

Warwickshire County
Council

**SEA of Warwickshire
Provisional LTP 2005**

Environmental Report for
Warwickshire Provisional
Local Transport Plan
2005

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**LTP 2 Consultation
Summary**

C1 LTP 2 Consultation Summary

STRATEGY	GROUP CONSULTED	ISSUES RAISED
<p>Topic Strategies:</p> <ul style="list-style-type: none"> - Accessibility - Congestion - Air Quality - Road Safety <p>Delivery Strategies:</p> <ul style="list-style-type: none"> - <i>Public Transport Strategies & sub strategies:</i> - Bus - Passenger Rail, - Public Transport Interchange - Safer Routes to Schools - Cycling Schemes - Walking Schemes 	<p>Wider Reference Group Consultation March 2005:</p> <ul style="list-style-type: none"> - Stratford District Council - CTC – The National Cycling Organisation - Stagecoach in Warwickshire - Coventry & Warwickshire Ambulance - Rugby Borough Council - Shakespokes/Stratford on Avon Forum? - Nuneaton and Bedworth Borough Council - Central Trains - Government Office West Midlands - CTC – The National Cycling Organisation - Nuneaton and Bedworth Borough Council - Shakespeare Line Promotion Group (Railways) - Warwick District Council and Town - Stratford Cycle Forum - Warwick District Council - CLARA (Central Leamington Area Residents Association) - Rail Passenger Committee Midlands - Rugby Cycle Forum - Stratford Society - Warwickshire Association of Local Councils - WCC, Transport Operations - Warwick Cycle Forum - Living Streets - Rugby BC - WCC PTES - Centro - Rugby Town Centre Company - Harbury Society - Bus Users UK - Powered Two Wheeler Users Forum - Sustrans - Warwickshire Freight Quality Partnership - Shakespeare Line Promotion Group / Railfuture - Warwickshire Police - Warwick District Council - Freight Transport Association - Johnsons Coach & Bus Travel - Action 21 - Leamington Chamber of Trade 	<p>Accessibility:</p> <ul style="list-style-type: none"> - Better access - Social inclusion - Environmental improvements - Improve safety and security (fear of crime) - Other priorities will automatically improve accessibility - Encourages modal shift <p>Reducing Congestion:</p> <ul style="list-style-type: none"> - Wider economical benefit - Currently a barrier to achieving policy <p>Air Quality:</p> <ul style="list-style-type: none"> - Buses discharge exhaust fumes at high levels - Health, environment, quality of life <p>Road Safety:</p> <ul style="list-style-type: none"> - Value and quality of life - Human cost - Deterrent to change of habits – walking & cycling - Saving lives is more important than reducing congestion - Current road layout is often historic, and not designed for modern conditions <p>Safer Routes to Schools:</p> <ul style="list-style-type: none"> - One or two schemes can have a big impact on the school run - Links with cycling and walking - Important to influence children <p>Rail:</p> <ul style="list-style-type: none"> - Congestion reduction - Limited benefit - Should be part of the national strategy - Expensive <p>Public Transport Interchange:</p> <ul style="list-style-type: none"> - Make better use of what we've got before building more - Efficiency - Linking modes and modal shift - Key to improvement in other sustainable models

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		<p>Bus Infrastructure:</p> <ul style="list-style-type: none"> - Modal shift - Quality provision - Reduce congestion - Didn't feel it offered value for money – can be delivered through cheaper alternatives - Need for rural improvements, not just urban/inter-urban <p>Park & Ride Projects:</p> <ul style="list-style-type: none"> - Efficient, multi-modal combination - Keeps traffic out of town centre - Doesn't encourage full modal shift, and concern it won't reduce local congestion - Only consider with other measures - May increase car usage <p>Cycling Schemes:</p> <ul style="list-style-type: none"> - Improving town centres - Good for town economy –vitality - Not enough people <p>Walking Schemes:</p> <ul style="list-style-type: none"> - May be more beneficial to congestion –shared priority <p>Road Crossings:</p> <ul style="list-style-type: none"> - Links with cycling/walking/safer routes to school schemes - Road crossing increase safety <p>Traffic Management Schemes:</p> <ul style="list-style-type: none"> - DPE- works and is self financing - Quality of life - Parking controls can reduce congestion without infrastructure <p>Local Road Schemes:</p> <ul style="list-style-type: none"> - Can kill off trade - Small schemes can be done - Road building is not the way forward, its expensive for limited benefit <p>Behavioural Change:</p>

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		<ul style="list-style-type: none"> - Necessary to support all other measures - Directly linked to cycling/walking schemes - Long term issue that needs constant funding, difficult to evaluate <p>Freight:</p> <ul style="list-style-type: none"> - Perceived to be a major issue - Limited benefit – only if significant local benefits - Will improve accessibility and road safety
<p>Topic Strategies:</p> <ul style="list-style-type: none"> - Accessibility - Road Safety <p>Delivery Strategies:</p> <ul style="list-style-type: none"> - Walking - Parking - Changing Travel Habits 	<p>Transport Theme Group</p>	<ul style="list-style-type: none"> - Suggestion that any future increases in road capacity to be allocated in favour of sustainable modes. - Rights of Way – ensuring routes are accessible for all. - Strategic objectives – Slightly higher priority should be given locally to accessibility and safety. - Safety objective – minimize pedestrian / vehicle conflict. - Reduce impact of transport on the environment by including the use of recycled materials in the construction of transport infrastructure. - Specific Strategies: - Parking – need to ensure that variable message signs distinguish between availability of short stay and long stay parking. - General – The plan needs to make clear the spatial dimension that is being worked is not fixed and that this can influence travel behavior.
<p>Delivery Strategies:</p> <ul style="list-style-type: none"> - Public Transport Strategies & sub strategies - Bus information 	<p>The Cabinet approved the draft Passenger Information Strategy for consultation with the relevant parties:</p> <ul style="list-style-type: none"> - The Bus Operators - Bus Users Groups, The Traffic Commissioner - District and Parish Councils, - The Rural Transport Partnerships - The Countryside Agency <p>and other appropriate authorities.</p> <p>The consultation exercise took place during August/September 2002.</p>	<ul style="list-style-type: none"> - Small print on current timetables difficult to read. - A need for improvements to information for people with disabilities including use of large print timetables, braille and audio tapes. - A wider distribution of information to libraries, post offices and GP surgeries in villages/rural areas. - Lack of and poor quality of timetable information at some bus stops. - The cost of fares is high and the strategy's measures could further increase cost of fares. - The hours of operation for the Traveline telephone service are inadequate. - Electronic kiosk technology could become obsolete very quickly. - Real Time Information is expensive but could offer a step change in passenger information at key interchanges and in rural areas. - Changes to bus services are too frequent.
<p>Delivery Strategies:</p> <ul style="list-style-type: none"> - Public Transport Strategies & sub strategies - Passenger Rail 	<p>Citizens' Panel Survey – April 2004</p> <p>The Passenger Rail Strategy 2005 was prepared in consultation with a wide range of stakeholders including user groups, other local</p>	<p>Respondents said that the main features which would encourage them to use public transport or use it more often were:-</p> <ul style="list-style-type: none"> - More Convenient Routes

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	authorities, operators, other interest groups and potential partners.	<ul style="list-style-type: none"> - More Frequent Services - More Conveniently Timed Services - Clean Comfortable Vehicles - More Reliable Services - Clearer Information - Helpful Staff
<p>Delivery Strategies: - Public Transport Strategies & sub strategies - Bus & Bus information</p>	<p>Citizens' Panel Survey – April 2004</p>	<p>Respondents said that the main features which would encourage them to use public transport or use it more often were:-</p> <ul style="list-style-type: none"> - More Convenient Routes - More Frequent Services - More Conveniently Timed Services - Clean Comfortable Vehicles - More Reliable Services - Clearer Information - Helpful Staff
<p>Delivery Strategies: - Public Transport Strategies & sub strategies - Community Transport</p>	<p>COMMUNITY TRANSPORT STRATEGY CONSULTATION 2003 Over 400 organisations and user representatives with an interest in the provision of community transport were contacted and invited to take part:</p> <ul style="list-style-type: none"> - Disability groups – representing mobility, learning and sensory impairment - Older persons - Parish and District Councils - Bus User Groups - Rural Transport Partnerships - Rural Community Council - Community transport brokerages - Commercial bus operators - Volunteer Bureaux - Community Service Councils - Neighbouring Authorities - Taxi and PHV operators - Statutory partners 	<p>Respondents said that in Warwickshire, community transport should be organised according to need and could range from highly organised schemes to targeted local transport projects.</p> <p>Other features and characteristics that would make community transport attractive to use are:-</p> <ul style="list-style-type: none"> - Friendly, high-profile branded image - Reliable, efficient and professional services - Sustainable services - Integrated – feeding to other transport services - Affordable – fares in line with conventional bus fares - Good information and publicity - Trained, caring staff