

Goal 1: Climate Change

Comments by category	Response to comment / How comments will be dealt with in LTP3
1. New technology	
1A. Promotion of alternative fuel vehicles	
Encouragement of trials of renewable fuel based public transport and public authority vehicles. Public bodies to be leaders in trials.	Promotion of alternative fuel vehicles which have a lower carbon footprint (both in terms of fuel source and vehicle emissions) will be considered as one of several measures to help reduce transport's contribution to climate change – refer to 'Overall Strategy: Climate Change' and 'Air Quality Strategy'.
Encouraging use of electric vehicles by Warwickshire providing electric charging points on and off streets.	
Low carbon vehicles and infrastructure to support. Exploit technologies being developed in West Midlands, e.g. Coventry.	
Promote use of alternative vehicle energy sources, e.g. electric, biofuels (including WCC's vehicles and buses).	
Promotion of electric vehicle charging points.	
Infrastructure to support electric vehicles (charging points, etc.)	
Switch WCC fleet of vehicles to electric as soon as possible/affordable.	
Investigation of hydrogen network for fuelling of vehicles.	
Free car parking for low emission vehicles.	
1B. Investment in new technologies	
Balance with economic growth. Investment in new technologies, research and development.	Noted
Telematics to improve management.	Refer to ITS Strategy
Tap into Midlands automotive industry networks to look for new innovative solutions – think big and be a leader.	Noted
2. Fiscal measures	
Road user charging to internalise the external costs of car use.	Road user charging will be considered as one of several measures to reduce congestion – refer to 'Congestion Strategy'.
Road user charges.	
People should pay for the costs that they impose, i.e. fiscal measures to favour low carbon transport.	
Think of a workable tax break system to dissuade every driver in a family from owning a car!	Not within the control of the local highway authority.
3. Park & Ride	
Provide park and ride facilities for people who choose to work in Coventry, Birmingham or elsewhere in the WM conurbation.	Bus-based park & rides are available in Coventry. WCC has provided two parkway rail stations (Warwick Parkway & Coleshill Parkway) and the proposed Stratford Parkway is at an advanced stage. WCC is working on several schemes to increase parking at stations in Warwickshire and on similar strategic

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	schemes with regional partners. It is proposed to continue these policies in LTP3.
4. Parking	
The cost of town centre car parking needs to be increased to make car travel less attractive. Car parking strategy needs to be coordinated across Warwickshire.	WCC continues to work with the 5 Districts / Boroughs to influence the level and cost of off-street parking to try to ensure a consistent approach.
5. Signage	
Better signage	Please refer to the Public Transport Interchange, Walking and Cycling strategies for specific measures and actions on signage.
Improve signage and information for sustainable transport routes and buses, e.g. circular walks from train stations, canal and train and bus links.	
6. Town centre access	
Deter through-traffic in residential and shopping streets. Wider pavements. Proper cycle parks, shuttle bus connecting shopping areas.	Town centre shuttles would be considered in appropriate locations. However, in some towns, parking is readily available near the centre and is not costly and as a result it appears unlikely that car passengers would choose the inconvenience of transferring onto a shuttle bus rather than a direct journey.
7. Emissions	
7A. Contribution of transport in tackling emissions reduction	
Carbon audit – what is main source? Tackle main sources first.	Statistics from DECC (2007) show that road transport's share of the West Midlands CO ₂ emissions was 30 per cent in 2007
There is a huge gap between the scale of CO ₂ cuts we are told are needed and the very small impact of LTPs on transport CO ₂ emissions within any county.	
Not sure transports emissions will tackle climate change by itself.	
Almost all current emissions come from road vehicle use, so it must be heavily reduced.	
Restricting car access to town centres in order to reduce congestion and improve air quality. 25% of the UK's current emissions come from transport and private cars account for over 2/3 of this.	
7B. General	
Educate the public more about pollution load of private cars.	This is being dealt with at a national level through advertising and publicity information.
If transport CO ₂ emissions in Warwickshire were cut by say 80%, would the facilities be in place for people and goods to travel less and by low CO ₂ modes of transport?	This is difficult to answer, but the aim to reduce CO ₂ is one of the key objectives of LTP3.
The necessary reduction in CO ₂ emissions (80% by 2050) requires radical, not marginal, change.	Scale of change that the County Council can influence is limited by available funding levels.
The desired outcome is not tackling climate change but reducing it – the outcome, not the process.	Wording reflects National Transport Goal.

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Reduce car usage through Warwick Town Centre by implementing Traffic Forum recommendations.	Proposals for Warwick Town Centre will be included in the appropriate Area Strategy.
8. Flexible working / Homeworking	
Smarter working – home working – flexibility of start and finish times – communication of when staff are travelling to the same places.	Please refer to the Changing Travel Behaviour strategy for specific measures and actions.
Promotion of use of technology to work at home.	
Promotion of location independent working – change of perception that you need to be at a desk in a workplace.	
Encourage flexible working and working from home to reduce travelling to work.	
9. Pedestrians & Cycling	
9A. General	
Greater priority and funding for walking and cycling schemes.	Overall allocation of funding for schemes is determined by Members
Make our commercial centres attractive and pleasant places to walk and cycle to.	The focus of cycle network and pedestrian improvements is within the main urban areas and will include access improvements to town centres.
Encourage walking and cycling within urban areas, i.e. for short journeys.	
Priority within Warwick Town Centre for cyclists and pedestrians.	Proposals for Warwick Town centre are currently being developed by Warwick Forum and will be consulted on in due course.
Develop an easy-to-follow signage system to highlight cycling and walking routes	Please refer to the Walking and Cycling strategies for specific measures and actions on signage
Positively discriminate for cyclists and pedestrians by providing facilities for them at the expense of motor vehicle facilities and parking.	Allocation of roadspace must be judged on individual circumstances, particularly within constrained or congested areas. Individual proposals to reconcile these pressures will be set out in the relevant Area Strategies. Town centre shuttles would be considered in appropriate locations. However, in some towns, parking is readily available near the centre and is not costly and as a result it appears unlikely that car passengers would choose the inconvenience of transferring onto a shuttle bus rather than a direct journey.
We have a restricted road space in our towns which can only offer more walking and cycling by cutting down on vehicle movements. Therefore, towns for people walking and cycling. Buses move people from peripheral car parks.	
Make it safer for cyclist to use our roads. Ditto for pedestrians.	Please refer to the Walking and Cycling strategies for specific measures and actions on safety.
Emphasis on “streets”, the pedestrian and cyclist.	
If I choose to walk, or cycle, why must I walk on the road – no footpaths.	In rural areas this may be the case. Where feasible (and when funding allows), small improvements for

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	pedestrians can be made. Such proposals generally proceed with the support of the local County Councillors.
9B. Cycling	
Serious, well-designed cycleways should be developed – County-wide.	Please refer to the Cycling strategy for specific measures and actions. The focus of cycle network improvements is within the main urban areas where the resources have the greatest potential for impact.
Encourage cycling – facilities, education, children (safety)	
Improve facilities for cyclists – make it safer to use bike, need dedicated facilities for cyclists, provide parking for buses.	
Educate everyone that cycling is a practical form of short journey (up to 5 miles) transport.	
Add in more central parking for bicycles with cushioned bars to lock bikes to.	
Increase cycle lanes in key county towns where road widths allow.	
9C. Walking	
Better pavements to encourage walking.	Please refer to the Walking and Highway Maintenance strategies for specific measures and actions to encourage walking.
Facilitating the easy / confident movement of pedestrians is the most simple way of reducing carbon emissions.	
Improve standards of pavements for walkers.	
10. Modal Shift	
10A. General	
More emphasis on local journeys – encourage more walking, cycling and use of public transport. Difficulty will be to find space for new cycle routes and to promote public and part due to cost rather than using a private car which is seen as cheap and more convenient.	Encouraging a more efficient use of roadspace forms part of the Overall Strategy for addressing climate change and reducing the growth in car use.
Focus resources where there will be most benefit, e.g. tackling peak time traffic issues.	
Significant investment in public transport. Road user charging. Enhanced remote working – fibre optic links.	
Further measures to encourage modal shift.	
Reduce single user car journeys	
Encourage modal shift to zero carbon transport (not electric).	
Reduce number of journeys by motorized vehicle especially private car.	
Re-direct those needing to travel away from road transport based on the car by offering cleaner, reliable and speedy alternatives.	
Spending on smarter choices would facilitate public.	
Green Travel Plans for all employers.	
Encourage manpower (walk/cycle), electric and other non pollutives.	
10B. School travel	
Focus on reducing use of private car to take children to / from school (congestion and its impacts are far worse in term time)	Please refer to the Congestion, Safer Routes to School and School Travel Plan strategies for specific measures

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Ban parking in around schools, get all children used to their every day journey being all or partly on foot, bike or bus.	and actions to address the school run.
11. Motorcycling	
Motorcyclists to be included and recognised as a significant form of travel in the fight against climate change and their congestion reducing benefits.	Please refer to the Powered Two Wheeler strategy for specific measures and actions.
12. Public transport	
12A. General	
Public transport is a public service and cannot simply be run for profit. It's about more than the bus or train: it need weather-sheltered places to wait, with real time information, and ample service frequency.	Please refer to the Public Transport and Land Use and Transportation strategies for specific measures and actions.
Improving public transport to encourage modal shift away from high carbon modes such as private car.	
Direct investment in public transport between key nodes / growth areas and support new services with campaigns to encourage use amongst the local population.	
Trams in town centres.	Unlikely to be viable due to business case and/or availability of funding.
12B. Better access to health services by public transport	
Much better public transport links are needed between our hospitals and other medical services.	Where feasible bus routes are diverted to serve hospitals and medical services. However, dedicated routes have not proved viable due to low patronage. Please refer to Accessibility Strategy for alternative measures to improve access to health.
12C. Public perceptions of public transport	
It is not just about improving public transport, the perception of public transport needs a huge change to encourage people to give up their cars.	Acknowledged. Please refer to Changing Travel Behaviour Strategy for specific measures and actions.
12D. Cost of public transport	
Reduce cost of public transport.	Not within the control of the local highway authority.
12E. Technology	
Facilitating smart card technology for interchange between journey to and within the county.	Please refer to the Public Transport Interchange strategy for specific measures and actions.
Pursue smart card ticketing schemes to ease access.	
12F. Integration	
Linking up railway with bus services. Through ticketing. Make tickets valid for all bus companies. Many are crossing formal and informal?	Please refer to the Public Transport Interchange strategy for specific measures and actions.
Improve connectivity of train stations and bus depots to link to town centres.	
More innovation to bridge gap between buses and taxis. Many bus passengers would trade	Please contact Peter Barnett

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exactly when they travel with pick up/put down close to goals.	(peterbarnett@warwickshire.gov.uk) to clarify your comment.
Better public transport links to Birmingham Airport and future HS2 term.	WCC has delivered a network of high quality bus services linking Nuneaton and North Warwickshire with BIA. WCC has bid for funding for a new route between Stratford-Solihull-BIA. It is proposed to continue these policies in LTP3. The links to an HS2 station would certainly be considered when more details are available.
12G. Rural public transport	
How do you identify when public transport needs are not being met in rural areas?	Please refer to the Public Transport Strategies (including Community Transport) and Accessibility Strategy for specific measures and actions.
Improve public transport services between rural settlements and towns (including rural market towns)	
Improve public transport, ensure operating hours / frequency match need, don't forget rural needs re buses.	
Recognise rural settlement patterns are difficult to serve by Public Transport and cycling.	
12H. Cross-boundary links / working	
Cross border public transport links, e.g. to Moreton in Marsh train station? Cross border co-operation.	WCC does jointly fund a number of cross-boundary links with adjoining local authorities and it is anticipated that this involvement would continue during LTP3.
13. Buses	
13A. General	
Improve bus and coach measures.	Please refer to the Bus Strategy for specific measures and actions.
Identify barriers to bus use amongst non-public transport users and tackle them.	The importance of this point is acknowledged. Please refer to Changing Travel Behaviour Strategy for specific measures and actions.
Bring back more direct buses, Kenilworth to Coventry, Leamington Spa and Warwick – reduce time of travel.	It is anticipated that LTP3 will support this aspiration. WCC has bid for funding for a new more direct route between Stratford-Warwick-Kenilworth-Coventry. However, the majority of bus services are provided on a commercial basis by the private sector and are not regulated by WCC. The budget available to WCC to fund shortcomings in the network is limited and spending has to be prioritised.
13B. Frequency	
More frequent bus services from estates such as Hatton Park, SW Warwick, Warwick Gates, e.g.	This service is subsidised by WCC as it is not provided

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shuttle mini buses.	by the private sector on a commercial basis. WCC has recently invested in new low-floor buses on this service and the anticipated increase in demand may justify an improved service. The budget available to WCC to fund shortcomings in the network is limited and spending has to be prioritised.
Small shuttle buses circulating frequently between all main sources of demand; housing, schools, work, hospital, shops, etc.	Town centre shuttles would be considered in appropriate locations. However, it appears unlikely that car or bus passengers would choose the inconvenience of transferring onto a shuttle bus rather than a direct journey. Small buses are unlikely to meet peak demand to some of these destinations cost effectively.
Shuttle bus service to Warwick Station from Warwick Bus Station and Castle	
13C. Priority	
More bus priority measures to improve the relative attractiveness of public transport. Bus passengers require reliability above all else.	Bus priorities are supported in appropriate locations in the context of a balanced approach to needs of all road users, pedestrians and cyclists.
LTP3 should have the ability to provide better access to towns and cities by providing for bus and coach travel. Better access, better coach parking, more bus priority measures.	It is anticipated that LTP3 will aspire to all these objectives although the delivery has to take into account the legal requirements, the available funding and the limits on the powers of WCC.
13D. Cost	
Concessionary travel scheme for young people (use bus not car).	Based on the outcomes of a study to evaluate the introduction of a concessionary travel scheme for young people, a decision has been taken that such a scheme is not viable in the current economic climate.
14. Rail	
14A. Rail services & infrastructure	
More railway stations and infrastructure.	Please refer to the Rail Strategy for specific measures and actions.
To influence national providers to maximise journey opportunities into/out of Warwickshire by rail.	WCC currently seeks to do this and it is anticipated that these policies will be continued in LTP3.
Build railway lines along motorway.	This would be decision for the Department for Transport and the Highways Agency.
Open Kenilworth Station with links to Leamington Spa and Coventry. Fit appropriate trains into the timetable at peak times for the above.	The Kenilworth Station scheme is at an advanced stage and delivery is planned during LTP3.
Helping facilitate High Speed 2 services to pass through the County to Birmingham and Airport.	WCC will consider its views on this scheme when more

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	details are available.
Pro-actively promote the re-instatement of direct fast rail services to the north from Rugby	WCC currently seeks to do this and the policies will be continued in LTP3.
Increase enhanced rail services to help curtail road traffic, e.g. full Nun-Cov-LSpa rail link, increase Henley line frequency, new service south of SoA. Better by rail interchange, e.g. Stratford on Avon.	WCC currently seeks to do this and the policies will be continued in LTP3. Please refer to the Passenger Rail Strategy which refers to specific schemes.
Support expansion of rail services and routes by switching priority away from road building (rail is a much less polluting form of transport)	Overall allocation of funding for schemes is determined by Members.
14B. Access to rail stations	
Increased car parking at rail stations.	Please refer to the Passenger Rail Strategy for specific measures and actions, including Station Travel Plan proposals.
Increased station car parking at such as Henley in Arden, Hatton, Leamington Spa.	
Make it easier for everyone to get to their nearest railway station, including providing car parking.	
Identify station travel plan measures for each station	
15. Land Use Planning	
15A. Reducing need to travel	
The strongest way to reduce transport CO2 emissions is to reduce the need and the desire to travel (other than on foot or cycle).	WCC is working closely with the five Warwickshire District/Boroughs and those in adjoining areas to advise on the transport and travel implications of development options as part of the Local Development Framework process.
Public transport cannot replace the car for many existing journeys – the pattern of development must be drastically different to enable sustainable modes to be used.	
Build new housing as self contained communities with their own local services (Poundbury)	
Reducing traffic impact of new developments by employing sustainable transport interventions – reduce congestion – less carbon emissions.	
Reduce the need to travel by good land use planning, i.e. build things in accessible locations on public transport networks.	
Act now to influence future development then look at retro fitting existing developments.	
Land use planning.	
Ensure strong spatial planning/transport links to reduce people’s need to travel longer distances – services close to people.	
Ensure that location of new development provides widest scope possible to reduce the need to travel and / or to use transport modes other than private car.	
Better integration (physical, transport – walking, car, cycle bus) of new developments with existing urban settlements – probably through the LDF	
15B. Canalside regeneration	
Utilise opportunities for regeneration alongside the canal for housing, business and leisure so that the towpath can be used as a route for commuting and leisure.	Promotion of canalside regeneration is out of the control of the local highway authority.

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15C. Out of town developments	
Discourage out of town shopping centres.	This is a land use planning matter, which is the responsibility of the five Warwickshire District/Boroughs.
16. Freight	
Use of freight consolidation centres with environmentally friendly distribution from the hubs.	Please refer to the Freight Strategy for specific measures and actions.
17. Resource allocation	
If this is a crucial priority it should be reflected in budget allocation. Spending on public transport, walking and cycling should be given higher priority than road traffic.	Overall allocation of funding for schemes is determined by Members.
18. Miscellaneous	
Ensure post 16 transport to education and learning provision is at full capacity / use of taxis / minibuses etc. are used appropriately. Collaboration takes place between different institutions.	Noted. 14-19 Transport Co-ordinator is currently evaluating options.
However you feel about climate change you can't deny that better stewardship of resources is required in the future (and that starts now!).	Noted.
The better our road system, the more cars come forward to use them. So don't try – except for safety.	The LTP adopts a balanced approach to improvements.
The argument that the car is essential for economic activity is spurious – it's only essential for the present structure of the economy: which can and must change.	Not within the control of the local highway authority.
All three main topics are laudible but should not be considered at the expense of safety.	Noted.
Close Coventry Airport.	Not within the control of the local highway authority.

Goal 2: Economic Growth

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1. Congestion	
1A. School run	
Ask schools to encourage parents to walk with children to school and collect/share with parents within a radius of 1km.	Please refer to the Congestion, Safer Routes to School and School Travel Plan strategies for specific measures and actions to address the school run.
Congestion is largely associated with short duration peaks. Tackle the causes of peaks, don't spend on under utilised infrastructure, e.g. the school run – get the kids onto bikes.	
Look at school run traffic in Warwick i.e. drop off zones.	
1B. Managing congestion	

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The best way to make the transport network more reliable and efficient is to use it less.	Please refer to the Congestion and Changing Travel Behaviour strategies for specific measures and actions to manage congestion.
Managing congestion does not mean, or should not mean, making traffic faster.	
Managing congestion on key routes has to be linked to ensuring transport networks are resistant and adaptable.	
Make road users more aware of what they pay for roads to promote better inter-modal competition.	
To consider multiple occupancy lanes on main commuting routes during peak periods to improve attractiveness of car sharing for employees.	
Make using the car more expensive – supply and demand.	
Need more flexibility to cut down congestion – why is there still a tendency to do 9-5.	
Co-ordinate peak time public transport to provide options for commuters to travel between local towns, e.g. Kenilworth/Warwick.	
Alternative ways to get there: use loan schemes, e.g. bikes, mopeds, electric cars.	
1C. Strategic transport network	
Local Transport must be properly managed so that the trunk roads/motorways do not get clogged up with local trips. Keeping strategic transport flowing is of paramount importance for the economy of Warwickshire and UK.	WCC work closely with the Highways Agency who are the custodians of the motorway and trunk road network. Please refer to the Network Management Strategy for specific measures and actions.
2. Economic growth / development	
2A. Economic growth	
Economic growth must be sustainable.	Noted.
Economic growth is what has got us into this mess – we need a recycling economic system.	Noted.
Redefining economic growth – if I walk, the contribution to GDP is nil, if I drive my petrol, tyres, parking fees, all increase it – and “sod” the external costs.	Noted.
Recognise that walkers, cyclist, motorcyclists and public transport users have the same or more economic benefits than motorists.	Noted. LTP3 can acknowledge this issue in its evaluation of the contribution of various modes to economic growth.
Economic growth is a misleading concept. If you buy a car (the bigger the better) and petrol, these count towards economic growth. If you walk or cycle, this counts for nothing in terms of economic growth.	
2B. Access to employment sites	
Economic growth – improve access by all modes to airport and NEC, vital to economic success of Warwickshire and employment.	WCC has delivered a network of high quality bus services linking Nuneaton and North Warwickshire with BIA. WCC has bid for funding for a new route between Stratford-Solihull-BIA. It is proposed to continue these policies in LTP3.

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Recognise that wealth creation for Warwickshire's residents can come from work within the Metropolitan Area and sustainable transport solutions are needed to facilitate travel to/from the Met. Area.	Noted. Please refer to the Public Transport Strategies for specific measures and actions.
Transport infrastructure needs to be good enough not to deter investment by existing and potential new companies.	Noted.
Improve access to employment within Birmingham City Centre growth area by expanding park & ride and rail on Tamworth, Nuneaton, Leamington and Stratford lines.	WCC has provided two parkway rail stations (Warwick Parkway & Coleshill Parkway) and the proposed Stratford Parkway is at an advanced stage. WCC is working on several schemes to increase parking at stations in Warwickshire and on similar strategic schemes with regional partners. It is proposed to continue these policies in LTP3.
Improve public transport links to employment centres.	Please refer to the Accessibility Strategy for specific measures and actions relating to travel to work.
Improve public transport which will widen the employment pool of businesses, improving their economic output and productivity.	
Ensuring all employment sites are accessible all the time.	
Need to provide a transport system that is tailored to employment needs – especially shift working and 24/7 work patterns.	
Accessible transport at times when its needed – e.g. shift patterns also needs to be affordable.	
Integrated public transport network linking key employment areas with main residential areas.	
Ensure jobs in Warwickshire are linked by good PT to citizens of Coventry.	
Improve public transport to ensure rapid and reliable links between people and employment; businesses to businesses and allow agglomeration of benefits.	
Need to pick up key employment sites, i.e. Birch Coppice has no service. New public services need to pick up sites.	
2C. Tourism	
Visitors are vital to economy especially South Warwickshire. Transport must be thought through from their perspective.	Tourist/visitor issues will be covered in the relevant Area Strategies.
3. Freight	
Continue good work on Freight Quality Partnership (FQP) with Gloucestershire.	Noted. Please refer to the Freight Strategy for specific measures and actions on the FQP.
4. Public transport	
Integration of schedules, prices and fares of rail and bus services.	The majority of public transport services are provided on a commercial basis by the private sector and are not regulated by WCC.
Reliable and efficient bus and rail networks require higher frequency and lower fares.	

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Integrate different forms of transport to ensure use of public transport, i.e. carriage of bicycles on buses and trains.	Please refer to the Public Transport Interchange Strategy for specific measures and actions.
Provide more road space for public transport to improve reliability and increase the relative speed of public transport compared to the private car. Car users will switch to public transport if it is not caught up in the same congestion as their own vehicles.	Bus priorities are supported in appropriate locations in the context of a balanced approach to needs of all road users, pedestrians and cyclists.
Improve partnership between operators and Local Government	WCC has very good relationships with public transport operators but the different aspirations of the public sector and of the private sector as to the role of public transport means there are limitations on achieving the objectives in local transport plans.
Reduce cost of public transport to increase its comparative attractiveness.	Not within the control of the local highway authority.
Encourage peak spreading, provide an “oyster” card type of ticket for using public transport.	Please refer to the Bus Strategy for specific measures and actions.
Support faster and more frequent public transport services. Cost? What does the congestion cost now?	The majority of bus services are provided on a commercial basis by the private sector and are not regulated by WCC. The budget available to WCC to fund shortcomings in the network is limited and spending has to be prioritised.
Adequate funding needs to be provided – both capital and revenue – to ensure that Warwickshire’s transport networks are improved and that those improvements are sustainable.	The budget available to WCC to fund shortcomings in the network is limited and spending has to be prioritised.
5. Rail services & infrastructure	
Must improve train frequencies – Stratford to Birmingham/London.	WCC is currently progressing the provision of an all-day 2 trains per hour service between Stratford and Birmingham in connection with the Stratford Parkway scheme which is at an advanced stage. WCC is actively promoting an improved Stratford - London service with the operator and other stakeholders. It is proposed to continue these policies in LTP3.
Improve access to employment within Birmingham City Centre growth area by expanding park & ride and rail on Tamworth, Nuneaton, Leamington and Stratford lines.	WCC has provided two parkway rail stations (Warwick Parkway & Coleshill Parkway) and the proposed Stratford Parkway is at an advanced stage. WCC is working on several schemes to increase parking at stations in Warwickshire and on similar strategic schemes with regional partners. It is proposed to continue these policies in LTP3.
Complete the NUCKLE project especially addressing the capacity through Coventry rail station.	A major scheme funding bid to the Department for

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	Transport for NUCKLE 1 (Coventry-Nuneaton) will be submitted very shortly. NUCKLE 2 (Coventry-Kenilworth-Leamington) is at an advanced stage. It is planned that these will be followed by NUCKLE 3 & 4 which include running across Coventry Station. It is proposed to continue these policies in LTP3.
Improve viability of Stratford Parkway by extending the railway south of Stratford (at least to Honeybourne, Cheltenham even better)	There is a robust business case for Stratford Parkway. The scheme could not bear the costs of re-opening the Stratford – Honeybourne Line which would far exceed any additional revenue which might be generated at the new station.
Delivery of railway station for Kenilworth	The Kenilworth Station scheme is at an advanced stage and delivery is planned during LTP3.
Improve access to BIA/NEC area from the county and through it particularly by rail from Leamington/Warwick, Nuneaton/Bedworth/Atherstone for employment and growth.	WCC has delivered a network of high quality bus services linking Nuneaton and North Warwickshire with BIA. WCC has bid for funding for a new route between Stratford-Solihull-BIA. It is proposed to continue these policies in LTP3. Decisions regarding new rail lines and alterations to the current pattern of services are made by the Department for Transport.
Better use of heavy and light rail to link up Warwickshire towns and regional destinations.	Agreed. Please refer to the Passenger Rail Strategy for specific measures and actions
Establish Nuneaton-Coventry-Leamington Spa through rail link with new station at Kenilworth. Develop tourism etc. with a reopened Stratford-Long Marston-Moreton-Oxford rail service. Secure fast trains Birmingham-Henley-Stratford and two trains overall to attract more business and visitor usage. Publicity for motorists as to rail and park & ride opportunities to reduce fuel consumption (emissions and congestion).	A major scheme funding bid to the Department for Transport for NUCKLE 1 (Coventry-Nuneaton) will be submitted very shortly. NUCKLE 2 (Coventry-Kenilworth-Leamington) is at an advanced stage. It is planned that these will be followed by NUCKLE 3 & 4 which includes running across Coventry Station. WCC expect that any business case for the re-opening of the Stratford – Honeybourne Line would be brought forward by the DfT & Network Rail as the substantive benefits would be in respect of the national rail network. WCC is currently progressing the provision of an all-day 2 trains per hour service between Stratford and Birmingham in connection with the Stratford Parkway

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Strengthen Chiltern rail services – faster, more frequent.	scheme which is at an advanced stage. The Chiltern Railways 'Evergreen 3' project due to be completed in 2012 will deliver these requirements. The first tranche of improvements are promised with the December 2010 timetable.
6. Buses	
To introduce more measures to improve the attractiveness of bus usage, e.g. bus lanes, bus priority measures, attractive buses, real time information, greener buses.	Agreed. Please refer to the Bus Strategy, the Bus Information Strategy and the Public Transport Interchange Strategy.
Ensure frequent cheap shuttle bus service from Technology Park and Industrial sites to reduce car usage.	Shuttle buses would be considered in appropriate locations. These would need to be commercially viable as the budget available to WCC to fund shortcomings in the network is limited and spending has to be prioritised.
Bus Information	
Real time information for bus passengers	Please refer to the Bus Information Strategy for specific measures and actions on real time passenger information.
Provide better information at Bus/coach stops	Please refer to the Bus Information Strategy for specific measures and actions.
Cost	
Reduce bus fares as too expensive to encourage people out of their cars.	Not within the control of the local highway authority.
7. Park & Ride	
Any Park & Ride scheme has to be low cost to promote usage. It cannot cost more for 4 people in car to use park & ride than use car park in town centre!	The budget available to WCC is limited and therefore a park & ride needs to cover its costs to an acceptable level. Fares are therefore set at a competitive level in relation to town centre car park charges. A car with four occupants is a comparatively sustainable use of road space and is therefore not a primary target market for a park & ride.
Expand park & ride facilities	Park & Ride schemes will be considered at appropriate locations where the revenue would cover the costs to an acceptable level.
Reconsider park & ride scheme for Warwick/Leamington to reduce peak time congestion.	The assessments of the scheme indicated that the revenue would not cover the costs to an acceptable level. This could be reviewed if circumstances change.
North and South Leamington park & ride.	The assessments of the scheme indicated that the

Comments by category	Response to comment / How comments will be dealt with in LTP3
	revenue would not cover the costs to an acceptable level. This could be reviewed if circumstances change.
8. Tourism	
Develop coach parks in or close to town centres to encourage tourists to visit.	Tourist/visitor issues will be covered in the relevant Area Strategies.
Coach Park for Warwick	
Make the centres of our towns attractive to the visitor – improve the management of traffic in favour of the pedestrian.	
Develop new green tourism products in the region such as a static hotel boat ring where tourists can take a holiday walking, cycling and canoeing on the canal/waterways.	
Develop opportunities to link in to 2012 training camps (tourism).	
9. Land Use Planning	
When working on projects building housing areas – transport and employment has to be more carefully considered.	WCC is working closely with the five Warwickshire District/Boroughs and those in adjoining areas to advise on the transport and travel implications of development options as part of the Local Development Framework process.
Ensure new developments either residential or industrial have good clear sustainable links, e.g. walk/cycle or public transport. Need to bear in mind cross boundary developments with other local authorities.	
Prior planning of locations for new schools, hospitals, housing is crucial, e.g. access to Walsgrave is terrible – this should have been anticipated.	
Build major housing and industrial development only around main public transport corridors.	
It is important that sustainable public transport is in place prior to imposing local development strategies.	
New employment and housing development needs to be sited in areas which can be served by public transport on an economic and sustainable basis.	
Concentrate economic development and growth where there are good transport links by all modes.	
Reduce traffic congestion from Kenilworth commuters by the provision of more employment within the town (a theoretical balance)	
Housing developments must be linked more closely to capacity of road networks.	
Any proposals for new housing/employment development need to be discussed at an early stage with public transport providers to ensure that they can be served in an environmentally sustainable manner.	
New housing should be increasing the intensity of the existing urban area, not building inevitably car served sprawl outside it.	
Location of industrial development on accessible public transport networks.	
Ensuring Kenilworth retains employment opportunities rather than convert factories to housing,	

Comments by category	Response to comment / How comments will be dealt with in LTP3
i.e. reduce workers commuting out of town.	
Important that new employment opportunities are provided in rural areas but impact of traffic, including lorries, needs to be addressed.	
Diversify employment locations into housing growth areas by facilitating broad band, working from home and wifi expansion.	
Utilise the canals for regeneration so as to provide attractive places for inward investment.	
Not giving priority to out of town shopping centres – free car parking – encourage retail development within housing areas.	
Encourage town centre shops (sensible planning)	
10. Fiscal measures	
Road user charging to reduce demand for vehicle use by internalising its external costs.	Not within the control of the local highway authority.
11. Town centre access	
Protect access to town centres from the priority being given to out of town retail parks.	This is a land use planning matter, which is the responsibility of the five Warwickshire District/Boroughs.
Critical to ensure that town centres are accessible for deliveries and customers.	This will be addressed through the individual Area Strategies.
Implement Warwick Traffic Forum proposals to reduce congestion in Warwick Town Centre.	Proposals will be subject to a public consultation exercise
Police 7.5ton ban in Warwick Town Centre	This proposal will be considered within the context of the wider proposals for Warwick Town Centre.
12. Cross-boundary travel	
Important to recognise some travel will be cross boundary, need to be linked to opportunity.	A sub-regional transport strategy for the Coventry, Warwickshire and Solihull areas is being developed alongside LTP3. Proposals such as NUCKLE are being developed in recognition of cross-boundary travel demands.
Recognise that Coventry is at centre of Warwickshire and boundary travel patterns and developments must be addressed.	
Warwickshire's transport system needs to be integrated across the sub region too.	
13. Infrastructure/street	
Must improve public realm to support transport and investment.	Public realm and street scene improvements will be included in LTP transport schemes where appropriate but also delivered through regeneration initiatives, redevelopment opportunities and other wider schemes.
Improving the street scene.	See above.
Pedestrianisation of town centres	Please refer to the Walking Strategy.
Remove traffic lights use mini-islands instead – build footbridges to replace pedestrian crossings.	Would not comply with design guidance, be feasible or affordable.

Comments by category	Response to comment / How comments will be dealt with in LTP3
Stratford urgently needs a new river bridge. Clopton Bridge is unsuitable for HGVs and will surely collapse one day (bridges in Cumbria did so despite being recently inspected!)	WCC are currently investigating the possibility of weight restrictions on Clopton Bridge.
14. Access to education & training	
Support transport arrangements for collaborative 14-19 provision where students access more than one institution during the day.	Noted. 14-19 Transport Co-ordinator is currently evaluating options
Support provision and funding of access to learning for young people and adults.	
Develop employment and training schemes that help improve transport infra-structure, e.g. cycleways and canal towpath.	Such schemes are unlikely to generate funding for transport infrastructure. It is more appropriate to seek funding for transport improvements when new employment development is being planned and built.
15. Cycling & Walking	
Much better on and off road cycle lanes.	Please refer to the Cycling strategy for specific measures and actions. The focus of cycle network improvements is within the main urban areas where the resources have the greatest potential for impact.
The key network to be made more efficient is that for walking and cycling.	Please refer to the Walking and Cycling strategies for specific measures and actions.
16. Other	
What priority is economic growth given re climate change. What is more important, reduced emissions or more growth?	Refer to the National Transport priorities and DASTS.
Almost all of these "issues" are covers for more roads and more vehicle use – entirely contrary to goal 3.	
Consider whether a CS NITA is appropriate?	Unsure what is meant by this comment.
All four listed issues are crucial.	Noted.

Goal 3: Equality of Opportunity

Comments by category	Response to comment / How comments will be dealt with in LTP3
1. Access to key services	
1A. General	
Maintain bus links to schools, town centres, hospitals.	Please refer to the Accessibility strategy for specific measures and actions.
Improve public transport to ensure people can access employment and education opportunities, especially social excluded.	

Comments by category	Response to comment / How comments will be dealt with in LTP3
Good frequent bus services to hospitals, schools and colleges.	
Improve public transport to extend a persons accessibility and have a wider catchment of jobs / education opportunities.	
Improving local links and accessibility will help local people to access local facilities. This in turn will hopefully make local areas safer and reduce the need to travel.	
Access to jobs	
Accessibility is important, as good access can reduce trip making.	
Need better public transport from rural areas to allow people without cars access to jobs and shops, schools and training etc. Regular shuttle buses are answer – also reduces congestion.	
Improve access for children and for education	
1B. Most in Need	Please refer to the Accessibility strategy for specific measures and actions for priority groups.
Promote / deliver independent travel training to people with learning difficulties and disabilities.	
Equality of opportunity requires above all providing transport for those who do not have access to a car: children, the elderly, disproportionately females, the poor, rural residents.	
Better access for people in priority areas, more routes to industrial estates at any time of the day and night.	
Concentrate on priority groups and their needs, young people and pensioners.	
Access for the disabled and infirm.	
2. Better public transport – coverage, frequency and speed	
More buses and bus services as non-car owners are disadvantaged when needing to access services.	Agreed, but the majority of bus services are controlled and provided by private companies on a commercial basis. The budget available to WCC to fund shortcomings in the network is limited and spending has to be prioritised.
Much improved public transport should be offered as an alternative to heavy congestion in both residential and commercial areas.	
Provide FAST public transport from all parts of Warwick District to Town centres. Cubbington to Leamington Spa = 35 minutes by bus, 10 minutes by bike, 5 minutes by car.	
Regular bus services are needed in rural areas and need to be cheaper – suggest using smaller vehicles and more flexible routes.	Agreed, but the majority of bus services are controlled and provided by private companies on a commercial basis. The budget available to WCC to fund shortcomings in the network is limited and spending has to be prioritised. Small buses would be considered where appropriate but on some routes they are unlikely to meet peak demand (eg. school transport requirements) cost effectively.
3. Cost of public transport	
Provide a young persons concession for bus passes	Based on the outcomes of a study to evaluate the

Comments by category	Response to comment / How comments will be dealt with in LTP3
Concessionary fares for under 18s as they are financially disadvantaged by paying full fares.	introduction of a concessionary travel scheme for young people, a decision has been taken that such a scheme is not viable in the current economic climate.
To provide free bus use for young, vulnerable and elderly groups through supporting voluntary bus/car groups.	WCC does currently support a number of voluntary bus/car groups. However, the budget available to WCC to fund shortcomings in the network and to subsidise fares is limited and spending has to be prioritised.
Reduce bus fares	Not within the control of the local authority.
Give free bus passes to workers who are the ones that create economic wealth.	The budget available to WCC to fund shortcomings in the network and to subsidise fares is limited and spending has to be prioritised.
Encourage bus use by offering “carnet” tickets, e.g. discounted tickets for bulk purchase.	Multi-journey discounted fares are available from major public transport operators and LTP3 would endorse the wider availability of reasonable priced fares.
4. Land Use Planning	
Planning guidelines. Employment, Health, Education and Service facilities must only be located in areas where they can be economically served by public transport on a sustainable basis.	WCC is working closely with the five Warwickshire District/Boroughs and those in adjoining areas to advise on the transport and travel implications of development options as part of the Local Development Framework process, as well as providing comments on the transport implications of planning applications and mitigating measures.
Encourage businesses to remain in Kenilworth and not convert factories to housing.	
It is important that sustainable local transport facilities are available prior to (or concurrently with) the development of local services / work / education destinations.	
Build major new housing only on main public transport corridors.	
Encourage multi-use of buildings – schools as gyms, community centres as business advice zones.	
5. Service provision	
Equality of opportunity is best served by planning services and commercial activities so that travel distances to them are minimised, e.g. Barford village shop.	Many of these issues are not in the control of the WCC and are driven by the decisions of private individuals, the private sector markets and other public service providers. Where these changes are appropriate and WCC can enable them to happen, it will do so.
Encourage “local” shops which are near to where people live.(Don’t need transport to get to).	
Encourage community shops in villages	
More services, more locally provided – within walking / cycling distance instead of being centralised.	
Encouraging peripatetic provision of services from home rather than providing costly patient transport. However, self help would also assist.	
Support/subsidy for village shops so people don’t have to drive to supermarkets every time they want a pint of milk – reduce congestion and promote equality.	
Positive encouragement of in-town (rather than out of town) shopping locations – parking,	

Comments by category	Response to comment / How comments will be dealt with in LTP3
signage, promotion.	
Influencing Government to encourage local health and education facilities – current trend for increased journeys, larger schools and hospitals. Local stores with parking for all modes important.	
Develop local parcel hubs for delivering and pick up. All houses should have external boxes for parcels (lockable)	
6. Rail	
Mobility access at stations, e.g. Stratford, Henley and Warwick. Senior Bus Pass extend to local rail services. Improved info at local centres about stops on P.T. opportunity.	Agreed. WCC are pressing the rail industry on station accessibility and has raised the issue of extending concessionary fares to rail services with the Department for Transport. For improved information please refer to the Passenger Rail Strategy, the Bus Strategy and the Bus Information Strategy.
The Warwick – Leamington train.	Please contact Peter Barnett (peterbarnett@warwickshire.gov.uk) to clarify your comment.
7. Specialist / community transport	
Flexibus schemes should be given much more publicity amongst disabled and elderly.	Please refer to the Community Transport Strategy for specific measures and actions.
Too many very different schemes for “community transport”. Need for county-wide scheme.	
8. Design / safety	
Improvements to walking and cycling infrastructure around schools. Shared spaces outside schools trial?	Safer Routes to School Strategy is aimed at improving walking and cycling infrastructure around schools. See SRtS Strategy, Walking Strategy, Cycling Strategy and Road Safety Strategy for policies and measures to improve safety for pedestrians and cyclists. See Walking Strategy for details of design for pedestrians. All new pedestrian crossings are designed to be accessible for people with disabilities.
Much more attention to the safety of pedestrians and cyclists, and separation of these from traffic where possible.	
Change lay-outs of town centres to allow for easy “walkability” and green routes in and out.	
Most people don't have cars. Most people walk. Design our streets accordingly.	
Road crossings in urban and rural areas should be designed for people with disabilities, e.g. needs to be far more dropped kerbs and carefully designed	
9. Cycling / Powered 2 Wheelers	
Encourage – assist all employers to take part in the cycle purchase scheme (income tax and VAT incentive)	Please refer to the Cycling and Powered Two Wheeler strategies for specific measures and actions.
Alternatives for getting to work employer run schemes e.g. Severn Trent Water Wheels.	
Provide more motorcycle parking and in convenient locations.	
Better cycle/motorcycle provision at rail stations and on trains.	
Respect motorcyclists the same as other road users and facilitate use of motorcycles and	

Comments by category	Response to comment / How comments will be dealt with in LTP3
scooters.	
10. Information / promotion	
Communication of transport information to the public. At present missing and mis-information is rife.	Please refer to the Bus Information Strategy for specific measures and actions.
There is a need for greater consultation to ascertain people's travel requirements particularly in respect of the provision of public transport.	
Stop mis- and missing information being given to public re: public transport.	
11. Congestion / traffic flows	
Smooth flow of traffic is more important than speed.	Agreed. Journey reliability (particularly in the peak periods and within/between urban areas) is more important than speed. Inappropriate speed is a key factor in the number and severity of road casualties.
Free flow of traffic for emergency services important.	The needs of the emergency services are considered in all significant changes to the transport network within Warwickshire.
Reduce volume of private cars in favour of improved public transport and bike routes. Reduces congestion, allows more people access.	This is one of the key aims of LTP3.
Encourage car pool schemes in Warwickshire towns.	See Changing Travel Behaviour Strategy.
12. General	
Equality of opportunity – ask everyone! Listen!	Noted.

Goal 4: Better Safety & Health

Comments by category	Response to comment / How comments will be dealt with in LTP3
1. Crime/fear of crime / public confidence	
Improve perceived personal safety levels on public transport. Continue targeted road casualty reduction.	Please refer to the Passenger Rail Strategy, the Bus Strategy and the Bus Information Strategy. Please refer to Road Safety strategy for specific actions and measures to reduce road casualties.
Encourage railway companies to invest in our stations to give public confidence in using rail.	WCC currently seeks to secure rail industry investment in Warwickshire stations and also funds improvements itself. It is proposed to continue these policies in LTP3.
Ensure alleyways are free from overgrown greenery and improve alley lighting in towns.	Please refer to Highway Maintenance Strategy

Comments by category	Response to comment / How comments will be dealt with in LTP3
Cooperative ANPR cameras to address crime and safety – links between forces.	This is a matter for the Police to consider.
Warwickshire Police will look to actively support any measures that seek to reduce harm and the fear of harm across the county's transport network.	WCC welcome this continued support.
2. Casualty reduction	
2A. Speed reduction	
20mph in all urban areas.	<p>The Government is consulting on amendments to Circular 01/2006 in respect of 20mph speed limits and rural speed limits. As Warwickshire has completed and implemented the review of A and B road speed limits we do not expect to be significantly affected by the changes on rural speed limits. We will review our policy on 20mph speed limits in the light of any changes in the revised circular.</p> <p>The approach for enforcement of speed limits is set out in the Road Safety Strategy.</p>
Consideration of 20mph limits in all town centres.	
Reduce speed of traffic in residential areas and urban areas to 20mph. Safer for pedestrians and cyclists.	
Encouragement of 20mph zones near schools and in town centres.	
Consider 20mph zones in town centres. This is so important.	
Slow down traffic in built up areas.	
Reduce accidents by decreasing speed limits, which will also increase road capacity. Any traffic calming measures need to be low floor bus friendly.	
Reduce speed on all single carriageway roads to 50mph (current situation of some 50mph is giving speed limit fatigue)	
Reduce speed of A & B roads to 40 or 50mph in the vicinity of all crossroads.	
Reducing the number and the consequences of accidents requires lower speeds (not just lower speed limits)	
Encourage police to enforce speed limits in known hot spots.	
Traffic calming to slow traffic down on some main roads that are also very residential in nature, e.g. Cubbington Road, Leamington.	
Reduce speeds	
Using average speed cameras rather than expensive traffic calming linked to vehicle engines.	
2B. Other measures	
Educate all road users to “share” the road. By showing consideration injuries can be reduced.	Please refer to Road Safety Strategy for specific measures and actions.
Remove obstructions to clear vision (for drivers and pedestrians) – unnecessary signs, poles, etc. and parked vehicles (especially delivery vehicles during daytime)	
Shift signposts and utility boxes from the edge of pavements to make it easier for pedestrians and drivers to see each other. Remove safety barriers to improve safety	
Consider concerted “action weeks” for road safety / driving offences, etc. Increase standards of driving through enforcement.	
Better lighting and signing to manage key areas and improve visibility.	
3. Ticketing / information	
Tackle cross-ticketing issues between Metropolitan and Warwickshire areas.	Some cross-boundary ticketing is available. However, to

Comments by category	Response to comment / How comments will be dealt with in LTP3
	extend this further is primarily a funding issue and the budget available to WCC is limited and spending has to be prioritised.
Encourage and enable more rail travel by better comprehensive information and easier ticketing.	Please refer to the Passenger Rail Strategy.
4. Cyclists & Pedestrians	
4A. Prioritisation	
Walkers and cyclists given top priority in transport planning.	Overall allocation of funding for schemes is determined by Members.
Pedestrians and cyclists to be prioritised.	
The priority in encouraging sustainable modes, is to make walking and cycling easier and safer.	
4B. Promotion	
Encourage cycling and walking. Improved health, improved air quality, improved mental health.	Promotion of cycling and walking forms an integral part of the Walking and Cycling Strategies.
Develop healthy walks on off-road routes, e.g. on the canal.	
Actively promote cycling as a healthy way to travel to work, shopping, etc.	
To promote/campaign to encourage more people to walk/cycle through encouraging local voluntary groups to promote walking groups.	
Promote health value of cycling. Not cycling is more dangerous than cycling by an order of magnitude. And more cyclists = safer cycling.	
4C. Safety	
Safety for pedestrians is paramount. They are vulnerable road users.	Please refer to the Walking strategy for specific measures and actions on safety.
Move pedestrian routes away from busy roads or vice versa.	Please refer to the Walking, Cycling and Highway Maintenance strategies for specific measures and actions to encourage walking and cycling.
Segregation of traffic from pedestrians and cyclists.	
More cycle lanes, more cycle parking in town centres.	Please refer to the Cycling strategy for specific measures and actions. The focus of cycle network improvements is within the main urban areas where the resources have the greatest potential for impact.
Provide free cycle training for all children and adults.	WCC provides free cycle training for children within schools and cycle training for adults at a reasonable cost.
4D. Networks	
Development of a county-wide cycling and footpath strategy.	Please refer to the Cycling strategy for specific measures and actions. The focus of cycle network improvements is within the main urban areas where the resources have

Comments by category	Response to comment / How comments will be dealt with in LTP3
<p>Joined up footpaths and cycle routes throughout urban and rural areas that are usable to all age groups.</p>	<p>the greatest potential for impact. See Walking Strategy, Cycling Strategy, Safer Routes to School Strategy and Countryside Access & Rights of Way Improvement Plan for policies on infrastructure provision for pedestrians and cyclists.</p>
<p>Need to improve facilities for pedestrians and cyclists through rural areas, i.e. joint footpaths/cycle routes along rural roads (even if this means in adjoining fields).</p>	<p>Infrastructure improvements will mainly focus in and around urban areas where there is most potential to encourage more walking and cycling for short local utility journeys. See Countryside Access and Rights of Way Improvement Plan for details of footpath / cycle path improvements in rural areas.</p>
<p>5. Pollution</p>	
<p>Reduce noise and pollution in towns by using electrically powered buses for town and short distance routes.</p> <p>Improve the levels of air pollution by all possible means.</p> <p>Bus drivers should turn off engines when stationary for more than a few moments.</p> <p>Encourage walking, cycling.</p> <p>Discourage heavy pollutants.</p> <p>Improve air quality by restricting car access to town centres / major attractions and by improving public transport access to such centres.</p> <p>It is essential that the damage done to local air quality by vehicle emissions is ended.</p> <p>Promotion of fuels that are non-polluting, e.g. via free car parking for electric / hydrogen.</p> <p>Better air quality and monitoring / restrictions.</p> <p>Implement proposals of Warwick Traffic Forum to improve Air Quality</p> <p>Improve public transport to reduce the number of journeys people need to make by private car and thus improve air quality. (Nox & Sox)</p>	<p>Please refer to the Air Quality Strategy and the Area Strategies for specific measures and actions.</p>
<p>6. School Travel</p>	
<p>Improved funding for Safer Routes to School</p> <p>Support schools to develop travel plans & to negotiate car parking with nearby occupiers such as pubs.</p> <p>Provide options for school transport regardless of distance from home to school to tackle congestion and safety issues.</p> <p>Introduce the American style school bus to ferry ALL pupils.</p> <p>Needs to be far more traffic calming around schools.</p>	<p>Overall allocation of funding for schemes is determined by Members.</p> <p>Please refer to the Safer Routes to School, School Travel Plans and Road Safety Strategies for specific measures and actions.</p>

Comments by category	Response to comment / How comments will be dealt with in LTP3
7. Powered Two Wheelers	
Continue motorcycle training, preferably free or low cost.	Please refer to the Powered Two Wheeler Strategy for specific measures and actions.
8. Streets & town centres	
Adopt DfT Manual for Streets.	Manual for Streets has informed revised WCC's design details and revised guidance for developers.
Develop green pathways in and out of town centres.	Improving pedestrian and cycle access to town centres are key aims of the Walking Strategy and Cycling Strategy.
Making streets attractive – attracts more people and makes streets safer.	Public realm and street scene improvements will be included in LTP transport schemes where appropriate but also delivered through regeneration initiatives, redevelopment opportunities and wider schemes by other bodies.
Pedestrianise some of the town centre areas to improve safety for people on foot.	See Walking Strategy for policy on pedestrianisation.
Promote more shared space to create “civilised streets”.	Shared space approach will be further pursued during LTP3 (see Walking Strategy for further details).
9. Other	
Consider transport implications of more shared local government services.	Noted.
Better management and design of parking – produce emergency control routes and management.	Noted.
All four aims desirable. Motherhood and apple pie.	Noted.
Develop incentives to encourage families not to purchase cars for each member capable of driving.	Not within control of local authority.
A lack of freedom and now takes more time than it deserves.	Noted.

Goal 5: Better Quality of Life

Comments by category	Response to comment / How comments will be dealt with in LTP3
1. Pollution	
Ensure high air quality	Please refer to the Air Quality Strategy and the Area Strategies for specific measures and actions.
Low carbon vehicles – reduced impact of noise on the environment.	
Electric buses for town transport.	
Provide incentives to encourage investment in even more environmentally friendly public	

Comments by category	Response to comment / How comments will be dealt with in LTP3
transport vehicles. Joint private-public funding.	
2. People in their streets	
2A. Town centres	
Pedestrianisation of town centres to create comfort for shoppers.	See Walking Strategy for policy on pedestrianisation.
Pedestrianise town centres, give the pavements / roads back to people.	
Make more town centre roads public transport and pedestrian only.	
Calm traffic in town centres – don't necessarily have to remove it. Make it clear that pedestrians have priority in town centres even on highway.	
Restrict car access to town centres and improve public transport access to increase modal shift.	Please refer to the Area Strategies for specific measures and actions.
Kenilworth now has an excellent town centre management plan. However, there may be a need to introduce a 20mph zone in the centre.	The Government is consulting on amendments to Circular 01/2006 in respect of 20mph speed limits. We will review our policy on 20mph speed limits in the light of any changes in the revised circular.
20mph max speed in all built up areas	
Implement traffic forum proposals for Warwick Town Centre – as one of its aims is to “minimise the impact of traffic”.	Proposals for Warwick Town Centre will be included in the appropriate Area Strategy.
2B. Other	
To undertake specific works to improve the environment for walking / cycling in urban areas, particularly in relation to safety on roads from traffic.	Please refer to Walking Strategy, Cycling Strategy and Safer Routes to School Strategy for specific policies, actions and measures on this matter.
Make streets pleasant for people.	Public realm and street scene improvements will be included in LTP transport schemes where appropriate but also delivered through regeneration initiatives, redevelopment opportunities and wider schemes by other bodies.
Embrace “manual for streets”	Manual for Streets will inform approach to design of highway schemes where appropriate.
More shared spaces where different modes interact which improves community cohesion.	The shared space approach will be further pursued during LTP3. Please see Area Strategies for proposed schemes.
3. Cycling	
Encourage subsidised cycle training for adults especially parents.	WCC provides cycle training for adults at a reasonable cost.
Encourage cycling and walking. They are social, non-frustrating and uplifting.	Encouraging cycling and walking is an underlying aim of the LTP. Refer to Cycling Strategy and Walking Strategy

Comments by category	Response to comment / How comments will be dealt with in LTP3
Develop safe routes to school along the canal etc. to reduce car use. Develop on-road cycle routes, e.g. using the canal, with good signage and access.	for specific policies and actions. WCC will work in partnership with British Waterways to improve and promote canal towpaths for cycling and walking. Please see Walking and Cycling Strategies for further details.
4. Large transport	
Enforcement of 7.5t limit in Warwick town centre. More schemes to discourage / restrict HGV's through urban streets and villages. Curtail HGV traffic via stronger enforcement. HGVs in town centres and rural settlements cause major impacts – needs to be better signage and enforcement of weight restrictions. Better signing for freight and access to match PRN and direct traffic efficiently.	Please refer to the Freight Strategy for specific measures and actions.
5. Signals & signs	
Reduce confusing and conflicting signs Reduce street signage clutter. De-clutter signs and markings – cut back to the essentials. Reduction in traffic signals many of which have been put in for safety reasons but increase congestion and poor air quality. Improved traffic signage for Kenilworth.	Please refer to the Intelligent Transport Systems Strategy and the Road Safety Strategy
Integrate signage between train stations, bus depots, town centres, parks, venues, car parks.....	Please refer to the Public Transport Interchange Strategy
6. Local areas	
Improve the canal environment so as to attract more users, off the roads, give a better quality experience, and improve access to the countryside.	Improvements to canals are the responsibility of British Waterways. Some LTP funding has been provided in the past to improve cycling.
Transport Planning has a profound impact on the relative quality of our streets, towns, villages and in particular our precious historic ENU	Agreed. Land use planning and urban design are also fundamental.
Continue introduction of speed reductions on rural roads.	Please refer to Road Safety Strategy for specific actions and measures.
Develop public environment along public transport and sustainable transport routes such as the canal.	Agreed. See above.
Minimise visual impact of traffic – fewer and smaller signs; smaller scale lighting; no parking in public realm – valuable spaces.	Agreed. Sign rationalisation has been carried out in a number of towns and will be rolled out to other locations as resources permit.
Reduce street parking – especially delivery vans during daytime	Please refer to Parking Strategy for specific actions and measures.

Comments by category	Response to comment / How comments will be dealt with in LTP3
7. Congestion	
Encourage people to “plan ahead” and have an easier “pace of life”. Go by bike!	Please refer to the Congestion Strategy
Reducing vehicular traffic will give better quality of life for ALL	
Speedy and regular services to places of work, education, shopping, hospitals, rail services etc. are essential.	
Expand Park & Ride	
Reduce congestion.	
A5 (through North Warwickshire) issues – traffic management by congestion is not acceptable.	
More faster, frequent public transport – especially railways, to reduce road traffic.	
Avoid vehicular congestion / access in town centres.	
Reduce trip making and congestion at source through travel planning and sustainable transport interventions.	
8. Public Transport	
Look to improve the image of buses so that more people are inclined to use them – for social and environmental reasons.	Agreed, but the majority of bus services are controlled and provided by private companies on a commercial basis and the quality of service is determined by the operators. For subsidised services WCC seeks to ensure a high quality of service, however the funding available to WCC to fund shortcomings in the network is limited and spending has to be prioritised.
Light rail (e.g. Metro) within the county.	Unlikely to be viable due to business case and/or availability of funding.
Shuttle buses running regularly between Warwick Bus Station & Railway station and Leamington Station.	Town centre shuttles would be considered in appropriate locations. However, it appears unlikely that car or bus passengers would choose the inconvenience of transferring onto a shuttle bus rather than a direct journey. Small buses are unlikely to meet peak demand to some of these destinations cost effectively.
Higher quality transport interchanges and services (e.g. rolling stock) – good lighting, facilities information and better standards.	Please refer to Public Transport Interchange Strategy for specific actions and measures.
Improving public transport can help people more easily access employment, education, cultural and leisure services improving quality of life.	Agreed.
Revised public transport governance – like Transport for London and major European cities. Environmental protection.	The current governance arrangements are defined by statute and WCC has to work within these structures. A change would be a decision for the Government.

Comments by category	Response to comment / How comments will be dealt with in LTP3
Nominate Coach Champion inside WCC to encourage Local Coach.	Please contact Peter Barnett (peterbarnett@warwickshire.gov.uk) to clarify your comment.
9. Rural	
Rural traffic is unnecessarily increased by non-sustainable planning; villages without schools, shops and public transport.	Many of these issues are outside the control of the local transport authority. The budget available to WCC to fund shortcomings in the network is limited and spending has to be prioritised.
No new road – building through countryside and green belt.	In providing for new development the emphasis is on catering for travel needs via sustainable modes. However there may be the requirement to build new roads to serve the development.
10. Safety	
Slow car speeds on all roads to reduce accidents	Please refer to the Road Safety Strategy
Improving quality of life should be as a result of safer roads as well as minimising impact of traffic.	
11. Other	
Time spent travelling is largely wasted – life would be better if we travelled less.	Noted.
Encourage incentives for families not to purchase a car for each eligible family driver.	Not within control of local authority.
Better information about journey opportunities / possibilities.	Please refer to Changing Travel Behaviour Strategy for specific actions and measures.
Move Council “essential user” payments into salary and provide renewable energy pool cars as a demonstration of technology.	This is a contractual matter for the County Council and beyond the scope of the LTP team to influence. However a Green Travel Plan for the County Council does exist and encourages the use of sustainable modes for business travel needs.
Ensure condition of roads are free from potholes, etc.	Please refer to Road Maintenance Strategy.