

Results of a survey

about

The Local Transport Plan (LTP3)

October 2009 to January 2010

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Key Findings

- These are the key findings of a survey that was conducted as part of a multi-faceted preliminary consultation about the next Local Transport Plan (LTP) for 2011-2026
- Any differences in the views of the 392 respondents that related to their gender, age or disability are highlighted in the report
- The five National Transport Goals were ranked as follows:
 - *'Economic Growth'* came top. This is perhaps not surprising as the survey took place in the middle of a deep economic recession
 - *'Climate Change'* came a close second, having the same proportion of respondents who chose it as their top priority but it is interesting to note that fewer respondents chose *'Climate Change'* in their top 3 priorities than for three other goals. This, along with other results, suggests that there were respondents who had strong views for and against the proposed *'Climate Change'* challenges
 - *'Quality of Life'* and *'Safety, Security and Health'* came joint third, but some way behind the first two
 - *'Equality of Opportunity'* was ranked the least important goal.
- Within the National Goals, the top local challenges were chosen:
 - ✓ **Economic Growth:** *'Maintain and manage an efficient transport network to minimise disruption and delay'* was well ahead of the other four
 - ✓ **Climate Change:** *'Ensure new developments (e.g. business parks, medical centres, schools) take place in easily reached locations to reduce the need for car trips'*
 - ✓ **Quality of Life:** *'Set high standards for the design and quality of new transport schemes which will enhance the built and natural environment'*
 - ✓ **Safety, Security and Health:** *'Reduce the number of people killed or injured on our roads'* was well ahead of the other five
 - ✓ **Equality of Opportunity:** *'Improve access to employment and training opportunities, particularly from areas of deprivation'*
- The top **Highways and Bridge Maintenance activity** which *'Repairing poor quality roads so that they are of a good standard'* and was well ahead of the other eight.
- Respondents gave a number of their own suggestions and opinions which are being considered by the LTP team

Background

The current Local Transport Plan (LTP2) period is 2006 to 2011 and considerable work has been undertaken to deliver a well maintained, safer and integrated transport network for all those who live in, work in or visit West Cheshire. A detailed progress report for the period 2006 to 2008 is published on the website¹.

Cheshire West and Chester Council is now preparing a new Local Transport Plan (LTP3) to set out their plans and strategies for maintaining and improving all aspects of the local transport system for the period 2011 to 2026.

The first round of consultation on the LTP3 started in autumn 2009 and finished during January 2010. Consultation activities took place alongside work to prepare the Authority's new Local Development Framework and Sustainable Community Strategy. This should enable better integration of land use and transport planning activities alongside broader community aspirations.

A variety of consultation activities took place, including a questionnaire that asked respondents to prioritise the main local challenges relating to the government's five national goals for transport, that had been identified in a base-line study.

This report is an analysis of the results from the survey that will help inform the preparation of the new transport policies and strategies for the LTP3 which will be published in draft in Summer 2010, followed by a second round of consultation in Autumn 2010.

Methodology

The questionnaire was produced in paper format or could be completed on-line. The questionnaire was available from Autumn 2009 and the consultation ended on 13th January 2010. The survey was one element of a multi-faceted consultation process which included numerous events, meetings and workshops where more detailed information could be discussed.

Profile of respondents

In total, 392 questionnaires were completed, including 101 on-line. Any differences in views of respondents that related to their profile are highlighted from page 20 of this report. Below is a profile of the respondents:

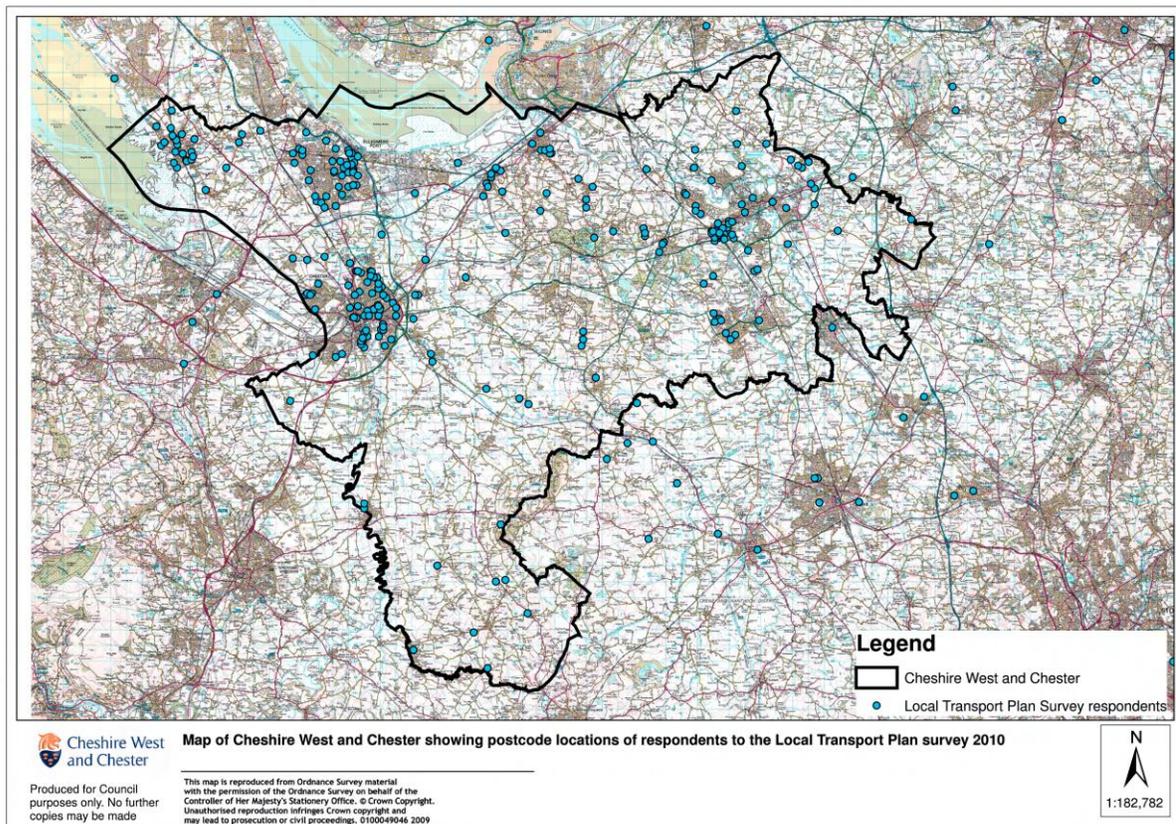
- 62% were male and 38% were female
- 12% considered themselves to be disabled

- The breakdown of ages is shown below:

Age-group	% Respondents
16-24	1%
25-44	15%
45-64	49%
65+	35%

- 68 surveys were from people responding on behalf of a business or organisation. 15 described themselves as a public service provider and a further 15 as a public service user. Some businesses and organisations gave their views in different ways without completing this survey.

The map below shows the postcodes of the respondents.



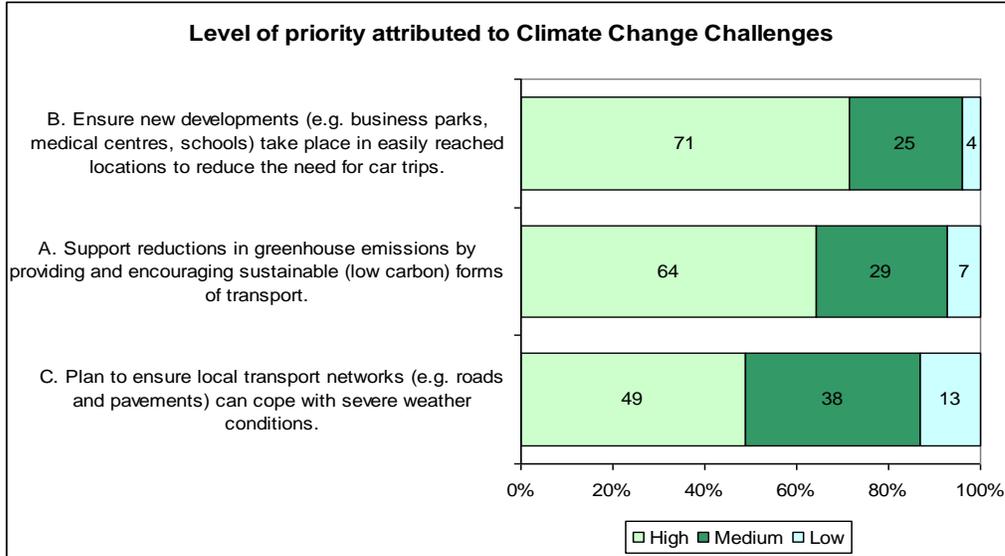
The map shows that many of the respondents come from the built-up areas of Chester, Ellesmere Port, Neston, Northwich, Winsford, Frodsham and Helsby. There were also responses from some of the more rural areas. The majority of responses from outside the Cheshire West and Chester area were from respondents representing interested parties from organisations or businesses.

Results

Respondents were given some background information about the Local Transport Plan (see Appendix A) and then asked the following questions.

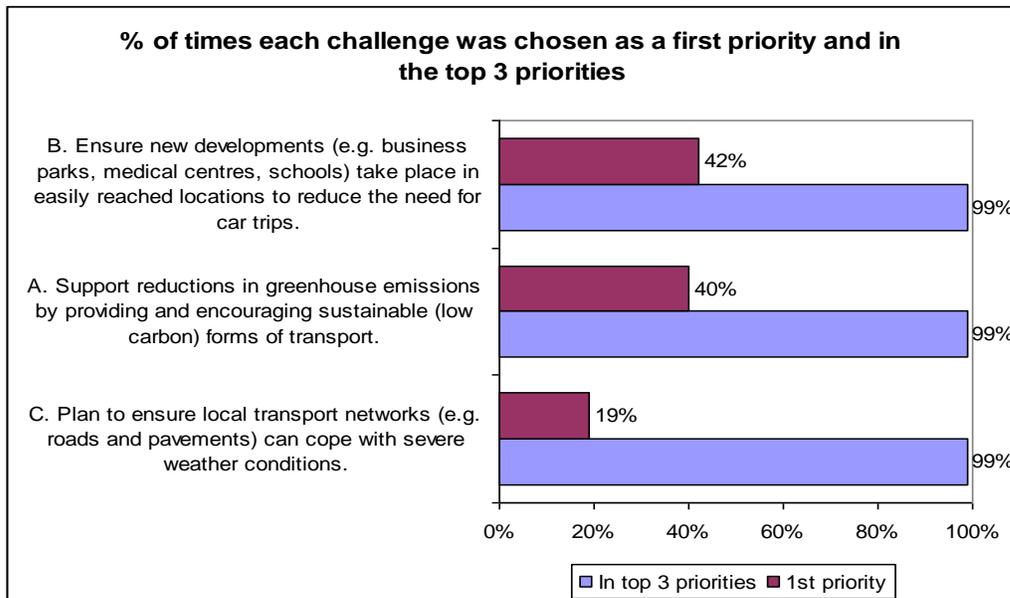
Q1a. Please indicate what level of priority should be given to each of these challenges to tackle climate change.

The chart below shows the level of priority attributed to the three Climate Change challenges respondents were asked about.



Bases: 374-377

Q1b. Please rank the Climate Change challenges in order of priority.



Bases: 366

The two charts above show that:

- *'Ensure new developments (e.g. business parks, medical centres, schools) take place in easily reached locations to reduce the need for car trips'* is seen as the all-round top priority of the climate change challenges
- *'Support reductions in greenhouse emissions by providing and encouraging sustainable (low carbon) forms of transport'* came a close second priority
- *'Plan to ensure local transport networks (e.g. roads and pavements) can cope with severe weather conditions'* came a more distant third priority. Although almost half of respondents (49%) said it was a high priority, it was not seen to be as much of a priority as the other two. However 1 in 5 respondents (19%) chose it as their top priority, possibly because the survey took place during an exceptionally cold spell of prolonged snowy and icy weather.

Are there any additional Climate Change challenges we should consider?

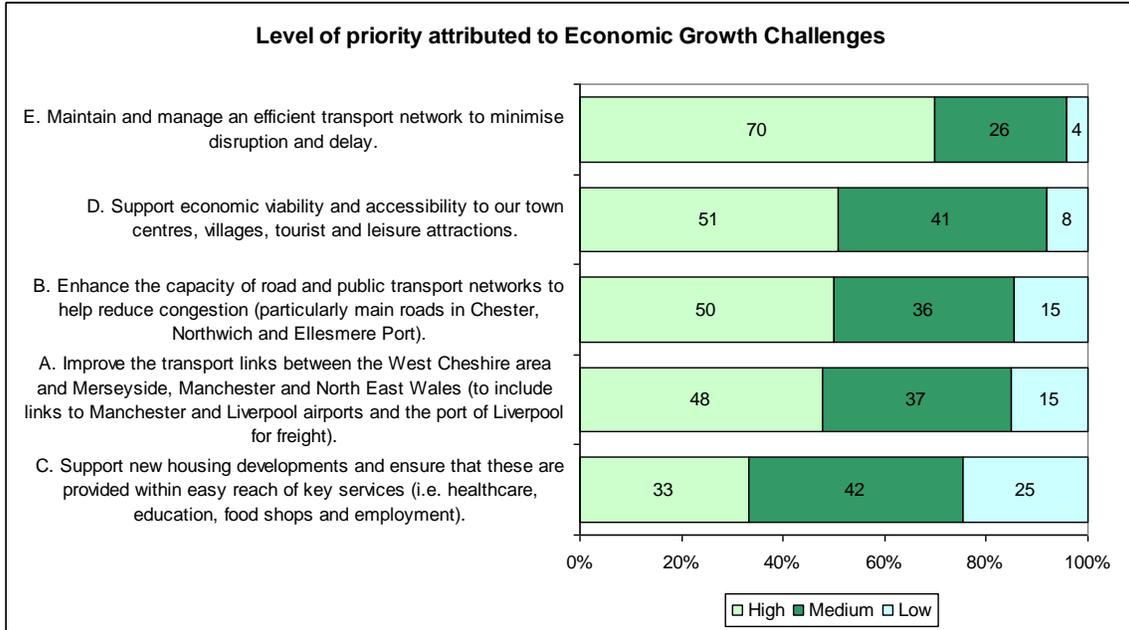
93 people included additional comments (see Appendix B) which have been passed on to the LTP team. Some of these related to issues that were highlighted in other questions.

Comments included:

- 29 about improving all aspects of public transport
- 10 about dealing with issues of flooding
- 8 about encouraging people to cycle or walk more
- 7 objecting to any money being spent on climate change initiatives

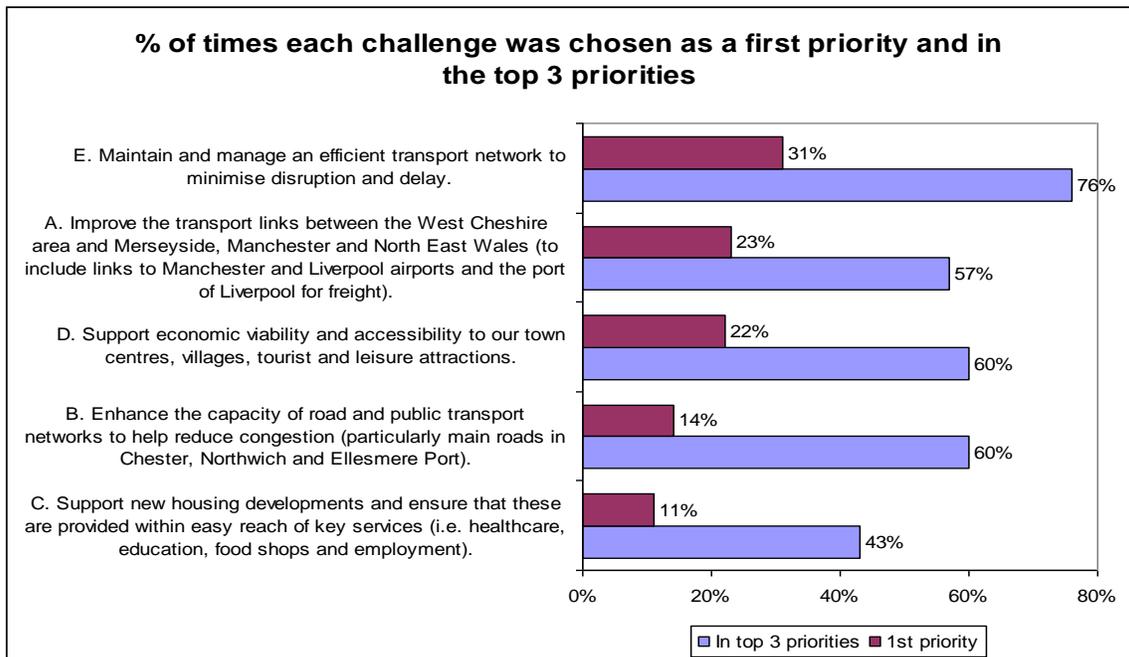
Q2a. Please indicate what level of priority should be given to each of these challenges to encourage economic growth.

The chart below shows the level of priority attributed to the five Economic Growth challenges respondents were asked about.



Bases: 372-379

Q2b. Please rank the Economic Growth challenges in order of priority.



Base: 369

The two charts above show that:

- *'Maintain and manage an efficient transport network to minimise disruption and delay'* is seen as the all-round top priority of the economic growth challenges, well ahead of the rest
- *'Support economic viability and accessibility to our town centres, villages, tourist and leisure attractions'* and *'Improve the transport links between the West Cheshire area and Merseyside, Manchester and North East Wales (to include links to Manchester and Liverpool airports and the port of Liverpool for freight)'* followed as joint second priorities
- *'Enhance the capacity of road and public transport networks to help reduce congestion (particularly main roads in Chester, Northwich and Ellesmere Port)'* came fourth overall although 6 in 10 respondents still chose it as one of their top 3 priorities
- *'Support new housing developments and ensure that these are provided within easy reach of key services (i.e. healthcare, education, food shops and employment)'* came a more distant fifth priority.

Are there any additional Economic Growth challenges we should consider?

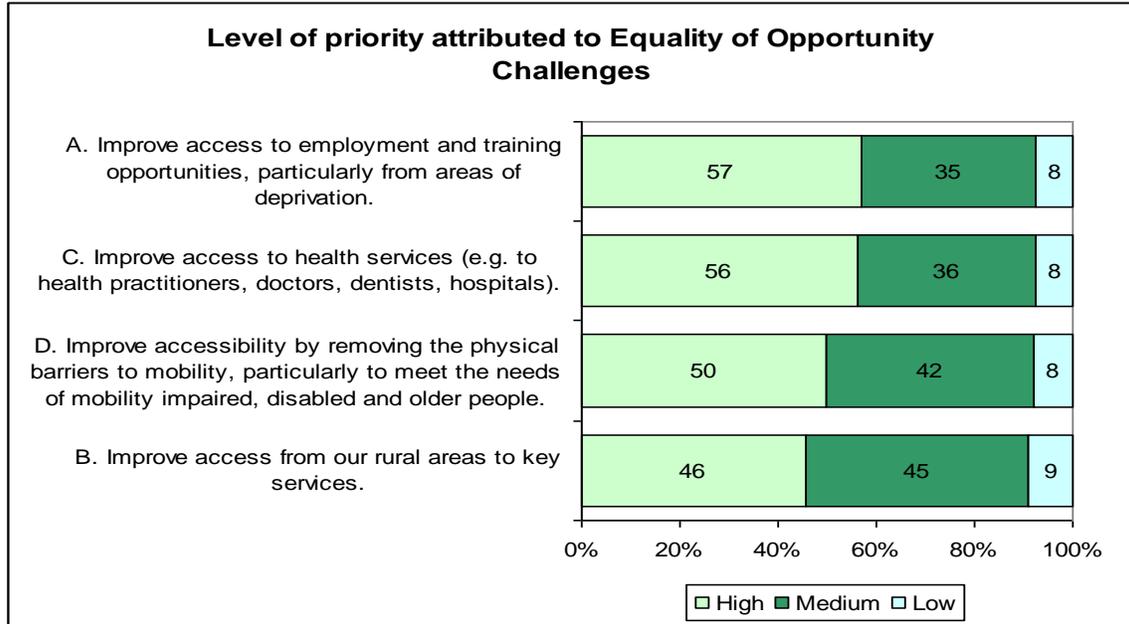
97 people included additional comments (see Appendix B) which have been passed on to the LTP team. Some of these related to issues that were highlighted in other questions.

Comments included:

- 41 about improving all aspects of public transport, including rail links to London, and of moving more freight onto the railways or waterways
- 12 about housing or planning issues
- 8 about supporting and promoting local businesses

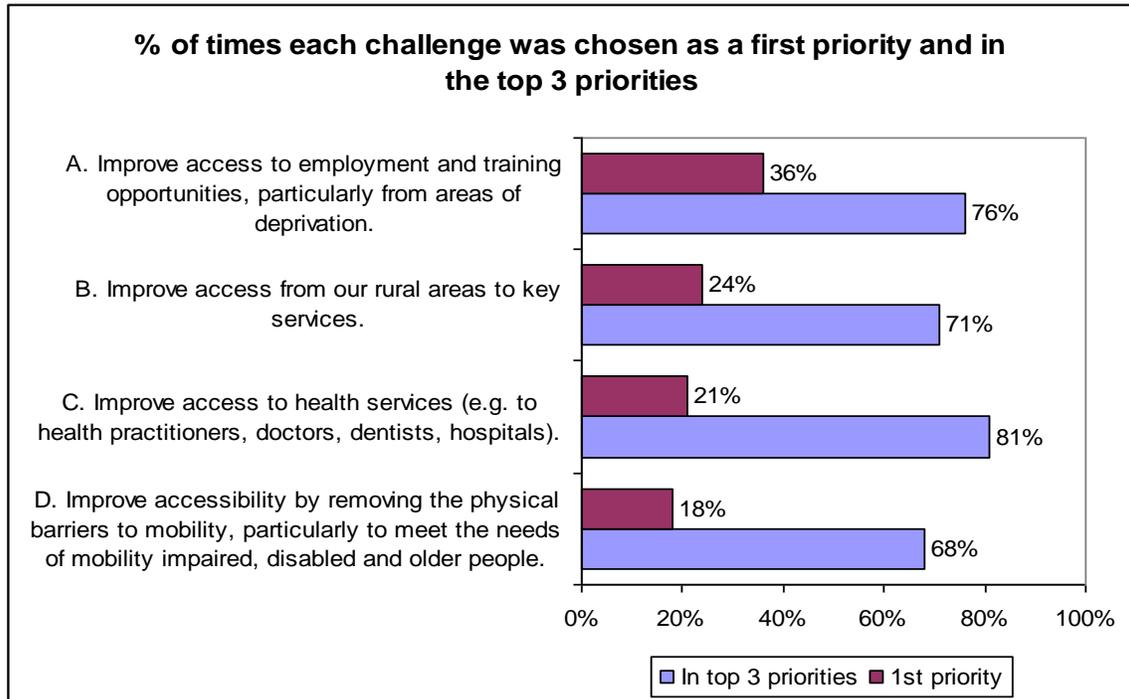
Q3a. Please indicate what level of priority should be given to each of these challenges to encourage equality of opportunity.

The chart below shows the level of priority attributed to the four Equality of Opportunity challenges respondents were asked about.



Bases: 376-379

Q3b. Please rank the Equality of Opportunity challenges in order of priority.



Base: 364

The two charts above show that:

- *'Improve access to employment and training opportunities, particularly from areas of deprivation'* is seen as the all-round top priority of the equality of opportunity challenges
- The other three challenges change places depending on which aspect of the charts are being considered. This suggests that overall *'Improve access from our rural areas to key services'*, *'Improve access to health services (e.g. to health practitioners, doctors, dentists, hospitals)'* and *'Improve accessibility by removing the physical barriers to mobility, particularly to meet the needs of mobility impaired, disabled and older people'* were given similar (lower) levels of priority.
- Although *'Improve access to health services (e.g. to health practitioners, doctors, dentists, hospitals)'* came third when respondents chose their first priority, it was the most popular one to be chosen in the respondents' top three priorities.

Are there any additional Equality of Opportunity challenges we should consider?

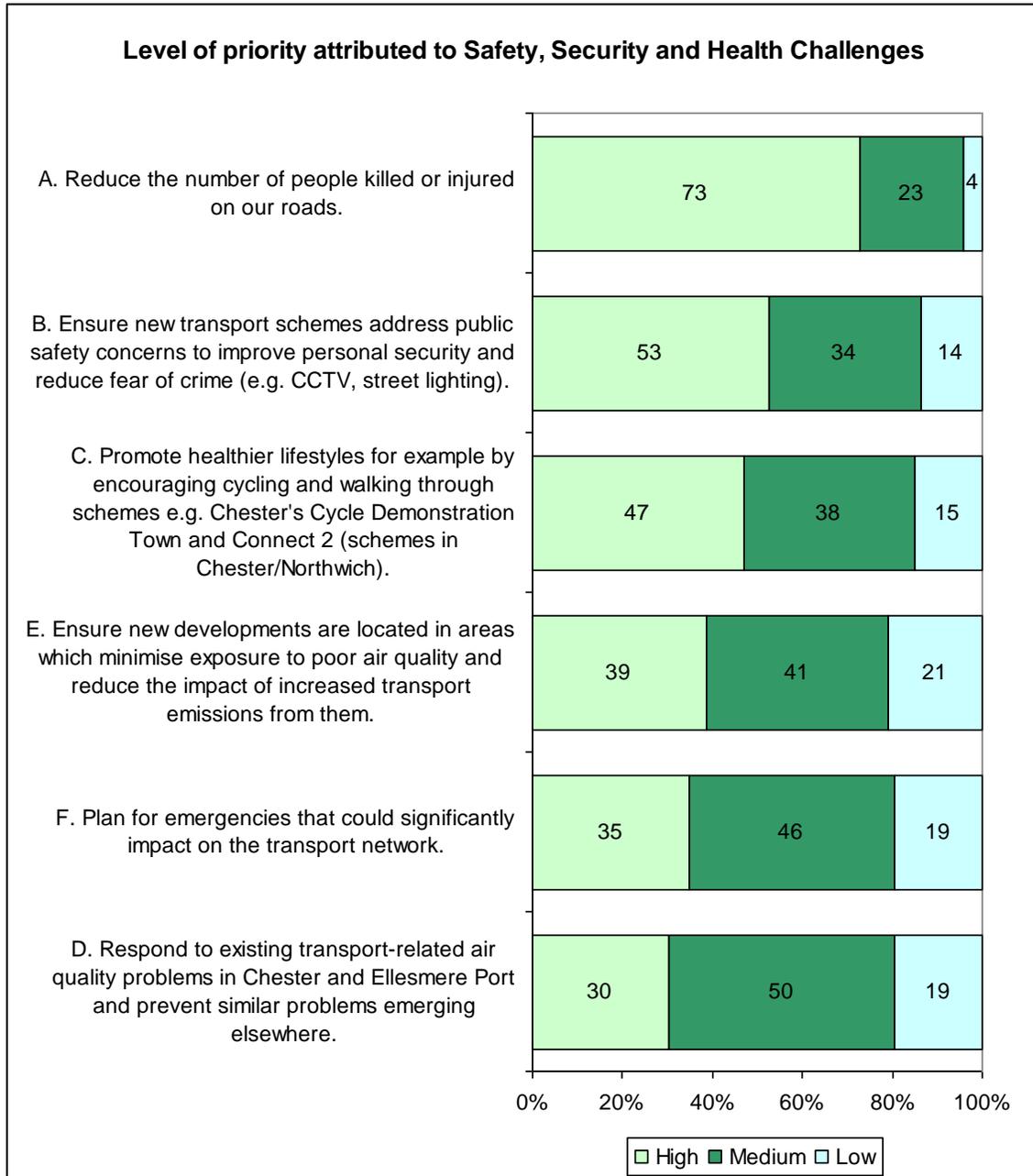
50 people included additional comments (see Appendix B) which have been passed on to the LTP team. Some of these related to issues that were highlighted in other questions.

Comments included:

- 25 about improving all aspects of public transport, including making it more accessible for people with disabilities

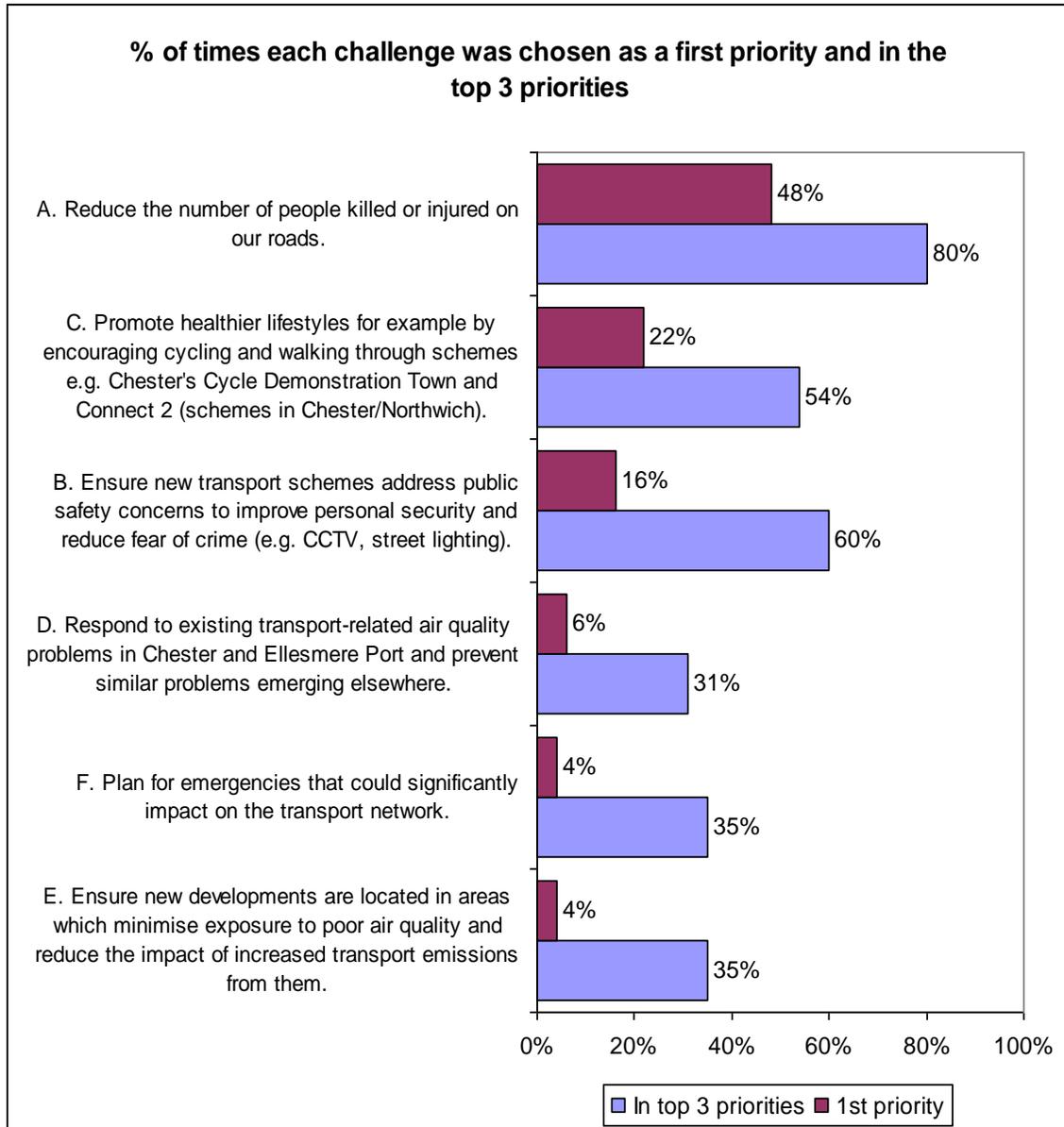
Q4a. Please indicate what level of priority should be given to each of these challenges to encourage safety, security and health.

The chart below shows the level of priority attributed to the six Safety, Security and Health challenges respondents were asked about.



Bases: 371-378

Q4b. Please rank the Safety, Security and Health challenges in order of priority.



Base: 369

The two charts above show that:

- *'Reduce the number of people killed or injured on our roads'* is seen as the all-round top priority of the safety, security and health challenges, coming well ahead of the others
- *'Promote healthier lifestyles for example by encouraging cycling and walking through schemes such as Chester's Cycle Demonstration Town and Connect 2 (schemes in Chester and Northwich)'* and *'Ensure new transport schemes address public safety concerns to improve personal security and reduce fear of crime (e.g. CCTV, street lighting)'* followed as joint second priorities
- The other three challenges of *'Respond to existing transport-related air quality problems in Chester and Ellesmere Port and prevent similar problems emerging elsewhere'*, *'Ensure new developments are located in areas which minimise exposure to poor air quality and reduce the impact of increased transport emissions from them'* and *'Plan for emergencies that could significantly impact on the transport network'* came a long way behind.

Are there any additional Safety, Security and Health challenges we should consider?

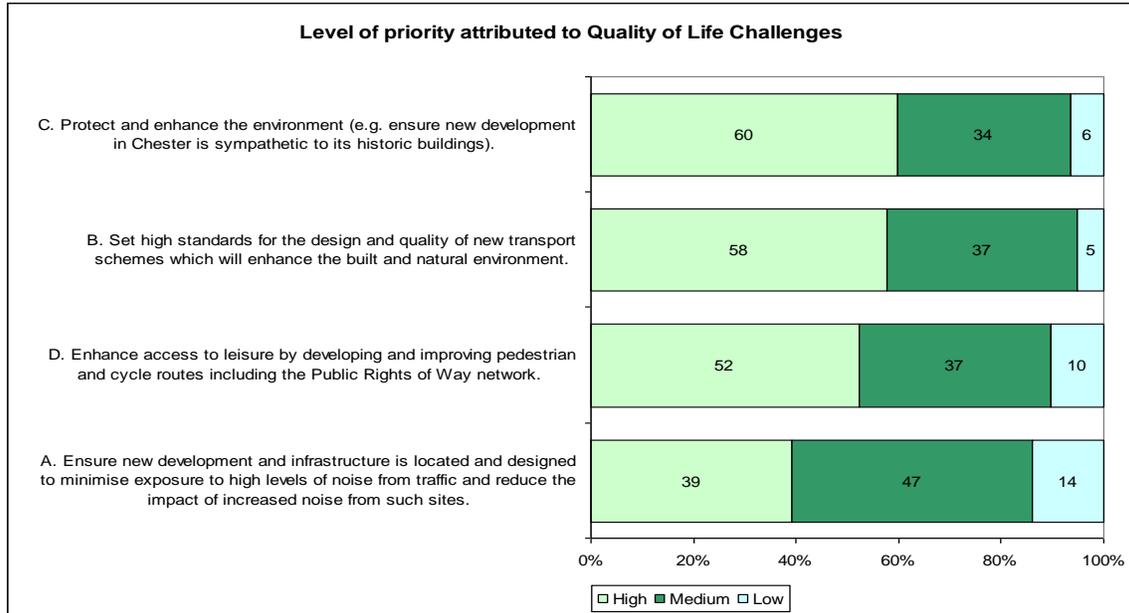
38 people included additional comments (see Appendix B) which have been passed on to the LTP team. Some of these related to issues that were highlighted in other questions.

Comments included:

- 10 about making cycling and walking safer
- 4 about making public transport safer

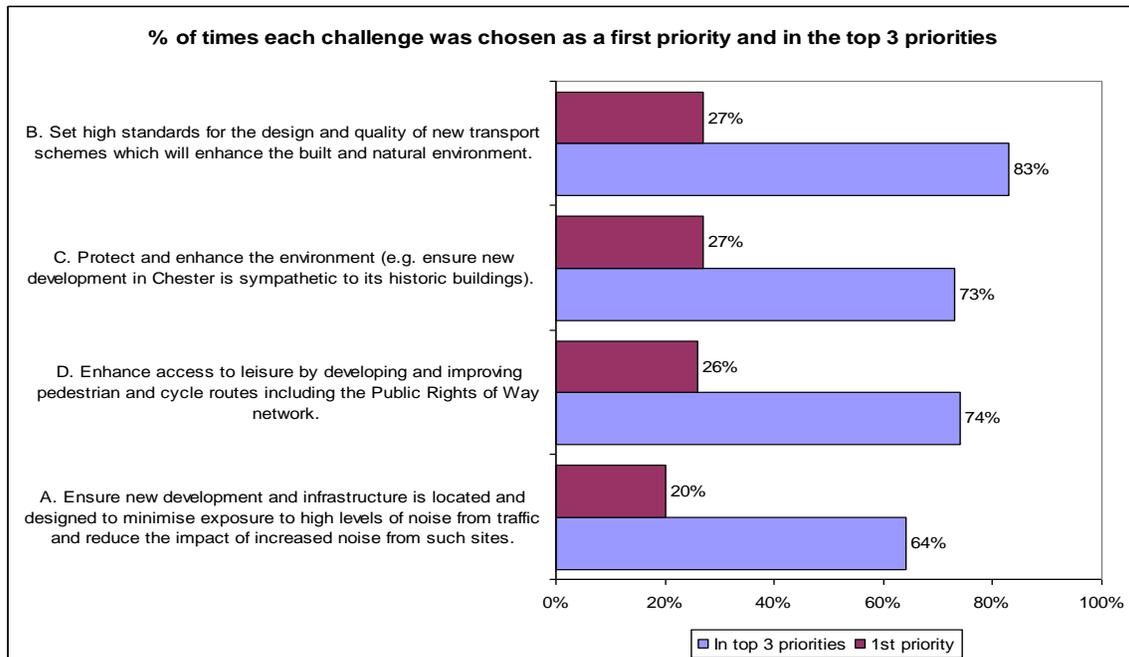
Q5a. Please indicate what level of priority should be given to each of these challenges to improve quality of life.

The chart below shows the level of priority attributed to the four Quality of Life challenges respondents were asked about.



Bases: 371-377

Q5b. Please rank the Quality of Life challenges in order of priority.



Base: 366

The two charts above show that:

- *'Set high standards for the design and quality of new transport schemes which will enhance the built and natural environment'* is seen as the all-round top priority of the quality of life challenges
- *'Protect and enhance the environment (e.g. ensure new development in Chester is sympathetic to its historic buildings)'* and *'Enhance access to leisure by developing and improving pedestrian and cycle routes including the Public Rights of Way network'* followed closely as joint second priorities
- Although *'Ensure new development and infrastructure is located and designed to minimise exposure to high levels of noise from traffic and reduce the impact of increased noise from such sites'* was seen as the least important priority, there was not much difference between top and bottom priorities.

Are there any additional Quality of Life challenges we should consider?

60 people included additional comments (see Appendix B) which have been passed on to the LTP team. Some of these related to issues that were highlighted in other questions.

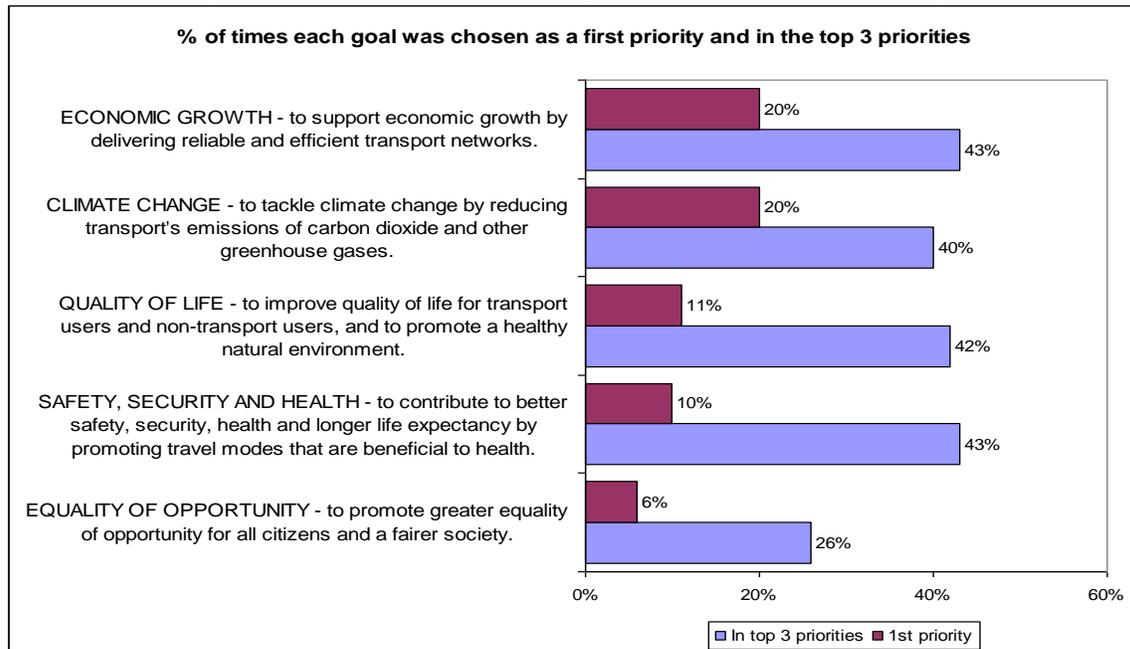
Comments included:

- 13 about improving facilities to enable people to cycle or walk more
- 10 about various planning issues including the need to keep the green spaces
- 7 about improving public transport

Q6. Having now considered the challenges for each of the five national goals, do you think each of the goals should be given equal priority?

A third (31%) of the 392 respondents thought that the 5 National Goals were of equal importance; 69% did not. Those that did not were asked to rank the goals.

The chart below shows the percentage of all 392 respondents who ranked the goal as their top priority and the percentage that chose it in their top 3 priorities.



Base: 392

The chart above shows that:

- *'Economic Growth'* is the top National Goal. This is perhaps not surprising as the survey took place in the middle of a deep economic recession
- *'Climate Change'* comes a close second, having the same proportion of respondents who chose it as their top priority but it is interesting to note that fewer respondents chose *'Climate Change'* in their top 3 priorities than for three other goals. This, along with other results, suggests that there were respondents who had strong views for and against the proposed *'Climate Change'* challenges
- *'Quality of Life'* and *'Safety, Security and Health'* came joint third
- *'Equality of Opportunity'* was ranked the least important goal.

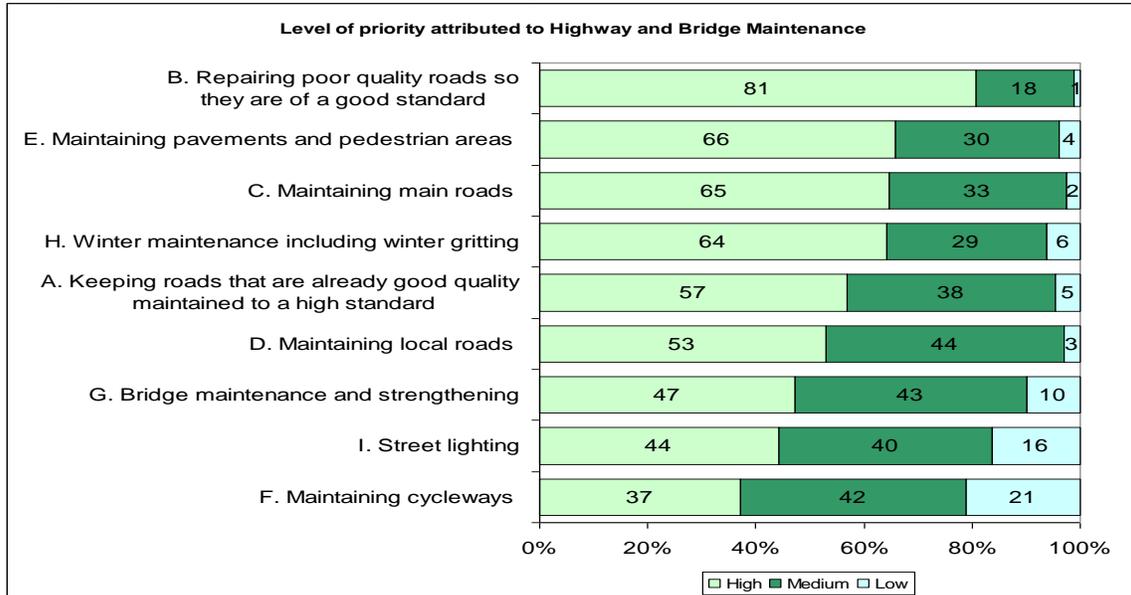
Where comparisons could be made, these results were consistent with a survey about the Sustainable Community Strategy that was conducted at the same time.

Are there any other goals we should consider?

45 people included additional comments (see Appendix B) which have been passed on to the LTP team. Many of these related to issues that had already been highlighted and were too diverse to analyse further.

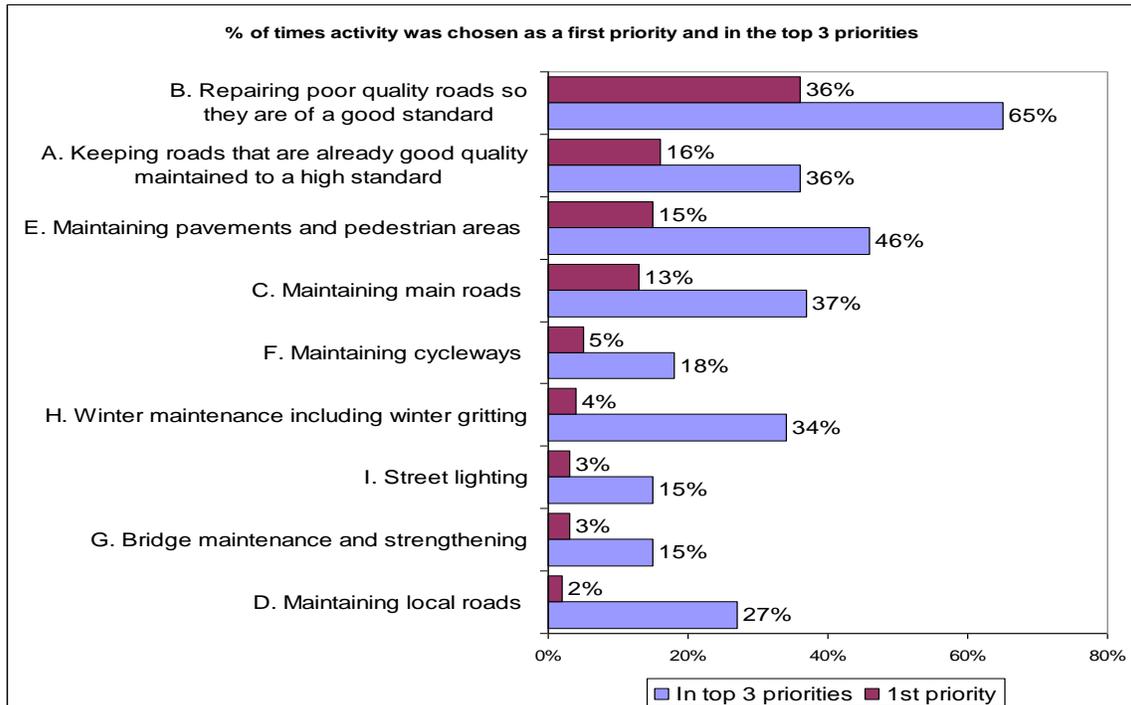
Q7a. Please indicate what level of priority should be given to each of these highway and bridge maintenance activities.

The chart below shows the level of priority attributed to the nine Highway and Bridge Maintenance activities that respondents were asked about.



Bases: 362-370

Q7b. Please rank the Highways and Bridge Maintenance activities in order of priority.



Base: 364

The two charts above show that:

- *'Repairing poor quality roads so that they are of a good standard'* was seen as the all-round top highways maintenance priority, well ahead of the rest
- *'Maintaining pavements and pedestrian areas'*, *'Keeping roads that are already good quality maintained to a high standard'*, and *'Maintaining main roads'* followed as joint second priorities overall
- *'Winter Maintenance including winter gritting'* and *'Maintaining local roads'* came next, as although not many respondents chose them as their first priority, about 30% put them in their top three priorities
- *'Maintaining cycleways'*, *'Street Lighting'* and *'Bridge maintenance and strengthening'* were considered of least priority.

Comparison with Scrutiny Review of Highways

A similar question to this was asked in the survey for the Scrutiny Review of Highways that is being reported on separately and which gives more details about respondents' views of the condition of road surfaces.

Comparing the results from both surveys:

- In general, results from both surveys were fairly similar
- In both *'Repairing poor quality roads so that they are of a good standard'* was seen as the all-round top highways maintenance priority, well ahead of the rest
- *'Maintaining pavements and pedestrian areas'* was seen as less of a priority in the Scrutiny Review of Highways survey. *'Maintaining local roads'* was seen as more of a priority, joining *'Keeping roads that are already good quality maintained to a high standard'*, and *'Maintaining main roads'* in overall joint second place
- In both *'Maintaining cycleways'*, *'Street Lighting'* and *'Bridge maintenance and strengthening'* were considered to be the lowest priority.

Are there any additional Highway and Bridge Maintenance activities we should consider and what level of priority should they be given?

65 people included additional activities (see Appendix B) which have been passed on to the LTP team. Some of these related to issues that had already been highlighted.

17 of them were chosen by the respondents who suggested them in their top 3 overall priorities.

The additional activities suggested included:

- 9 about improving the cleaning of roads and pavements
- 8 about improving road repairs and maintenance
- 5 about making cycling and walking safer
- 4 about improving the street furniture
- 4 about providing more parking

Q8. Are there any other issues or concerns you have?

103 people made comments (see Appendix B) which have been passed on to the LTP team. Some of these related to issues that had already been highlighted.

The additional comments included:

- many about very specific issues or suggestions
- 28 about improving public transport
- 11 about improved road repairs/maintenance
- 9 about making cycling and walking safer

Some respondents also submitted very detailed comments which are too long to be included in this report but which are being considered separately by the LTP team.

Did different types of people have different views?

The data was analysed to see if there were different responses from different types of people.

Gender

62% of respondents were male and 38% were female.

There was little difference of opinion between male and female respondents, apart from the ranking in Question 7 (Highways and Bridge Maintenance), when double the proportion of women (46%) to men (22%) chose '*Winter maintenance including winter gritting*' as one of their top three priorities.

Age

The breakdown of ages of respondents is shown below:

Age-group	% Respondents
16-24	1%
25-44	15%
45-64	49%
65+	35%

There were a few differences of opinion by age:

Question 2 – Economic Growth challenges

- ↑ proportionally more respondents aged 65+ chose *‘Enhance the capacity of road and public transport networks to help reduce congestion (particularly main roads in Chester/Northwich/Ellesmere Port)’* in their top 3 priorities
- ↓ proportionally fewer respondents aged 65+ chose *‘Support economic viability and accessibility to our town centres, villages, tourist and leisure attractions’* in their top 3 priorities.

Question 3 – Equality of Opportunity challenges

- ↑ the proportion of respondents who chose *‘Improve accessibility by removing the physical barriers to mobility, particularly to meet the needs of mobility impaired, disabled and older people’* in their top 3 priorities increased with age. Proportionally more 65+ chose it as their first priority.

Question 4 – Safety, Security and Health challenges

- ↑ the proportion of respondents who chose *‘Ensure new transport schemes address public safety concerns to improve personal security and reduce fear of crime (e.g. CCTV, street lighting)’* in their top 3 priorities increased with age
- ↓ the proportion of respondents who chose *‘Promote healthier lifestyles for example by encouraging cycling and walking through schemes such as Chester’s Cycle Demonstration Town and Connect 2 (schemes in Chester and Northwich)’* in their top 3 priorities decreased with age.

Question 5 – Quality of Life challenges

- ↑ the proportion of respondents who chose *‘Ensure new development and infrastructure is located and designed to minimise exposure to high levels of noise from traffic and reduce the impact of increased noise from such sites’* and *‘Set high standards for the design and quality of new transport schemes which will enhance the built and natural environment’* as their first priority increased with age
- ↓ the proportion of respondents who chose *‘Protect and enhance the environment (e.g. ensure new development in Chester is sympathetic to its historic buildings)’* and *‘Enhance access to leisure by developing and improving pedestrian and cycle routes including the Public Rights of Way network’* as their first priority decreased with age.

Question 6 – National Goals

- ↓ proportionally fewer respondents aged 65+ chose *‘Economic Growth’* as their top ranked goal or in their top 3 priorities.

Question 7 – Highways and Bridge Maintenance

- ↑ the proportion of respondents who chose *‘Keeping roads that are already good quality maintained to a high standard’* as their first priority or in their top 3, increased with age.

Disability

40 respondents considered themselves to be disabled. Most gave their ages which showed that the majority were aged 45 or more:

- 3 were aged under 45
- 18 aged 45-64
- 17 aged 65+

There were a few differences of opinion from those who considered themselves to be disabled compared with those who did not. However some of the differences may be more related to the age of the respondents rather than their disability.

Question 3 – Equality of Opportunity challenges

- ↑ Those who considered themselves to be disabled were more likely to choose *'Improve accessibility by removing the physical barriers to mobility, particularly to meet the needs of mobility impaired, disabled and older people'* as their first priority or in their top 3
- ↓ Those who considered themselves to be disabled were less likely to choose *'Improve access to employment and training opportunities, particularly from areas of deprivation'* as their first priority or in their top 3.

Question 4 – Safety, Security and Health challenges

- ↑ Those who considered themselves to be disabled were more likely to choose *'Ensure new transport schemes address public safety concerns to improve personal security and reduce fear of crime (e.g. CCTV, street lighting)'* in their top 3 priorities
- ↓ Those who considered themselves to be disabled were much less likely to choose *'Promote healthier lifestyles for example by encouraging cycling and walking through schemes such as Chester's Cycle Demonstration Town and Connect 2 (schemes in Chester and Northwich)'* in their top 3 priorities

Question 7 – Highways and Bridge Maintenance

- ↑ Those who considered themselves to be disabled were more likely to choose *'Maintaining pavements and pedestrian areas'* as their first priority or in their top 3
- ↓ Those who considered themselves to be disabled were less likely to choose *'Repairing poor quality roads so they are a good standard'* as their first priority or in their top 3

Would you like to be added to our consultation database and be kept up to date about the development of the new Local Transport Plan?

About three quarters of the respondents asked to be added to the consultation database and their details have been passed on to the LTP team.

Summary and Conclusions

Any differences in the views of the 392 respondents that related to their gender, age or disability are highlighted in the report although there was often a consensus of opinion. Despite the differences that were recorded and the fact that the profile of respondents (proportionally more men and older people, fewer disabled) wasn't quite representative of Cheshire West and Chester as a whole, it is not likely to have had a significant impact on the results.

- There was little difference of opinion between male and female respondents, apart from the ranking in Question 7 (Highways and Bridge Maintenance), when double the proportion of women (46%) to men (22%) chose '*Winter maintenance including winter gritting*' as one of their top three priorities. However, the survey took place during an exceptionally cold spell of prolonged snowy and icy weather.
- There were some differences of opinion relating to the age of the respondent or whether they considered themselves to have a disability.

The five National Transport Goals were ranked as follows:

- '**Economic Growth**' came top. This is perhaps not surprising as the survey took place in the middle of a deep economic recession
- '**Climate Change**' came a close second, having the same proportion of respondents who chose it as their top priority but it is interesting to note that fewer respondents chose 'Climate Change' in their top 3 priorities than for three other goals. This, along with other results, suggests that there were respondents who had strong views for and against the proposed 'Climate Change' challenges
- '**Quality of Life**' and '**Safety, Security and Health**' came joint third, but some way behind the first two
- '**Equality of Opportunity**' was ranked the least important goal.

Within the National Transport Goals, the top local challenges were chosen:

- ✓ **Economic Growth:** '*Maintain and manage an efficient transport network to minimise disruption and delay*' was well ahead of the other four
- ✓ **Climate Change:** '*Ensure new developments (e.g. business parks, medical centres, schools) take place in easily reached locations to reduce the need for car trips*'

- ✓ **Quality of Life:** *'Set high standards for the design and quality of new transport schemes which will enhance the built and natural environment'*
- ✓ **Safety, Security and Health:** *'Reduce the number of people killed or injured on our roads'* was well ahead of the other five
- ✓ **Equality of Opportunity:** *'Improve access to employment and training opportunities, particularly from areas of deprivation'*

The top **Highways and Bridge Maintenance activity** was *'Repairing poor quality roads so that they are of a good standard'* which was well ahead of the other eight.

Within the National Transport Goals, the local challenges seen as having least priority were:

- ↷ **Economic Growth:** *'Plan to ensure local transport networks (e.g. roads and pavements) can cope with severe weather conditions'*
- ↷ **Climate Change:** *'Support new housing developments and ensure that these are provided within easy reach of key services (i.e. healthcare, education, food shops and employment)'*
- ↷ **Quality of Life:** although *'Ensure new development and infrastructure is located and designed to minimise exposure to high levels of noise from traffic and reduce the impact of increased noise from such sites'* was seen as the least important priority, there was not much difference between top and bottom priorities
- ↷ **Safety, Security and Health:** the three challenges of *'Respond to existing transport-related air quality problems in Chester and Ellesmere Port and prevent similar problems emerging elsewhere'*, *'Ensure new developments are located in areas which minimise exposure to poor air quality and reduce the impact of increased transport emissions from them'* and *'Plan for emergencies that could significantly impact on the transport network'* came well behind the other three
- ↷ **Equality of Opportunity:** none of the challenges came last overall.

The least important **Highways and Bridge Maintenance activities** were *'Maintaining cycleways'*, *'Street Lighting'* and *'Bridge maintenance and strengthening'*.

Where comparisons could be made, these results were consistent with surveys about the Sustainable Community Strategy and Scrutiny Review of Highways, that were conducted at the same time.

These results, together with other suggestions and opinions given by the respondents, will be considered by the LTP team along with results from other facets of the consultation. All of this will inform the content of a new draft Local Transport Plan document which will be consulted upon in Autumn 2010.

What happens next?

Spring 2010 – Work begins to respond to the preliminary consultation exercise and prepare new draft transport policies and strategies for Cheshire West and Chester.

Summer 2010 – A draft LTP3 document will be finalised and published.

Autumn 2010 – A second round of consultation will be undertaken. A provisional delivery programme for the first three years of the new LTP period will also be prepared.

Spring 2011 – The new LTP3 will be finalised and be published by April 2011.

Acknowledgements

Thank you to everyone who has contributed to this consultation.

Contact Details

For more information about the Local Transport Plan (LTP) please contact Jamie Matthews, the LTP Team Leader:

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For more information about the consultation, please contact Judy Parry, Principal Research Analyst:

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Appendix A

Background to Cheshire West and Chester's new Local Transport Plan

Cheshire West and Chester Council is preparing a new Local Transport Plan (LTP3) to set out our plans and strategies for maintaining and improving all aspects of our local transport system for the period 2011 to 2026.

We are planning to take this work forward and share consultation activities alongside work to prepare the Authority's new Local Development Framework and Sustainable Community Strategy. By doing so, we intend to be able to better integrate our land use and transport planning activities alongside broader community aspirations.

A new challenge – Transport is an issue for everybody. It is a key factor in helping to support economic growth and regeneration, increasing accessibility to jobs and everyday services, improving the environment, addressing climate change, and helping tackle poverty. The opportunities available to people in how, when and where they travel have a major impact on transport patterns as well as our wider quality of life.

What do you think we should do? Your comments are important to help us prepare our new strategy.

We are undertaking this preliminary consultation exercise to seek your views and ideas to help us begin to consider what our new priorities for transport should be. This will provide us with vital information and evidence to help us begin preparing the new Local Transport Plan. This brochure has been prepared to set out some of our preliminary thinking about the important challenges that we will need to address in the future.

What have we achieved so far? We are currently just over half way through the current LTP2 plan period (2006 to 2011). Considerable work has been undertaken to deliver a well maintained, safer and integrated transport network for all those who live in, work in or visit West Cheshire.

The challenges for the future - We have already undertaken a preliminary study to understand the characteristics that make up our local area and to identify some of the main challenges that will need to be considered and addressed in the future. These include:-

- Dealing with increased levels of traffic growth and congestion;
- Improving accessibility to employment opportunities and key services especially for those without access to a car;
- Ensuring that our roads and bridges are well maintained;
- Tackling climate change and reducing the level of carbon dioxide emissions from transport;
- Improving and encouraging the use of more sustain able modes of transport;
- Improving air quality and the environment;

- Improving safety and reducing the number of casualties on our roads;
- Supporting economic growth, regeneration and new development;
- Improving links to neighbouring areas, particularly Liverpool, Manchester, North East Wales and Warrington; and
- Dealing with the mobility needs of an ageing population;

Appendix B

Comments about each of the topics are shown here. They are shown as they were written.

Q1. Additional Climate Change Challenges

- Improve public (local) bus service
- Improvement to public transport Neston. Electrify the Bidston – Neston and Shotton – Wrexham(?) Railway line
- Improve public transport and make it affordable
- Greater hours of operation of public transport.
- Ensure that we have a reliable public transport system that is affordable to all
- Develop public transport with low carbon emissions
- Extra local transport for isolated areas to avoid unnecessary car travel
- Make public transport easier to use than the car...and people will use it.
- Adequate shelters at bus stops and railway stations
- Ensure that all developments include attention to improved public transport access (priority bus lanes, low emission buses etc.)
- We should actively discourage people from using cars, particularly bringing cars into Chester.
- Provide more information on public transport on CWAC other complimentary website to allow visitors to make an informed decision
- Ask Councilors and staff to get to council meetings by sustainable transport. This might make them notice the lack of evening buses.
- Integrated public transport – bus, train etc so that end to end journey for individuals is competitive (time & cost) with alternative of a car journey.
- Improve public transport provision & experience
- Ensure real access for all to public transport
- In some circumstances climate change challenges can be mitigated against by improving and expanding existing means of access
- Make sure all bus stops have shelters
- Easier accessible transport and local shops
- Decrease the dependency on the car by providing cheap eco friendly transport
- Adequate affordable public transport
- Stop bus engines while at bus stop for longer than 5 minutes which should be compulsory
- Ensure a good service that would encourage us onto more forms of transport
- Ensure provision of bus only roads + bus gates to promote usage
- The provision of a regular, reliable reasonably priced public transport system (integrated)
- Improve public transport
- All public transport fares should be reduced to encourage use. All public transport should be low emission or electric

- Encourage more use of public transport
- Provide adequate car parking on major bus routes so that residents of rural areas can use bus services for at least part of their journey (main car parks have 2/3 hour maximum stay. Not enough to do a worthwhile shop eg Northwich - Chester
- Maximum encouragement should be given to cycling (even walking) to get people out of their cars, it would help if cyclists were allowed onto some pavements
- Encourage walking and cycling trips which are zero carbon emitters
- Facilitate school travel by walking (walking bus) and safe cycling, to get children into good physical & mental healthy lifetime habits
- Improving cycling facilities around junctions so it is safe to ride a bike
- The real challenge is to make walking and cycling the default mode of travel
- Work to promote underpinning lifestyle changes by promotion of positive projects - connections to the Dee coastal cycle path
- A genuine effort to promote bicycle use by council employees access to showers paying mileage @ good rates and having good secure facilities for parking of bikes
- Create cycling lanes in city areas to minimise car journeys
- Make more use of waterways
- Plant more trees
- More trees around buildings and along road. Improve air quality reduce flooding
- Plant more trees (poplars) alongside motorways where practical
- Consider very carefully before felling trees. Each time this occurs, less remain to absorb ever increasing carbon emissions
- Rising sea levels could be problematic in this area don't build roads/housing near river/coast
- Regular attention to drains (inspection & clearing)
- Flood line
- Flooding (drainage)
- Flood risk.
- Development and transport links should be steered away from flood risk areas. An issue that is only working with climate predictions
- Possible flooding - are the drains very old? Do they need renewing and enlarging?
- Flooding
- Flood defences
- Building near flood areas
- Insulation of all public & private buildings to a much higher standard is now
- Reduce all forms of greenhouse gases in housing, industry, offices.
- Legislation to require shops (and offices) to keep outer doors closed to minimise heat loss.
- Supporting energy efficiency in the home & re-cycling
- More comprehensive recycling schemes from home to avoid car miles to specialised recycling depots eg drinks carton (only recyclable at St.Annes street)

- Power and heat from waste
- Lessening the need for landfill sites, in particular, less use of non biodegradable nappies for babies.
- Waste disposal is not plausible - it does not meet needs (fortnightly rather than weekly and re-cycling is dubious)
- Note item b Northwich propose moving all doctors to the Victoria infirmary miles away from everybody in Lostock Gralam
- School admissions by location to minimise car use to get children to school
- Trees and hedges to be kept at a safe height
- Create a contingency plan to deal with effects of fuel prices going through the roof in the near future
- Solutions can't be cost prohibitive - be brave and make people pay for using cars and channel the funding into comprehensive public transport
- Global dimming
- A - need infrastructure b - businesses should contribute to providing a bus service for its workers c - how are local councils involved in their local area i.e. treating local footpaths - shopping areas
- Relief from congestion so engine running is not wasted and journey times are as short as possible
- I have absolutely no interest in government targets. I would ask you to improve Chester city for existing (council tax paying) residents
- Policies to encourage home working for individuals and SMEs via internet use - this means pressing BT et al. To provide sensible broadband speeds.
- Education on sustainable transport
- A by-pass route for Poynton to enable traffic to move more quickly and thereby reduce pollution
- Avoidance of 'pretend eco towns'. Avoidance of housing estates(large scale)without shops etc
- Reduction of max speed limit to 56mph. No road licensing of cars in which co2 is (next few words unreadable)
- Removal of road humps to ensure free flow of traffic
- Encourage energy savings eg turn off unnecessary heating/lighting. Turn down heating thermostats etc. Cut down on journeys - time deliveries to meet with collections
- Expand b ensure improvements in local transport to reduce the need for our trips to existing places
- Provide the infrastructure to enable re-charging and/or re-fuelling of hybrid/lean fuel transport
- Set targets to reduce greenhouse gas emissions are the 15 year plan life. Do more than just 'support'
- Direct support to householders for efficiency improvements
- Impact of several approved and proposed incinerators would have on increased traffic, poor environment and impact on heat + air quality
- Please refer to table 2 of the attached natural England guidance on local transport plans and the natural environment

- Population control
- Encourage the installation of photovoltaic electricity generation rather than nuclear by use of planning policies
- Use brown land before green land no new business parks as half are empty
- Remove all wind turbines from countryside and within 5 miles of coast
- The negative effect on the local economy through diverting funds and resources into this area.
- Don't waste money on this policy it wont change a thing in the world
- Remember that not everyone believes that climate change (if it is happening) is the result of man-made CO2
- That climate change is a natural only marginally affected by human activities
- I have considerable reservations that human activity is causing climate change; therefore anything we do is unlikely to have any effect. I believe of precession of our world on its axis bringing us ever so slightly nearer to the sun is the cause
- No - climate change is over-rated, which is mainly caused by long term alternation of cold and warm ages on the planet
- Am sceptical of man made/accelerated climate change esp. CO2 related theories. Above answers are common sense planning irrespective of those theories

Q2. Additional Economic Growth challenges

- Improvement of rail links to London from the east (Northwich, Winsford and surrounding areas)
- There is a need for late evening trains & buses (up to 11pm at least) from Liverpool & Manchester centre to Cheshire towns - otherwise we are forced to use cars
- Too many houses already no satisfactory infrastructure currently in place affordable school transport
- Someone to deal with the problem too many buses in Blacon
- Local bus service should be controlled by local council
- Installation of new railway station at the Deeside industrial park employing 15000 people. Passengers from Neston could be there 10/15 mins
- Links to London equally poor unless you live very close to M6 or Crewe
- Sunday service required for churchgoers and shopping
- Bus companies need to keep a check on drivers, speeding etc. Better behaviour required to other road users
- Re open Burton railway station
- Improve timing of transport to inter-connect services. Extending the hours of running to coincide with work patterns
- Specific issues on connecting buses & trains i.e. bus from E Port to Chester. Chester to Handbridge for students takes far too long about 1.5 hrs because of wait for connection. Impact on students drop out. Similar issue for people getting to hospital
- More transport links for local village communities to rail and bus services
- Congestion around major cities is a huge barrier to economic growth in the North West. Need to improve rail commuting especially from Cheshire to M/C
- Support the opening of new railway stations and electrification. Support the re-opening of the Halton curve.
- Village local transport - should provide subsidy where a bus route is not viable
- I don't believe we should increase capacity for cars on our roads. We should make more provision for cycling and public transport.
- Better integrated transport between rail and bus services
- To ensure that rural communities are not overlooked in your plans for public transport, which lately appears to have been the case.
- The improved transport links need to be rail, and not road. The Halton rail link is a must.
- The local transport links between Parkgate, Neston and the surrounding major towns and cities is particularly poor. Travelling to work in Liverpool
- Terrible rail links across the county.
- Ensuring that there is an integrated view of the "catchment" including the Wirral and the Liverpool city region as well as N Wales and Cheshire
- Consideration should be given to the electrification of the Bidston - Wrexham line

- Make sure all areas are covered with public transport good enough to get you out of your car
- Cheap practical public transport must be eco friendly
- Keep industry in existing areas but encourage by good transport links eg use Manchester ship canal for transport of waste to new Runcorn (ineds) incinerating
- Improve public transport so that the dependency on the car is reduced
- Better public transport in rural areas
- Tram pass for people over 60 yrs of age for Liverpool & Manchester
- Reopen the Halton curve to give direct rail access to Liverpool south parkway and Liverpool
- Why not put more freight back on the railways reducing congestion and less damage to road surfaces, also accident level reduction
- Improve transport links to London and hence Europe by providing an inter city stop at Hartford
- Good links to both our local airports for train & bus services
- Prioritise rail & other public transport links to industrial/commercial centres. Consider making better use of waterways/canals
- Better train links between Chester & Manchester airport + Liverpool airport
- Focus needs to be on efficient public transport network. Building roads is a short term measure the challenge is a shift from cars
- Improve transport at low cost out of 9-5 hours
- The roads are still carrying too much freight. Rail links remain under-used and a superb highway, the m/c ship canal lies dead
- Ensure that serious consideration is given to freight transport plans, to ease congestion & make important commercial areas accessible
- Electrify the Wrexham - Ledsham railway line
- Improve walking and cycling access into town centre
- Support item d above by investing in greenways for trips by non-vehicular modes of travel
- Vouchers to support people to purchase others forms of independent transport eg cycles, walking boots.
- Parking?
- Make parking charges much cheaper & reasonable particularly in Chester. Increase waiting time from 30 mins to 1 hr
- Ensure sufficient parking available at railway stations
- Economic growth requires vibrant communities including rural areas. These rural communities must have good access to education and other services to grow
- There are reportedly 700 2-bed apartments empty in Chester. CWAC might usefully consider getting them into public ownership & filled
- I am opposed to plans to allow infill dwellings on 'back gardens'. Why not make use of more brown field sites

- To avoid excessive spread of housing developments and to ensure easy accessibility to services the construction of 2 or 3 storey apartment blocks rather than houses with gardens in towns and suburbs should be encouraged. Maintain green belt
- Housing development should be placed close to places of work
- Getting all flats and apartments in towns and cities occupied fully. Private or council or housing associations
- Encourage development of employment opportunities in existing population areas i.e. within existing towns - not developing areas which rely upon private car travel
- Review brown land and release for building without undue restriction and quickly
- As economy recovers from recession ensure growth is funnelled into existing centres rather than new ones
- Put all development on brown field sites - real ones not invented ones
- Enhance and support the building of houses in rural areas to sustain & promote 2nd & 3rd generation growth
- Encourage local/in town shopping to improve retail growth and employment
- However not all villages have access to key services this should not restrict development in the rural areas
- Attend to regular maintenance of existing road network
- Force the utility companies to work together on projects so the disruption is reduced
- C is laudable and common sense aspiration but care must be taken where new developments are planned on the periphery of urban areas that the existing transport network particularly into the town centre is not completely jeopardised.
- I should like to see they i.e. (lorries) kept out of small towns, by means of by-passes and public parking places (gates and card access. I do not like the words 'economic growth'.
- Promoting local organisations to become major employers in this area.
- Encouragement of the traditional rural economies: farming: cottage industries and villages retail businesses and therefore ensure suitable transport access.
- Continue to develop large & small industrial retail & commercial sites and support maintenance of existing roads
- Encourage all small and medium enterprises in the area.
- Support for local businesses so that customers can access their premises easily
- Improve the availability of broadband to rural areas and allow development of employment uses in villages and rural areas in general
- Encouragement (by opportunity & subsidy) of industries in the green sector so creating green opportunities
- Regeneration of local shopping - eg reduce business rates

- Only plan for short term road improvements. The rising cost of fuel will reduce in the fairly near future and do the job for you
- Focus on things to support our key assets, such as tourist and banking
- The future of Chester as a retail and cultural centre
- Yes please restrict the amount of taxi licenses available as issued by Chester City Council, as this strangling local economic growth
- Showing people there are alternatives and giving them examples would help at local level
- To put obligations on industry to ensure road traffic is not relied on.
- E and B are linked. We need to balance the desire for growth against the increasing costs; congestion, carbon emissions, pressure on work force etc.
- Split the above challenges, none of which separate private car from other transport
- Employment and use of your resources
- Reduction in air travel is vital and so the importance of airports reduces. You still refer to improving road and increasing capacity - very dated
- Only consider truly sustainable growth
- Economic growth will have to be less than recent history so funding will be a challenge
- Ensure that all industrial & business developments are designed to be energy efficient & use sustainable materials where available (through the planning process)
- Economic growth should factor impact beyond 2026 and look at the climate challenges by 2050 as this will allow CWAC to be sustainable in the long term. Any work to reduce transport should be a high priority
- Availability of grants and low cost finance
- If we improve roads etc even more people will use them to drive considerable distances to work/employment
- Jobs for graduates if necessary at the expense of people who could retire
- Please not at the expense of fields, countryside, the county is too small to be concreted over
- 2nd crossing of the Mersey at Runcorn
- The pollution in the air from Stanlow oil refinery and associated works needs tackling (sometimes it affects Hoole very badly)
- Discourage further 'out-of-town' shopping centres - the post-war equivalent of ribbon development
- There should be improvement in infrastructure before any large scale business or housing developments are allowed. What is proposed re the urban village is not enough
- Please refer to table 2 of the attached natural England guidance on local transport plans and the national environment paper
- Why is public transport maintained in b when it is a separate q at e. This muddles the water

- Economic growth has always been to the detriment of the natural world. We need to consolidate what we have or reduce economic growth

Q3. Additional Equality of Opportunity Challenges

- Free buses to get to school get parents cars off the roads
- Joined up travel systems, linking times, to avoid driving into town from out lying areas & driving to park & ride. Utilise existing services for multiple use provide other service eg cad job search
- Increase to half hourly from hourly Monday to Saturday. Electrification of line with a direct service to and around Liverpool loop
- Increase the running time of transport from Neston to Ellesmere Port and visa versa to at least 6.30pm and all day Sunday as not all leisure facilities and shops close at 5.30pm
- It is very difficult for old people and disabled to get to the doctors or hospital from our area as the bus service is very poor
- Again more local transport eg to get from Salterswall to Sandiway 10 mins away I would have to go to Northwich and then back on the Chester bus!!
- Dial-a-ride services will be needed for elderly & disabled people. Present services are inadequate and need improvement and development
- I think access for less mobile groups is well provided for, what is missing is access for commuters from rural Cheshire via trains to Manchester
- Support reverse visits from urban to rural areas by making these journeys easier.
- Youths 12-17 need the opportunity to access services other than education, free public transport for them through school holidays
- The challenge for Cheshire is to reduce the number of cars used by rural residents - many are 2 or 3 car households
- Ensure transport actions are fully integrated with other initiatives and (eg for employment) neighbouring authorities
- Make sure bus services correspond with evening visiting times at hospitals
- Concessionary bus passes for young unemployed people living in rural areas
- At the moment bus services in our village have been cut. Without a car residents cannot work, shop go to a dentist etc
- It is important that centralised health facilities are built on existing public transport routes
- The bus service on Wolverham Rd is very bad. They start at 9.45 and end at 4.19 it is a disgrace
- Public transport is the only way to provide equality if we really rely on private cars we instantly exclude some sections of society
- Transport to local hospital stops running too easily
- Free bus travel for trainees should help encourage those from deprived areas to attend local training courses etc. Also from rural areas too
- Better and more affordable public transport options for town & village residents
- Bus services from Neston to Chester are very limited so that employment

opportunities outside city centre are impossible. No transport links at all between Neston & Deeside industrial park with same implications

- Ensure buses allow access to those with physical disabilities (ie low floor access buses)
- Better placement of street furniture so that it does not restrict footways would really help wheelchair, pram and pushchair users
- A physical barrier to immobility is the parking of vehicles on pavements and reducing access to wheelchairs and scooters. If people owning a car keep it on a footpath a tax should be levied
- Improve walking and cycling access for those that do not drive
- Improve public rights of way network which is free for all to use
- Easy access to cycles, cycle support and repair
- Improve facilities for those accessing services on foot or by bicycle
- I feel hospitals/doctors and health are the main priorities to focus on
- Improved education/communication on health matters ie alcohol, smoking & drug abuse
- Often ????? Rural areas are forgotten or have a lower profile and priority
- Employment and training should be its most urgent requirement. The choice and development should be ? to enhance these. The job centres should be empowered to provide work in the public sector
- Financial support to education and training from rural and deprived areas
- Encourage young peoples job opportunities
- In theory if we help people living in more deprived areas to find we will improve the local economy which should have additional benefits for all
- Improve performance in our schools
- There is no suitable wheelchair accessible accommodation for a 40 yr old friend - there are 700 empty flats in Chester (private landlords) surely CWAC could encourage CHT to address this
- I think health services are quite accessible now. I don't know how good the public transport is from say Blacon to Deeside.
- I have placed 'a' as third priority because I believe that areas of deprivation should not exist in the 21st century.
- Oh dear, these questions are so pc!!! Typical government questionnaire.
- Is equality of opportunity really your remit?
- Better integration for 3rd age access
- No waste resources on political correctness
- Assess people by ability not by disability - 'can do' instead of 'cant do'
- Deprivation areas less likely to be rural
- What point is there in improvement for a when there are few jobs
- Health and training should not be in the same category - they are separate and have their own priorities
- Section d should already be covered by DD act
- Improve access by taking the service to the community, particularly to rural areas.

Q4. Additional Safety, Security and Health Challenges

- Have a plan to rapidly escalate public transport for when many people can no longer run cars and also for if the government has to control car usage
- Don't forget park and ride schemes and the good old train
- Aim to have staff at all railway stations from before the first to after the last trains.
- CCTV on all railway stations; more frequent cleaning of railway stations
- It is still impossible for cyclists to get to the centre of Chester safely from G Boughton without crossing 2 busy roads to canal - not for children
- I should like to see pavements amended and used by cyclists see Chester High Road? Neston where there is plenty of room for cycle paths
- Increase the number of dedicated cycle routes
- Footpaths alongside roads, lower speed limits
- Improving cycling and walking network is the most important step as this improves all the others by default
- Enhance the safety of rural roads by providing verges/footways to reduce the conflict with vulnerable road users such as walkers + cyclists
- It is essential to reduce car usage and increase cycling and walking to increase safety and health.
- Health is improved by exercise and access to the countryside thus safe walking and cycling routes are essential. Lack of a feeling of physical safety is a major barrier to people walking and cycling.
- Encourage safe routes to schools walking and cycling and actively discourage short car journeys
- Health, congestion & air quality issues could all be tackled by walking and cycling opportunities
- Increase in tourism to the area eg Ness gardens, Parkgate prom, Wirral way Country Park also supermarket new Sainsbury supermarket. Increase in vehicles caused by supermarkets
- Ensure that traffic keeps within the speed limits as displayed on all roads
- Commission research to determine the contribution undiagnosed depression has on road accidents (I suspect it is large factor)
- Education through schools. More cycling routes & lanes
- Driver training for all ages
- Help older people to go to gyms and keep money reasonable and be able to pay by money and not direct debit
- Improve qualities of leisure facilities in particular city baths/access to Moss Farm
- E. There are 700 2-bed flats (private landlords) empty. There is little or no point building more until this waste of using resources is addressed can CWAC buy out private landlords with the £2.7m mentioned in the newsletter
- In considering this item, proposals such as RRS gasification plant ought to be ruled out as such as development in a village, would increase this.
- Again, surely not your role/remit to change people's lifestyles!!

- Ensure spend is effective (eg do number of accidents/death notices on main roads really have any lasting impact?)
- Do not allow resource waste by individual departments, eg road safety sign compared with basic road maintenance
- A greater priority should be given to 'c' in particular. The separation of cyclists & pedestrians away from vehicles. This approach will automatically impact upon 'a'
- Item d - do we need out of town shopping developments which encourage motorists & hence CO2 & CO emissions + tunnel traffic from far and wide away from our towns?
- D - what about Winsford etc
- Don't allow areas to become industries or shop type's e.g. chemical emissions on oil site roads Elton now to contribute to already polluted area. Little Sutton village fast becomes fast food and hairdressers ruining village planning should discourage this
- Also include existing transport infrastructure improving personal safety and ensure good trade
- Community projects and support for caring profession including the church
- All roads should be maintained to a minimum standard - for safety and to prevent damage
- Capenhurst affairs (nuclear business) need to be closely monitored
- Challenge c is highly laudable but the Councils track record on this issue is abysmal. Look at the Wirral Country Park in earlier times a credible showpiece now sadly neglected by the council and uninviting for users
- Do not increase traffic on roads already identified as red or hazardous roads ie impact ? ? ? would have on the A559 red route
- If poor air quality exists it should be tackled head-on, rather than build away from it, which only ignores the problem
- Don't waste £156,000 again on unnecessary police lay-buys, as on A540 at Ledsham
- Perhaps this is where the value of community transport schemes to help older or vulnerable people is used to cover the health angle. With the ageing population, there needs to be a different type of support.

Q5. Additional Quality of Life Challenges

- Investigate installation of new rail station at or near Ness Gardens/ Neston (Well Lane)
- Quality of life includes not being sat in a traffic jam going to/from Manchester

each day, when the train should get me there in 20 mins!

- Install lots of pay as you go modern toilets in bus stations and high public user areas - place signs!
- Quality of life would be improved for all especially young and old if we had some transport
- Explore new ways of using waterways for commercial use
- Set 'minimum good taste' standards for liveries on public transport - esp. railways
- Children (and adults) should be able to walk/cycle in their own residential area lowering the speed limit to 20mph is essential for this to be realistic. The Dutch home zone should be seriously considered if the aim is to improve 'quality of life & safety'
- Chester has a good platform as we stand now for cycle routes. It will take relatively little effort/cost to make the good, great.
- Cycling and walking access very important to all leisure facilities
- Cycling should not be considered merely a "leisure" activity
- B and C are linked. All new transport schemes should put pedestrian safety as their highest priority
- Keep footpaths and cycle paths free of obstruction eg vegetation
- Many existing cycle paths on and linking main roads are dangerous and extremely hazardous - they are not realistic options for commuters yet
- Pedestrian and cycle routes for "workers" not just leisure.
- Cycling should be everyday not merely a leisure activity
- Walking and cycling are not only leisure pursuits they are commuting issues
- The greenway is popular. Cycle route from Chester station to Hoole Lane bridge is needed
- Increase the network of bridle paths
- Budget to maintain existing PROW network at least to the statutory minimum and preferably so that >90% of it can be used by >90% of people.
- Develop more allotments + reduce the miles food travels
- More advertisements for healthy living eg food, gym
- Street lamps should be modified so as to minimise light pollution
- Consider impact of light pollution
- Reduce light pollution
- Ensure that housing developments in our villages provide at least 2 car park spaces per dwelling
- No infill dwellings in gardens
- No additional building/development in green belt areas
- Prevent building of incinerators and wind farms near to villages
- Releasing more brown/rural land for housing is needed if these options are not to be artificially constrained
- Quality of life challenges is a ridiculous phrase in this context. You could stop allowing ridiculous speculative development in e.g. Chester

- Any new developments must also protect the countryside
- Implement a green infrastructure strategy
- New transport schemes should give priority to public transport (rather than retail)
- Do not need any more new development pressures already on health service
- The impact of increased traffic should always be considered when approving developments
- Binge drinking and off licence culture and lack of police officers on the streets (visual effect).
- To me the word 'environmental' must mean green living things trees, bushes alongside streets
- Tree planting along roadsides
- Northwich is of greater importance to protect and enhance - do not forget Northwich!
- D particularly cycle & pedestrian crossing op Hoole Bridge consider extending platform bridge at station
- I would need an example to understand what you have in mind for b
- Often too much access to places of beauty ruins the place
- We need to support our positives eg historic Chester with actions
- Sunday service available for access to churches & leisure days out
- Cyclists are not wearing high visibility jackets no lights and have no respect
- Item d, expand to include access to work, business and leisure opportunities
- No need to worry about traffic noise if there are significantly fewer cars on the roads. D - not just for leisure but for everyday.
- The items on this list cannot be described as 'challenges'. Applying basic common sense would be more appropriate!
- Additional costs of a - countries like the Netherlands with dense housing seem to manage this routinely; need to "sell" acceptability of extra cost?
- More recycling and less burning of rubbish
- Ensure that the needs and opportunities of smaller settlements get equal consideration and funding as Chester. The 'e.g.' to (c) is telling
- Cleanliness of transport network, litter, graffiti and smartness
- In the past Chester & Ellesmere Port have been good at destroying their history
- Seems all interest is in Chester/Ellesmere Port
- Reductions of private parking @ places of employment
- Public toilet facilities
- B – don't understand
- Litter - more litter boxes - there are none outside Northwich station
- I'm sorry to say that a & b are meaningless statements
- Ensure physically impaired persons are actively involved in the design process from day 1

Q6. Additional goals

- Good public transport especially by rail from Neston. Climate change, quality of life, safety, security and health
- The transport of containers of goods by rail to depots for local distribution by road would ease road congestion by big lorries and help with CO2 emission
- Lobbying for better train transport to/from large cities, should be your number one priority. It takes 1.25hours Cuddington to M/C. Ridiculous!
- Get people out of their cars and on to public transport
- Provide flexible on call public transport in rural areas. Encourage use of other forms of transport, walking, canals, rail.
- Age equality: the least choice is available to children & teenagers, who pay expensive bus fares (particularly 16-18's on full fares) but earn no money
- Provide better more affordable public transport
- Having some public transport
- Set specific goal to shift the same number of people but by more sustainable means. Everything else flows from this
- Public transport improvements should result in more people using the trains and buses and thereby reducing the number of cars on today's over-crowded roads
- Climate change goal should include the goal of reducing overall car use by cycle paths and improved pavements linking rural communities
- Greater encouragement to car share, walk to school schemes
- Tackling obesity enable people to walk and cycle to school and work
- Abolish car parking fees in all car parks to stimulate city trade (example) Cheshire Oaks, no one shops in Chester any more.
- If only the UK does these things it would be a drop in the ocean and a complete waste of time and money
- Maintaining green lungs eg meadows and fields at the entrances to Blacon and providing public open space - parks cycle ways etc
- Climate change is not caused by anything we currently do. It is the action of planets long-term cycle of change from cold (ice age) climate to warm (temperate) current climate over centuries
- Ensure Northwich is given same level of attention as Chester. Everything currently seems to be Chester and this must change.
- More efficient and more of hospitals/doctors/police
- Allow more decisions to be taken locally - too much centralised at present
- Implementation and understanding of good citizenship and recognition
- I am worried about the economic growth answer - as it looks like an excuse to build more roads
- Flexible transport options to enable flexible/mobile workforces for employers and businesses
- Like most 'thinking' people I am not in the slightest bit interested in 'national goals' I live in the lovely city of Chester!
- Raising the standard & quality of what we already have, rather than spend more on new initiatives.

- Recognise these are very strongly inter-related. Eg sustainable growth supported by a sustainable transport network (implies reliable etc)
- In the current climate, economic growth needs to be the highest priority. Taking action that creates integrated public transport system
- Ensure that transport provision is driven to meet people needs - not the other way around
- Reduction in noise pollution from improved road surfaces
- Do not compromise conservation area
- Do away with all cycle lanes. They are dangerous to cyclists and cause traffic jams
- Planning the needs for increased movement of people & goods stems from a lack of co-ordination between housing, employment & services. Improve this, reduce pressure. Think local
- Sustainable use of raw materials. Size of modern HGV's compared to existing roads
- How to accommodate increasing population
- Low cost bureaucracy/reducing bureaucracy ie lots which don't affect goals or have minimal effect
- All goals are aspirational rather than founded in reality/feasibility to achieve withdraw services loss of personal choice/freedom
- Cheshire being largely rural gives undue attention to the middle class, Tory votes horse riding elite - give a thought to the young, the unemployed and refugees
- Outside areas - play areas - should be clean and well kept flood light/CCTV tennis/football courts - no dogs clean area safe where children can play at reasonable cost
- A medium and long term policy rather than changing regularly due to party politics
- Ethical and moral education family support and guidance
- Improving what we have ie cleaner air, quieter residences, leisure
- Reduce pollution reduce waste no affordable housing plant trees no building at all on Greenfield sites
- Equality of opportunity is ranked 5 because the causes of in equality lie elsewhere in our political & financial systems
- Educate people that economic sacrifices have to be made, to improve the success of our challenges and goals
- Delegate to statutory organisations and reduce state intervention, remove barriers to industry & commerce

Q7 Other Highways and Bridge Maintenance Priorities

Rated as a high priority

- Bus route cover frequency and trains

- Maintain and improve prowl network and other non-motorised routes.
- Maintenance and improvement of public rights of way network
- Save cyclists lives by making the pavement a cycle way on the A540 around Two Mills - Ledsham area
- Cleaning roads and pavements of dead leaves etc to promote safety for pedestrians
- Empty full drain gutters and sweep highways of all leaves and other debris in the gutters before winter
- Pavement maintenance, such as hedge cutting and weed removal
- Maintain road signs
- Minimisation of street furniture/signage; and removal of redundant items
- Reducing the amount of signs on the roads will also improve safety
- Build Poynton by pass
- More & better access to parking at railway stations
- More parking areas required as side roads become congested
- Prompt "emergency" repairs & response
- Repairs to roads should be of a permanent nature not short term
- Road markings road signs central reserves/islands (cleanliness of)
- Lowering speed limits wherever possible
- Frodsham Bridge is a disgrace for at least the last 10 yrs it has needed painting. It is a dreadful entrance to Frodsham. I thought you were obliged to undertake the above?
- Noise reduction measures
- Pedestrian crossings - all should be controlled by lights
- Publish contact number for problem solving
- Reliability/consistency of journey modes to allow effective journey planning
- Removing obstructions such as bushes/trees from road signs and ensuring signs are well lighted
- Signage, quality of public transport facilities and car parks incl park and ride
- Need trees along the M56 - far too noisy to residents
- Upgrading existing 'b' roads

Rated as a medium priority

- Right of way maintained
- Please remember to maintain public off road footpaths
- Parking in rural areas
- A is covered in c & d. B not needed if c & d done
- Graveyards
- Improving traffic light phasing
- Remove sign clutter remove incorrect speed bumps

Rated as a low priority

- Slippery road surfaces in some of the lanes - worn surfaces

Other suggestions that were not given a rating

- Maintenance is for what we have now. We need better cycle /pedestrian junctions.
- Better street cleaning
- Cleaning footpaths
- Prune large trees and clean up leaves promptly in autumn
- Public rights of way across fields etc are highways and need maintaining and signing
- Street cleaning/rubbish removal
- Stricter rules on pavement - furniture eg post signs etc
- Cheshire minor roads must be some of the worst maintained roads in the country
- Ensure repairs are done properly and to a proper standard
- I am appalled at the condition of CWAC local roads compared with other local authorities
- Repairing pot holes
- We live on the B5152 it has never been re-surfaced in the 10+ yrs we have lived here
- 20mph schemes in residential areas, cycle provision improved
- Safety is paramount, allow local councils to decide where speed controls are
- Allow motorcycles to use cycle ways
- Bridges will collapse under newer heavier lorries
- Co-ordinate utilities to keep disruption to a minimum
- Gritting more village roads
- Help for residents who live on unmade roads and remote areas
- Keep all roadside green and plant trees
- Keep pavements free of cars and cycles
- Maintenance of trees alongside main roads would help to improve visibility etc
- More dropped kerbs for the disabled
- Need to separate pedestrians from vehicles same in rural area
- Pavements very dangerous. Not enough dropped kerbs
- Pedestrian areas should include footpaths which are heavily used such as Walmoor Hill often v treacherous
- Reduce light pollution by installing improved lamp design as and when replacement is needed
- Removing the 24 hour (flawed) licensing law is the only comment I can make.

- Spend money where its needed most Lache Lane, Catherine St,.N/Gate Street,etc,etc
- Winter gritting of footways and cycle ways essential.
- Winter maintenance/street lighting

Q8. Additional Issues/Comments

- Integrate transport (bus/train) so there is a reasonable service to London from Northwich/Winsford
- Provide public transport in the evenings from Neston to Chester similar to that provided to Liverpool.
- Improve rail transport
- A regular link bus to Hooton from Neston would be very good idea to encourage travel. If you made it free this would be useful. Advertising regularly what bus and train services are available with examples and special offers would also be

useful

- Reduce traffic noise near housing. Lay on extra bus services to Manchester, Liverpool, Chester and other work places at rush hour eg early morning and evening
- Encourage bus to use railways & canals/rivers to transport goods around the country
- Yes Sunday transport. Cannot get out on Sundays for leisure visiting, confined indoors
- That bus route should not all have to go down Sutton Way that A41 is not used to its full potential
- The bus service from Chester to Blacon via Highfield Road and Oakfield Road withdrawn without consultation. Each day two single deck buses one from each company follow each other around Blacon most of the time empty or with 1 or 2 people on board.
- Public transport services could be developed to encourage use. Regular and efficient services in well maintained clean vehicles. Consider more cross county rural services. Accessibility of services for elderly & disabled
- Access to M/c airport could be better from rural Cheshire.
- Better bus information including real time information. Better bus shelters and co-ordination of routes, service numbers.
- Real time, time of arrival displays at bus stops and railway stations to encourage people to use public transport. Decent minimum maintenance standards for buses and trains so that they are fit for purpose. More rural bus routes.
- Integration of various forms of transport is essential, as already happens in many continental countries.
- Work with public transport providers to ensure wherever possible that all suppliers integrate transport
- Ask railway stations such as Hartford to provide bike storage lockers, so that commuters can leave their bike at a station, without it being stolen, and commute by train
- Better integration of support services between CWAC and train operating companies leading to more effective service to traveling public
- The facilities for making journeys by mixed modes - bike and rail are insufficient.
- No mention of buses. Buses should be as comfortable as modern cars.
- Improvements to inter-urban bus and rail services, such that a wide range of destinations are served more frequently to offer a real alternative.
- Improvements to inter-urban bus and rail services, such that a wide range of destinations are served more frequently to offer a real alternative.
- Poor bus service Chester - Northwich or alternate Cuddington - Sandiway via Hartford.
- Improve public transport

- Maintain bus stop clearways pot holes on bus routes give poor quality of ride to passengers
- If Welsh & Scottish pensioners can travel free on English buses then English pensioners should be able to travel free on buses in Wales & Scotland
- Integration of public services rail/bus is poor. There are no links to Capenhurst station at all. Links to other rural line stations are infrequent and require going through Ellesmere Port bus station and changing
- Give serious consideration to the re-opening of rural railway stations ie Tattenhall
- Bus passes for college students from Chester to Ellesmere Port
- Pedestrians, cyclists (creating cycle lanes within cities/towns which do not end where the danger is greatest) and motorised transport can only function safely & efficiently where they are clearly separated. Cyclists equipped with a bell & lights by law
- Cycling must be increased by giving users every encouragement, street lighting is excessive should be decreased thus saving a lot of power
- Lack of pavements on roads linking rural communities eg between Gt Budworth and Comberbach
- Look at improving cycle network and encouraging more cycle use eg. 20mph zones near residential areas, (proven to work see bmj 2 Jan 2010. Improving cycle access on one way streets
- Improving safety on rural roads by the targeted provision of verges/footways for use by vulnerable road users
- Please improve cycle ways around Chester not just into the city centre. They should be for everyday getting around and not just for leisure. They need to be on main roads. Currently the car is king in Chester and cyclists come a very poor second or third.
- Emphasise safety of pedestrian cyclists and horse riders in all circumstances. far too many people are injured and killed on our roads. Much more publicity needs to be given by law to the need for responsible vehicle use.
- Reduction of signage on main roads - provide more cycle lanes - sensibly marked
- Pavements should be increased in number - some areas have no pavements even when there is residential development, this would encourage people to walk. There is too much street lighting in the middle of the night
- Increase use of new street lamps, which direct white light downwards to the roads, and not the orange lamps which lose a lot to the sides, creating light pollution
- Basic road infrastructure is poor in this area - few dual carriageways - has to be priority to bring this up to national standard
- Poor state of some local roads - pot holes in middle, large pot holes on edges
- Roads & pavements in Little Sutton are neglected & in a poor state of repair - the council doesn't care about us so nothing gets done

- Due to lack of gritting eg 2008 roads were very dangerous. Side roads should also be considered (for health and safety)
- My immediate concern is the present very poor state of the highways throughout the county
- Consider delegation, in some form, of local road repairs to town and parish councils
- Timely and good maintenance of roads will in the longer term result in lower overall maintenance costs. It is also beneficial to road users for safety and environment and reduction in damage to vehicles.
- Elderly pedestrians are particularly vulnerable with uneven pavements. Many rural or semi-rural pavements seem to go completely unmaintained, while town areas are regularly re-surfaced
- M56 between Helsby/Frodsham needs low noise surface next time it is resurfaced
- Grass cutting on A556 should be done more often. I struggle to see oncoming traffic on occasions have to edge forward to see - not safe given speeds on A556
- M56 is way too noisy and impacts on sleep. This needs to be urgently addressed
- We live on the B5152 we have been over 10 yrs and it has not been re-surfaced in all the time we have lived here
- Speeding cars is a big problem in Hoole. Cars are necessarily parked on pavements but people still drive crazily, I strongly believe a mandatory 20mph limit is required in this type of residential area
- Speed limits near schools and safe crossings
- Allow local councils to set up speed controls where they have to finance them
- Better control of speeding restrictions particularly in rural areas & villages eg more cameras
- Schemes that contribute to the regeneration of Northwich must be given priority. Chester is already a prosperous and high quality location. Northwich needs to be made the same to reduce the need for people to travel to and from Chester as much.
- What's wrong with turning back the clock eg horse/cart transport around eg Chester + towns - I would use that
- Elderly/disabled cannot easily access public transport - need car/taxis so access is important and parking vital for many + this is too limited. Parking as an issue needs addressing for access and economic viability
- Can CWAC look at the extensive evidence showing that the Dutch have very effective traffic calming systems in suburban areas (I don't mean taking trips to Holland)
- Promote rickshaw instead of motor taxis in city boundaries like in London
- Don't be caught out in your medium and long term planning by the probably rapid onset of climate change and its associated severe changes
- I live down Bachelors Lane which is a back road to Bishops school and mainly

used for pedestrians particularly school children. I think we need some traffic calming to discourage the mass of traffic at opening and closing times before a child is killed

- Parking in Neston town centre which has greatly reduced. A frequent bus service to Arrowe Park hospital for staff and patients. A new rail station at Prenton (proposed) to also service Arrowe Park hospital
- Prioritising areas based on need. Matching the level of repair, street lighting development of transport links to the areas that need it most. Local statistics about crime, highest number of road accidents etc should guide the way
- I live on Woodland Road it is like a car park especially by shops. Speed bumps don't work lunatics drive up & down road. Where are the police to capture, there is a pub, school & shops it is a matter of time before a drunk or kid gets hurt
- All are high priority difficult to split them up
- Improvement of the safety of the A559, including the refusal to allow rrs to construct a gasification plant which will add an additional lorry every 7 minutes during the working day.
- 1) Periodic reviews of directional signage through the eyes of strangers to the area.
- On street parking which is dangerous as it restricts the view of traffic waiting to access the main road from side roads. State of gutters on all roads which are dangerous for cyclists.
- To move towards safer/greener transport, comprehensive integrated transport options which are reliable and predictable are needed. Effective behaviour changes will not be achieved unless workers, businesses and citizens can plan and rely on alternatives
- Why is this questionnaire so biased towards 'new build' and extraneous stuff not relevant in any way to the situation of existing Chester City residents? So how much is it costing to carry out a pretty useless survey? Just to meet Government targets?
- Raise the standard of existing infrastructure and build on that as a solid foundation.
- Inter town links with off road cycle ways.
- Much more work to be done on changing hearts and minds (soft measures) and less on hard measures. Changing behaviour is the key to promoting sustainable transport.
- Welcome recognition of key links with Wirral. Encourage improvements to Bidston line. Consider need to strengthen public transport to Chester on west side of Wirral. Regret little in transport plan that directly tackles high per capita transport emission
- The people who run our transport systems should be asked to use public transport at least twice a month. I do not know any Councilors who use buses how can any speak if they don't ride on a bus
- Better management of HGV vehicles in rural and semi rural areas, which cause extensive damage to surfaces & endanger pedestrians & cyclists

- Not allowing large trunk HGV's to use c roads and only certain b roads as they are causing damage to trees near roads plus making roads unsafe also they go too fast
- Road works appear now to be based upon contractors convenience and economic working hours - compared with extended hours of weekend working - to reduce disruption of traffic movement
- Fly tipping - rubbish/waste removal from areas along side main roads
- A more common sense down to earth need - driven approach to the resolution of HGV's to country lanes without the over-ruling by bureaucracy
- As previously mentioned in order to meet 80% reduction in UK CO2 emissions by 2050 transport will look radically different and we need to encourage alterations to cars to a more sustainable system
- Stop 30 ton lorries using Middlewich Rd Northwich as a rat run to the motorway at all hours of day & night and very early morning (3am)
- I question the need to improve all aspects of transportation with the exception of rail.
- Next time you get out of your car look at the state of the road in the quarter where cyclists are meant to ride and draw your own conclusions. Oops! Sorry! You never get out of your car do you? Or only in the staff car park, Sainsbury's or your own drive!
- Frodsham swing bridge - a disgrace lets the whole town down
- Accurate timetables at bus stops. Extension of park and ride provision and in consequence reduce number of car parks and increase charges to encourage people. Abolish free after 3
- Control industrial developments which pollute the atmosphere and reduce or interfere with living qualities eg development in Connahs Quay
- I work at the countless of Chester hospital and we are not at the table because it is thought that the PCT/GPs represent health - not so
- I found the questionnaire difficult to respond to because of the grouping of the objectives - in some cases all objectives are high priority
- Better co ordination nationally and between road and rail. There is too much fragmentation I was not impressed with the quality of the questions
- Increase the time that parking is free from 10 minutes to 20 minutes - then I could run into a shop buy and leave without incurring a fine - I've stopped shopping in Chester because of this
- More drains on main roads to drain away excess main water or speed reductions to motorists soaking pedestrians!!
- Encourage people to share transport reward people to share park & ride services
- Improving rural 'b' roads particularly strengthening and 'white-line' marking the edges for improved safety
- Hoole road rail bridge needs a pedestrian walkway which is away from the passing traffic. At present the traffic is too close to the pedestrians on the pavements. A separate walkway is sorely needed

- Set up dedicated team to research the reason for 'accident black spots'. These must have a common cause, generally one related to road engineering (camber, lines of sight, surfacing, signage). For example why is M6 j16-18 an ongoing problem?
- Improve visibility at road junctions. Enforce traffic regulations eg no overtaking on double white lines. More anti-skid surfacing on dangerous bends. Reduce road signage clutter and have clear visible signage. Avoid excessive disruption to major routes
- Please refer to the attached natural England guidance on local transport plans and the natural environmental paper for key areas natural England advocate
- Improve car parking at stations ie Frodsham, Helsby. These stations car parks are proving inadequate. Putting extra pressure on roads in their vicinity
- Ensure new car parks or new bridges are opened as toll free. Maintain free bus passes for pensioners - will keep some traffic off roads
- As an association representing the haulage/freight sector continued development of freight transport plans are essential to reduce congestion/hence emissions and accept the importance of freight to the economy
- Use of road & toll taxes to directly fund public transport initiatives
- I reiterate - don't waste taxpayers money on police lay byes like those on A540

Appendix C

Businesses and Organisations that took part

Ainsley Gommon Architects Birkenhead
Aldford Saighton & District Parish Council
Allostock Parish Council
Arriva North West and Wales
Arthritis Care Winsford/Northwich
Bam Nuttall Ltd
Barlows Uk Ltd
Barrats Coaches Ltd
Bibarrowmore Ltd (By Guarantee)
Blacon Disability Group
Bloor Homes
Boughton Heath, Vicars Cross and Overleigh Community Action Forum
Bronington Community Council
Broxton District Parish Council
Broxton Local Community Forum
Bulkeley And Ridley Parish Council
Campaign to Protect Rural England
CH64
Cheshire & Warrington Rural Partnership
Cheshire Community Action
Cheshire East Council
Cheshire Local Access Forum
Cheshire Local Access Forum; Trail Riders' Fellowship
Chester Cathedral
Chester Cycling Campaign
Chester Renaissance Board
Christleton Parish Council
CWaC, Specialist Environmental Services
CWP NHS Trust
Cycling Touring Club Chester & North Wales
Developing Marketing Opportunities by Transport
Dutton Parish Council
English Heritage, North West Region
Environment Agency Wales
Eric Wright Group Limited
First Potteries Ltd
Forum Housing Association

Gravitas Interiors Limited
Groundwork
Grow How UK Ltd
Guilden Sutton Parish Council
Halton Borough Council
Handbridge Residents Council
Hartford Civic Society
Helsby Local Community Forum
Helsby Parish Council
Huxley Parish Council
Information Commissioner's Equality Projects Officer
Integrated Transport Service (Shared Service CWaC & CE)
KCP Executive Travel
Kennedy Ryder
Lach Dennis Village Hall Committee
Little Leigh Parish Council
Liverpool John Lennon Airport
M53 Ford
Manley Parish Council
MCFS
Merseytravel
Mid Cheshire College
Mid Cheshire Community Rail Partnership
Mid Cheshire Hospitals NHS Foundation Trust
Middlewich Vision
Ministry of Defence
National Express
Natural England
Neston Town Council
NHS Western Cheshire
Norley Village Hall
North West Transport Roundtable
Northern Rail
Older Peoples Resource Network, (Age Concern Cheshire)
Plumley with Toft & Bexton Parish Council
Public Transport Liason Committee
Reaseheath College
Road Haulage Association Ltd
Saltney Mold Ward
Saltney Town Council
Shocklach Oviatt and District Parish Council
Sustrans
Tattenhall & District Parish Council

Taylor Wimpy UK Ltd
The COAL Authority, Nottinghamshire
The Emerson Group
The Ramblers Vale Royal And Knutsford Group
The Waterways Trust
Threapwood Parish Council
United Utilities Water plc
University
Vauxhall Motors Sports & Social Club
Visit Chester & Cheshire
Wardell Armstrong
Weaverham Civic Trust
Weaverham Local History Society
Westminster & Rossmore Childrens Centre
Whitby Groves Sutton and Manor Community Forum
Widnes Commercial Motors Ltd
Winsford Area Partnership Board
Wirral Society
Wirral Transport Users Association, Neston & District
Youth Parliament UK, Cheshire West and Chester Group