

AGENDA MANAGEMENT SHEET

Name of Committee	Environment and Economy Overview and Scrutiny Committee
Date of Committee	3 December 2009
Report Title	Warwickshire Local Transport Plan 2011-2026
Summary	This report sets out the proposed approach for the development of Warwickshire's third Local Transport Plan and details progress made to date.
For further information please contact	Margaret Smith Principal Transport Planner Tel. 01926 735669 margaretsmith@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework?	No
Background Papers	None

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees	<input type="checkbox"/>								
Local Member(s) (With brief comments, if appropriate)	<input type="checkbox"/>								
Other Elected Members	<input checked="" type="checkbox"/>	<table border="0"> <tr> <td>Councillor J Appleton</td> <td rowspan="7">} for information</td> </tr> <tr> <td>Councillor D Bryden</td> </tr> <tr> <td>Councillor M Doody</td> </tr> <tr> <td>Councillor P Fowler</td> </tr> <tr> <td>Councillor R Hobbs</td> </tr> <tr> <td>Councillor R Sweet</td> </tr> <tr> <td>Councillor J Whitehouse</td> </tr> </table>	Councillor J Appleton	} for information	Councillor D Bryden	Councillor M Doody	Councillor P Fowler	Councillor R Hobbs	Councillor R Sweet	Councillor J Whitehouse
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Councillor R Hobbs										
Councillor R Sweet										
Councillor J Whitehouse										
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	<input checked="" type="checkbox"/>	Councillor A Cockburn – for information.								
Chief Executive	<input type="checkbox"/>								

Legal	<input checked="" type="checkbox"/>	L Arben – agreed.
Finance	<input type="checkbox"/>
Other Chief Officers	<input type="checkbox"/>
District Councils	<input type="checkbox"/>
Health Authority	<input type="checkbox"/>
Police	<input type="checkbox"/>
Other Bodies/Individuals	<input type="checkbox"/>

FINAL DECISION **~~YES~~/NO** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee	<input type="checkbox"/>
To Council	<input type="checkbox"/>
To Cabinet	<input checked="" type="checkbox"/>	That the comments of the Committee be reported to Cabinet, and that these be taken forward by the Portfolio Holder in his role as Chair of the LTP3 Member Working Group.
To an O & S Committee	<input type="checkbox"/>
To an Area Committee	<input type="checkbox"/>
Further Consultation	<input type="checkbox"/>

**Environment and Economy Overview and Scrutiny
Committee – 3 December 2009**

Warwickshire Local Transport Plan 2011-2026

**Report of the Strategic Director for
Environment and Economy**

Recommendation

That the Committee provides comments on the approach outlined for the development of Warwickshire's third Local Transport Plan.

1. Background and Context

- 1.1 Warwickshire County Council are required by the Department for Transport to produce a third Local Transport Plan. This plan will replace Warwickshire's existing Local Transport Plan which expires on 31 March 2011.
- 1.2 The Local Transport Plan (LTP) sets out the transport strategy for Warwickshire and outlines a programme of transport schemes and initiatives to be delivered over the short to medium term. Targets are set within the plan so that progress towards meeting the strategy objectives can be measured.
- 1.3 The Department for Transport has issued guidance to support local authorities in producing their third Local Transport Plan. This guidance has been used to shape the proposals for developing Warwickshire's new Plan.
- 1.4 It has been agreed that a separate transport strategy covering the Coventry/Solihull/Warwickshire sub-region will be developed in parallel to Warwickshire's LTP3. This work is being led by Warwickshire and will help inform our LTP.

2. LTP3 Development and Wider Engagement

- 2.1 An internal Project Board has been established to manage the development of Warwickshire's third LTP. The Project Board primarily comprises representatives from Transport Planning. However, a number of colleagues representing other specialist areas within EED (specifically Economic Development and Sustainable Development) have been approached to become 'critical friends' of LTP3, thereby helping to ensure that wider considerations are taken into account during the development of the plan.

- 2.2 A Member Working Group has been set up to provide advice and direction to the Project Board at key stages in the LTP3 process. The forum includes those Members with a particular remit for transport/transport related activities. An initial meeting was held on 6 October 2009 to provide the background and context to LTP3 and to gain an input from Members on the overarching priorities for the next LTP. Future meetings are planned over the coming months to:-
- (i) Agree the preferred options and the strategy to deal with the goals and issues identified (Winter 2009); and
 - (ii) Allocate resources across the programme headings (early 2010).
- 2.3 In addition to the Member involvement outlined above, it is proposed that all County Councillors will be given the opportunity to comment on the document at its draft stage in Spring 2010, with Area chapters being taken to the relevant Area Committees. In addition, the final draft document will be taken through the Committee process (Environment Overview and Scrutiny, Cabinet and the County Council) for approval in the third quarter of the 2010/11 financial year.
- 2.4 Wider engagement with stakeholders and the public is proposed at key stages in the development of LTP3, as outlined below:-
- (i) Stage 1: Prioritising goals and issues for the new LTP (Summer 2009);
 - (ii) Stage 2: Identifying preferred options and the strategy to deal with the goals and issues identified in Stage 1 (Winter 2009);
 - (iii) Stage 3: Commenting on the draft document (Spring 2010).
- 2.5 Meetings have been held with the Local Area Agreement manager to ensure that the development of the new LTP is in accordance with Warwickshire's Sustainable Community Strategy (SCS). It has been agreed that Transport Planning will provide an article in the 'Warwickshire Together News Update' as a way of raising the profile of the LTP and highlighting the links with some of the aims and objectives outlined in the SCS.

3. Proposed Timeframe and Structure of LTP3

- 3.1 The new LTP comprises a separate strategy and implementation plan document. The proposed duration of the strategy is 15 years to link in with the timeframe of other strategic policy documents such as the West Midlands Regional Spatial Strategy (RSS) and Warwickshire's Sustainable Community Strategy.
- 3.2 The Implementation Plan is proposed to have a five year timeframe, with the option to review the plan after three years. This will contain information on schemes and initiatives planned for delivery between 2011-2016.

4. Timetable for LTP3 Development and Document Approval

4.1 Key milestones in the development of LTP3 are detailed below:-

- (i) Identifying 'Issues and Priorities' (including consultation with the public and stakeholders) Summer 2009 (results have been analysed and are attached).
- (ii) Drafting of overall strategy and individual mode and topic strategies (including consultation on preferred options and strategy) September – December 2009.
- (iii) Drafting of Implementation Plan: January – March 2010.
- (iv) Final draft document produced April 2010.
- (v) Public and Stakeholder consultation on the draft document: April – June 2010.

Document Approval Timescale

- (i) Area Committees July – September 2010.
- (ii) Cabinet and Full Council October/December 2010.
- (iii) Final document published April 2011.

5. Other Issues

5.1 During the preparation of LTP3 we are required to keep the Government Office for the West Midlands (GOWM) informed of our progress. Their role is to provide advice and general support throughout our plan preparation. An initial meeting with GOWM was held in August 2009 to outline our proposals and indicative timescale for the preparation of LTP3. GOWM were pleased with the progress made to date. We intend to meet with them again as the preparation of the Plan continues.

6. Financial Implications

6.1 Development of Warwickshire's third LTP will be carried out using existing staff and revenue funding.

PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

17 November 2009

Local Transport Plan 3 – Stakeholder consultation

Introduction

The Local Transport Plan (LTP) sets out the transport strategy for Warwickshire and outlines a programme of transport schemes and initiatives to be delivered over the short to medium term. Targets are set within the Plan so that progress towards meeting objectives can be measured. The Plan covers all modes of transport – including walking, cycling, public transport, car based travel and freight- and the effect of transport on the economy, environment and social inclusion.

The first Local Transport Plan for Warwickshire was published in 2000, which was followed by a second plan in 2006. This Plan covers the period up to 2011.

The County Council is seeking the views of the public and transport interest groups to help inform the review of the Plan. The results presented in this briefing note summarise the questionnaires sent to stakeholders, there were 17 responses in total.

Results – Overall goals for transport in Warwickshire

The Government has set five national transport goals for the development of the UK's future transport policy and infrastructure. Warwickshire's transport plans and proposals need to reflect these goals whilst at the same time considering whether there are additional local objectives which are relevant.

The first part of the questionnaire asked respondents for their views on the five national transport goals. Respondents were asked to rank the five goals in order of importance, and add any additional issues if appropriate. Figure 1 shows the average rank attributed to each goal, the lower the average, the greater importance that was attached to the goal.

Goals 1 and 2 were considered the most important, 14 of the 15 stakeholders ranked one of these two goals as the most important issue. Goal 1 was ranked as the most important issue by four stakeholders and the second most important issue by seven stakeholders. Only one further comment was received, about providing better overall information about public transport in the County.

Figure 1: Rank of each goal

	Average rank
Goal 1: To reduce transport's emissions of carbon dioxide and other greenhouses gases, with the desired outcome of tackling climate change	2.07
Goal 2: To support economic competitiveness and growth, by delivering reliable and efficient transport networks	2.20
Goal 3: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	3.40
Goal 5: To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment	3.40
Goal 4: To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health	3.93

Results –Transport issues in Warwickshire

The second part of the questionnaire asked respondents what the most important issues are in Warwickshire to help achieve the goals identified in the first section of the questionnaire.

Goal 1: Tackling climate change

Figure 2 shows the average rank for each of the issues; improving public transport provision and services was considered the top priority by 12 of the 17 stakeholders, and ranked second priority by the other five stakeholders. Only one further comment was received, about better integrated transport systems, especially train / cycle and bus / cycle.

Figure 2: Importance of each issue to achieve Goal 1

	Average rank
Improving public transport provision and services	1.29
Improving facilities for walking and cycling	1.94
Improving car based alternatives e.g. car sharing, provision of car clubs	2.76

Goal 2: Supporting economic growth

Figure 3 shows the average rank for each of the issues; the results indicate that opinion was split between the first three of these issues, each receiving a relatively close average rank. Seven of the stakeholders considered managing congestion on key local routes as the top priority. Two further suggestions were received to this section, both related to improving access to housing and key employment sites using sustainable travel.

Figure 3: Importance of each issue to achieve Goal 2

	Average rank
Managing congestion on key local routes	2.12
Ensuring new housing can be fully integrated into the local transport network in ways which minimise congestion	2.12
Improving access to key employment sites	2.29
Ensuring Warwickshire's transport networks are resistant and adaptable to incidents such as adverse weather, terrorist attacks and the impacts of climate change	3.47

Goal 3: Promoting equality of opportunity

Figure 4 shows the average rank for each of the issues; helping people to get to places of work was ranked as the most important issue by ten of the 17 stakeholders, and ranked second by a further six organisations. Helping people get to key local services was ranked as the top priority by four stakeholders.

Figure 4: Importance of each issue to achieve Goal 3

	Average rank
Helping people, especially those without a car, to more easily get to places of work	1.53
Helping people, especially those without a car, to more easily get to key local services, including food shopping	2.47
Helping people, especially those without a car, to more easily get to education and training destinations	2.82
Helping people, especially those without a car, to more easily get to health destinations e.g. GPs, hospitals	3.18

Goal 4: Contributing to better safety, security and health

Figure 5 shows the average rank for each of the issues; reducing the number of people killed or seriously injured on roads in Warwickshire is considered the top priority by six stakeholders, whilst encouraging and enabling more physically active options was selected as the top priority by five stakeholders. The results to this section were also close, with the lowest ranked issue, improving local air quality, being ranked as the top priority by two stakeholders.

Figure 5: Importance of each issue to achieve Goal 4

	Average rank
Reducing the number of people killed or seriously injured on Warwickshire's roads	2.18
Encouraging and enabling more physically active travel options e.g. more opportunities for walking and cycling	2.41
Helping to reduce crime and fear of crime when travelling on Warwickshire's transport networks e.g. CCTV at rail stations	2.47
Improving local air quality	2.94

Goal 5: Improving quality of life

Figure 6 shows the average rank for each of the issues; minimising the impact of traffic in towns and villages was ranked as the top priority overall, despite only four organisations stating it was their own top priority. Improving the journey experience of transport users was ranked as the top priority by nine organisations, but also the least important issue by five stakeholders.

Figure 6: Importance of each issue to achieve Goal 5

	Average rank
Minimising the impact of traffic in towns and villages	2.06
Improving the journey experience of transport users e.g. appropriate signing and provision of better interchange facilities	2.18
Minimising the impact of traffic on the natural environment	2.82
Minimising the impact of traffic on people e.g. noise	2.94

Next steps

The analysis presented in this briefing note forms the first part of the of the LTP 3 consultation, the second part will consist of analysis of responses made by the public and parish councils. Together, both reports will be used to prioritise goals and issues for the new LTP.

Appendix A – Responding organisations

Arriva Midlands	Nuneaton Town Management Partnership
BUS Users UK	Road Haulage Association Ltd
Centro	Rugby Borough Council
Cotswolds Conservation Build	Shakespeare Line Promotion Group
Cycleways	Stratford Town Management Partnership
London Midland	Stratford-on-Avon District Council
North Warwickshire Borough Council	Sustrans
Nuneaton & Bedworth Borough Council	Warwick District Council
Nuneaton & Bedworth Cycle Forum	

Further Information

For further information on the analysis of the Local Transport Plan 3 consultation, please contact the Warwickshire Observatory:

Phone: 01926 418049

E-mail: davidgardiner@warwickshireobservatory.org

Website: www.warwickshireobservatory.org

Local Transport Plan 3 – Public Consultation

Introduction

The Local Transport Plan (LTP) sets out the transport strategy for Warwickshire and outlines a programme of transport schemes and initiatives to be delivered over the short to medium term. Targets are set within the Plan so that progress towards meeting objectives can be measured. The Plan covers all modes of transport – including walking, cycling, public transport, car based travel and freight – and the effect of transport on the economy, environment and social inclusion.

The first Local Transport Plan for Warwickshire was published in 2000, which was followed by a second plan in 2006. This Plan covers the period up to 2011.

The County Council is seeking the views of the public and transport interest groups to help inform the review of the Plan. The results presented in this briefing note summarise the questionnaires returned by members of the public, there were 91 responses in total.

Results – Overall goals for transport in Warwickshire

The Government has set five national transport goals for the development of the UK's future transport policy and infrastructure. Warwickshire's transport plans and proposals need to reflect these goals whilst at the same time considering whether there are additional local objectives which are relevant.

The first part of the questionnaire asked respondents for their views on the five national transport goals. Respondents were asked to rank the five goals in order of importance. Figure 1 shows the average rank attributed to each goal, the lower the average, the greater importance that was attached to the goal.

Goal 2 was considered the most important, it has the lowest average score, and 30% of respondents stated that it should be the most important goal. The 'average rank' scores are relatively close together, indicating that there was a mixed set of responses to this question. All of the comments received in this section are displayed in Appendix A of this report.

Figure 1: Rank of overall goals for transport in Warwickshire

	Average rank
Goal 2: To support economic competitiveness and growth, by delivering reliable and efficient transport networks	2.72
Goal 4: To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health	2.95
Goal 1: To reduce transport's emissions of carbon dioxide and other greenhouses gases, with the desired outcome of tackling climate change	3.00
Goal 5: To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment	3.12
Goal 3: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	3.20

Results –Transport issues in Warwickshire

The second part of the questionnaire asked respondents what the most important issues are in Warwickshire to help achieve the goals identified in the first section of the questionnaire.

Goal 1: Tackling climate change

Figure 2 shows the average rank for each of the issues; improving public transport provision and services was considered the top priority by 75% of respondents to the consultation. The results are spread relatively widely, indicating that there was a degree of consensus around these results. Further comments written about Goal 1 can be found in Appendix B of this report.

Figure 2: Importance of each issue to achieve Goal 1

	Average rank
Improving public transport provision and services	1.30
Improving facilities for walking and cycling	2.07
Improving car based alternatives e.g. car sharing, provision of car clubs	2.63

Goal 2: Supporting economic growth

Figure 3 shows the average rank for each of the issues; the results indicate that managing congestion on key local routes has the lowest rank. More than two out of five respondents (43%) reported that this was the most important factor in supporting economic growth. Three out of ten respondents (30%) considered that fully integrating new housing into the local transport network was the most important issue, whilst two out of ten (20%) thought that improving access to key employment sites was most important. Further comments written about Goal 2 can be found in Appendix C of this report.

Figure 3: Importance of each issue to achieve Goal 2

	Average rank
Managing congestion on key local routes	1.96
Ensuring new housing can be fully integrated into the local transport network in ways which minimise congestion	2.21
Improving access to key employment sites	2.52
Ensuring Warwickshire's transport networks are resistant and adaptable to incidents such as adverse weather, terrorist attacks and the impacts of climate change	3.30

Goal 3: Promoting equality of opportunity

Figure 4 shows the average rank for each of the issues; helping people to get to health destinations received the lowest average rank, although helping people get to places of work had a similar average ranking. Getting to health destinations was ranked as the most important issue by 38% of respondents, and as the second most important by 33% of respondents. Further comments written about Goal 3 can be found in Appendix D of this report.

Figure 4: Importance of each issue to achieve Goal 3

	Average rank
Helping people, especially those without a car, to more easily get to health destinations e.g. GPs, hospitals	2.01
Helping people, especially those without a car, to more easily get to places of work	2.13
Helping people, especially those without a car, to more easily get to key local services, including food shopping	2.71
Helping people, especially those without a car, to more easily get to education and training destinations	3.14

Goal 4: Contributing to better safety, security and health

Figure 5 shows the average rank for each of the issues; reducing the number of people killed or seriously injured on roads in Warwickshire is considered the top priority by 66% of respondents, and the second most important priority by a further 16% of respondents. Although reducing the number of people killed or seriously injured is clearly the top priority, the remaining three issues received relatively similar rankings. Further comments written about Goal 4 can be found in Appendix E of this report.

Figure 5: Importance of each issue to achieve Goal 4

	Average rank
Reducing the number of people killed or seriously injured on Warwickshire's roads	1.57
Encouraging and enabling more physically active travel options e.g. more opportunities for walking and cycling	2.64
Helping to reduce crime and fear of crime when travelling on Warwickshire's transport networks e.g. CCTV at rail stations	2.82
Improving local air quality	2.97

Goal 5: Improving quality of life

Figure 6 shows the average rank for each of the issues; minimising the impact of traffic in towns and villages was ranked as the top priority overall, 40% of respondents stated it was the most important issue, whilst a further 38% considered it the second most important. Improving the journey experience of transport users was considered in the top two most important issues by just 24% of respondents. Further comments written about Goal 5 can be found in Appendix F of this report.

Figure 6: Importance of each issue to achieve Goal 5

	Average rank
Minimising the impact of traffic in towns and villages	1.86
Minimising the impact of traffic on people e.g. noise	2.44
Minimising the impact of traffic on the natural environment	2.58
Improving the journey experience of transport users e.g. appropriate signing and provision of better interchange facilities	3.11

Next steps

The analysis presented in this briefing note forms the second part of the of the LTP 3 consultation, following on from analysis of questionnaires from stakeholders. Together, both reports will be used to prioritise goals and issues for the new Local Transport Plan.

Further Information

For further information on the analysis of the Local Transport Plan 3 consultation, please contact the Warwickshire Observatory:

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Appendix A – Comments: Overall goals for transport in Warwickshire

“Emphasis off street car parking in towns - in Japan, Tokyo residents must park off street. Do not issue.”

“Expanding on present application of government introduced free transport for the elderly.”

“Improving health-walking and cycling air quality and communities.”

“iv will encourage more public transport use so i,ii and iii will follow-once more this is interlinked. A town centre bus station is desperately needed in Stratford, similar to the recent installation in Warwick.”

“Limit car parking on street everywhere to 2 hours.”

“Making it easy to live without dependence on car use-this is also the way in which transport policy.”

“Minimising pedestrian-vehicle conflict by giving pedestrians greater priority.”

“More buses to and from towns. Park and ride to operate later in the evening. We need a bus station.”

“NB in Warwick this can be achieved using work of traffic forum.”

“Prevent unnecessary housing in an area which already has few facilities.”

“Reducing the need for home working, internet provision dispersed shopping, amenities within walking distance.”

“Regulatory manpower to ensure effective supervision.”

“Ring and ride buses from rail stations to town centres and to castle.”

“Yes-we need a bus station near a railway station. Refer to Northern Ireland for excellent examples.”

Appendix B – Comments: Tackling climate change

“A central bus station-near the railway station.”

“Access to transport for disabled.”

“And bus station within a shuttle.”

“Curtailling local authority reliance on parking revenue-to discourage LA’s encouraging town centre parking simply to raise revenue. Provision of more effective Park and Ride, 2-3 sites around a town, proper signage and suitable opening hours.”

“Ensuring existing transport systems work efficiently.”

“Heavy vehicles through village.”

“Improve links to railway stations.”

“Improved car parking for employees.”

“Improving rail and light rail-freightings.”

“It is difficult to add cycle lanes in central Warwickshire the roads are too narrow. Ernstone Road cycle must be re thought through. It is lethal. Car door open across the cycle track. Both driver and cyclist are correct. There must be a solution.”

“More top up facilities for electric cards.”

“Provide incentives for improving house insulation, heating and household appliances.”

“Reducing the demand for travel and for vehicle use.”

“Set fares and interchangeability between trains and buses to make public transport economic and realistic alternative.”

“Take cycling as a serious option-there is conflict between cars and pedestrians with cyclists, cyclists are the 3rd class road user in this district ? Advisory cycle lanes on main roads and shared space on wide pavement.”

“To reduce queuing by linking traffic light controls to traffic density.”

Appendix C – Comments: Supporting economic growth

“Abolishing dedicated local authority parking, so that staff know first-hand how well public car parks operate.”

“And bus station.”

“Ensuring adequate and cost effective parking.”

“Ensuring good, cheap access to existing Warwickshire towns and nearby centres outside county.”

“I scarily think that we can put making transport networks resistant to terrorist attacks and climate changes in the same category.”

“Improve links to rail stations.”

“It so important in new housing schemes. Why is road adoption in Chase Meadow not achieved? Why is Severn Trent allowed to hold it up?”

“Link with train stations.”

“Links to other transport sites.”

“Links with rail services.”

“Not using an uniformed view of economic imperatives to facilitate increasing reliance on the car: the real need is to find means to enable sustainable economic growth while reducing demand for vehicle.”

“Re direct volume traffic and HGV's away from rural villages.”

“Short cuts for pedestrians and cyclists must be part of the initial discussions for new housing to give easy access to retail and employment sites.”

“Supporting and encouraging small local services, businesses and community ventures.”

“We need a bus station.”

“Working with other authorities.”

Appendix D – Comments: Promoting equality of opportunity

“Also for leisure purpose.”

“Better to place facilities nearer towns-consider travelling by any means to Coventry hospital from Stratford.”

“Bus station and good local bus service.”

“Ensuring sufficient accessible local services and activities to reduce travelling.”

“Leisure opportunities and countryside.”

“Providing shuttle buses to public services which are increasingly being consolidated into regional?”

“Recognise the difficulties for the rural unemployed seeking work.”

“Stations and onward bus links.”

“The town council ranks these as equal importance.”

“These are all basic human needs. It is impossible to put one above the other. A bus station with a carefully thought out route, would accommodate them all.”

“Tourism/entertainment sites to be accessible.”

“Voluntary drivers scheme to Warwick hospital has failed due to TUPE rules and I am trying to solve it.”

“We have made grave mistakes with out of town shopping sites-we should look to develop existing town centres.”

“We need a bus station.”

Appendix E – Comments: Contributing to better safety, security and health

“Back the police when they object to rallies like the Bulldog Bash.”

“By doing ii and iii will follow by improving public transport more people will use it so it will follow-reducing cars on the road i will follow-this is interlinked.”

“Clear cycle track over M40 J15 and encourage Chiltern Line to have personnel at rail stations.”

“Effective transport policing-not cameras but personnel!”

“Encouraging community and local services better community cohesion.”

“Providing adequate street lighting in rural villages.”

“Reducing the impact of driver behaviour on other road users, ensuring that vehicles and other users of town streets interact and share space sensibly-rather than the car being used as a weapon.”

“Regulatory manpower to ensure effective supervision.”

“Safer late night travel options.”

“We need a bus station.”

Appendix F – Comments: Improving quality of life

“Reduce traffic along High Street/Jury Street Warwick, the most polluted road in Warwickshire.”

“As Studley by-pass is no longer happening, it is important to find a way to divert heavy goods traffic from using Alcester Rd and High Street/Station Road.”

“Goal 6 To improve communication with rail transport.”

“More frequent train service to Birmingham and London to reduce the use of cars.”

“Restriction on out of town retail to stop cars being used for shopping.”

“Sustainability in case of future lack of fossil fuels.”

“Take measures to improve access to and movement around our towns and villages for cyclists so that cycling can become the safe first option.”

“To commercialise the management and financing of roads, as in NZ.”

“To reduce hotspots eg take all through traffic away from the centre of Stratford On Avon.”

“To use transport communications to connect ? ? to public services and amenities between different parts of the county.”

“We need a bus station above all else!”