<i>skipped question</i>		42

The ethnicity of members of the public who responded is approximately representative of the population of Hampshire as a whole.

Appendix 1: List of all named respondents to LTP3 Strategy Consultation

Organisations or Stakeholders (x61)

1. Associated British Ports (Southampton)
2. Callidus Auto
3. Campaign for National Parks
4. Campaign to Protect Rural England
5. Community First for Portsmouth
6. Confederation of Passenger Transport
7. CTC Central Hampshire
8. CTC Hampshire Cycling
9. CTC North Hampshire
10. CTC Right to Ride representative for Havant area
11. Culture Matters
12. Defence Estates
13. Defence Science & Technology Laboratory (DSTL)
14. DP World Southampton
15. First Hampshire & Dorset
16. Freightliner
17. Friends of Old Portsmouth Association
18. Friends of the Earth
19. Go-Ahead South Coast Ltd
20. Gregory Gray Associates
21. Guillemont Junior School
22. Hampshire & Isle of Wight Wildlife Trust
23. Hampshire Chamber of Commerce
24. Hampshire Countryside Access Forum
25. Hampshire Wildlife Trust
26. Highways Agency
27. Hounslow Community Association
28. Lee-on-the-Solent Residents Association
29. Liftshare
30. Natural England
31. Network Rail
32. New Forest Access Forum
33. New Forest Citizens Advice Bureau
34. New Forest Cycle Working Group
35. NHS Hampshire (Public Health promotion team)
36. North Fareham SDA Joint Venture
37. North Hampshire Enterprise (Andover)
38. North Whiteley Consortium
39. Passenger Focus
40. Petersfield Tomorrow
41. Portsmouth Climate Action Network
42. Portsmouth College
43. Portsmouth Cycle Forum
44. Portsmouth Sustainability Action Group
45. Railfuture Wessex
46. Rushmoor Cycle Forum
47. South Downs Society
48. South West Trains
49. Southampton Action for Access
50. Southampton Airport
51. Southern Planning
52. Sustrans
53. Sport Hampshire and Isle of Wight
54. Taxi Trade Representative
55. The No450 Campaign
56. The Ramblers
57. Transport Alliance (joint response from Hampshire Chamber, Hampshire Economic Partnership and Business Southampton)
58. Venture Forward
59. WINACC
60. Winchester Cycle Working Group
61. Winchester Friends of the Earth Transport Group

District Council and NPA Responses (x13)

62. Basingstoke & Deane Borough Council
63. East Hampshire District Council
64. Eastleigh Borough Council
65. Fareham Borough Council
66. Gosport Borough Council
67. Hart District Council
68. Havant Borough Council
69. New Forest District Council
70. New Forest National Park Authority
71. Rushmoor Borough Council
72. South Downs National Park Authority
73. Test Valley Borough Council
74. Winchester City Council

Neighbouring Local Transport Authority responses (x3)

75. Isle of Wight Council
76. Reading Borough Council
77. West Berkshire District Council

City, County, District, Town and Parish Councillors (x20)

78. Alton Town Council (Cllr Saunders)
79. Ashurst & Colbury Parish Council (Cllr Sally Arnold)

80. Basingstoke and Deane District Councillor (Cllr Onnalee Cubitt)
81. Compton & Shawford Parish Council (Cllr Broomfield)
82. East Hants District Councillor Horndean & Murray Ward (Cllr Mike Ashton)
83. East Hants District Councillor Selborne Ward (the parishes of Kingsley, Selborne and Worldham) (Cllr Maureen Comber)
84. Eastleigh Borough Councillor Hound/Hamble Ward – (Cllr David Airey)
85. Hampshire County Councillor – (Cllr Tim Knight)
86. Hampshire County Councillor – (Cllr Jenny Radley)
87. Hampshire County Councillor – (Cllr Sam James)
88. Hedge End Town Council (Cllr Helen Corben)
89. Hedge End Town Council (Cllr Sally Lloyds)
90. Hedge End Town Council (Cllr Valerie Houghton)
91. Hedge End Town Council (Cllr J Welsh)
92. Hythe & Dibden Parish Council (Cllr D Shimpe)
93. Old Basing and Lychpit Parish Council (Cllr Waller)
94. Petersfield Town Council (Cllr M Vincent)
95. Ringwood Town council (Cllr Clarke)
96. Rushmoor Borough Councillor– (Cllr Mike Roberts)
97. Southampton City Council Councillor Bargate Ward (Cllr S. Bogle)
113. Longparish Parish Council
114. Longstock Parish Council
115. Melchet Park & Plaitford Parish Council
116. Minstead Parish Council
117. Monk Sherborne Parish Council
118. Newtown Parish Council
119. North Waltham Parish Council
120. Nursling & Rownhams Parish Council
121. Rowlands Castle Parish Council
122. Sherborne St John Parish Council
123. Silchester Parish Council
124. Swanmore Parish Council
125. Sway Parish Council
126. Tichborne Parish Council
127. West End Parish Council
128. Woodgreen Parish Council

Town Councils (x6)

129. Blackwater and Hawley Town Council
130. Fleet Town Council
131. Hedge End Town Council
132. Romsey Town Council
133. Whitchurch Town Council
134. Whitehill Town Council

Parish Councils (x31)

98. Amport Parish Council
99. Beech Parish Council
100. Bentley Parish Council
101. Botley Parish Council
102. Brockenhurst Parish Council
103. Chawton Parish Council
104. Droxford Parish Council
105. Ellingham, Harbridge & Ibsley Parish Council
106. Ellisfield Parish Council
107. Greatham Parish Council
108. Hartley Wespall Parish Council
109. Headley Parish Council
110. Hound Parish Council
111. Lindford Parish Council
112. Liss Parish Council