

**Government Office for the South West**  
London to South West and South Wales  
Multi-Modal Study  
Participation Report No.2  
Local Workshops, Autumn 2000  
February 2001



**Halcrow**

Burderop Park Swindon Wiltshire SN4 0QD  
Tel +44 (0)1793 812479 Fax +44 (0)1793 845970  
[www.halcrow.com](http://www.halcrow.com)

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**Contents Amendment Record**

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
07	0	Participation Report No.2 DRAFT	28/01/01	MBr
07	1	Participation Report No.2 DRAFT FINAL	31/01/01	MBr
07	2	Participation Report No 2 FINAL REPORT	16/02/01	MBr

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# 1 Introduction

## 1.1 *Context*

1.1.1 Halcrow was appointed by the Government Office for the South West (GOSW) in March 2000 to undertake the London to South West and South Wales Multi-Modal Study ('SWARMMS' – South West Area Multi-Modal Study). The overall aim of the study is to make recommendations for a long-term strategy to address passenger and freight transport needs within the key transport corridors between London and South West of England and South Wales (M3, M4, M5, A303, A30, A38 and the parallel rail routes).

1.1.2 This will include, as and where appropriate, plans of specific interventions to address existing and predicted strategic transport problems in the study area, looking in particular at opportunities for reducing congestion by better management and modal shift, as well as options for taking forward focused improvements.

1.1.3 A comprehensive programme of stakeholder participation is included in the study process, involving workshops of invited stakeholders from across the study area and from a mix of involved and interested organisations. Workshops have been targeted at local and regional participants. The purpose of these workshops is to combine regional and local lay knowledge with regional and local expert and professional knowledge. Sustainable Futures, sub-consultants to Halcrow, lead the participation aspects of the study.

1.1.4 The Participation Programme for the Study has four phases. They are:

- Inception and Scoping Phase
- Problem Identification Phase
- Option/Solution Development Phase
- Recommendation Phase

## 1.2 *Local Workshops*

1.2.1 The first six local participation workshops were held in September and October 2000. The workshops sought to provide inputs to the problem identification and option/solution development phases of the study, initially as part of developing

the overarching strategy. A second series of local workshops will be held later in the study process, when more detailed action plans are being developed.

### 1.2.2

Local workshop locations and dates in this first stage were:

- Bristol (26<sup>th</sup> September 2000);
- Reading (27<sup>th</sup> September 2000);
- Swindon (2<sup>nd</sup> October 2000);
- Andover (3<sup>rd</sup> October 2000);
- Yeovil (4<sup>th</sup> October 2000); and
- Plymouth (5<sup>th</sup> October 2000);

### 1.2.3

The outline 'local' area (geographic portion of the study area) considered by each workshop is shown in Figure 1.1.

## 1.3

### ***This Report***

### 1.3.1

This report describes the outcomes of the six 'local' workshops held in the autumn of 2000.

### 1.3.2

Chapter 2 considers the workshop process, describing the attendees and attendance at the sessions, as well as the tasks carried out. Chapter 3 includes summary discussion of the problems and issues identified by the participants. Chapter 4 indicates the priorities participants placed on the various problems and issues, and outlines some of the solutions suggested.

### 1.3.3

There are three appendices.

- Appendix A lists the stakeholders who attended the workshops;
- Appendix B details the design of workshop process; and
- Appendix C contains detailed outputs from each workshop.



FS-5217-00007 LONDON TO SOUTH WEST AND SOUTH WALES MULTI-MODAL STUDY

**Study Area**  
(showing local workshop areas)

## 2 Workshop Outline

### 2.1

#### *Aims*

#### 2.1.1

The overall aim of the workshops was to enable people with detailed local knowledge to contribute their experience and information to the study, and as a consequence to collect views on:

- local problems and issues to do with the study transport corridors; and
- possible solutions to the problems.

### 2.2

#### *Attendance*

#### 2.2.1

In line with the requirements of the study brief and the Government's Guidance on the Methodology for Multi-Modal Studies (GOMMMS), invitation lists to all the workshops in the SWARMMS study have included stakeholders from seven stakeholder groups. These are:

- local and other statutory authorities;
- business groups;
- citizen groups;
- environmental groups;
- health and community groups;
- organisations involved in transport operations; and
- transport user groups.

#### 2.2.2

A total of around 700 invitations were sent to the six local workshops. Of these, around half were to people targeted because of their specific local knowledge. The remainder went to those who had previously been invited to the sub-regional workshops held in July 2000, giving them with the opportunity to attend as many of the local workshops as they want – either in person or to nominate appropriate replacements.

#### 2.2.3

A total of 135 people participated in the six workshops. Individual workshops were attended as follows:

- Bristol 22
- Reading 19
- Swindon 25

- Andover 10
- Yeovil 30
- Plymouth 29

2.2.4 Attendees at the workshops included a mixture of stakeholders participating in the study for the first time and those who had attended one or more sub-regional workshops in July 2000. In addition to this, members of the study team from GOSW and Halcrow observed at each workshop.

2.2.5 Appendix A has details of attendees.

### 2.3 *Tasks*

2.3.1 The workshops were held late afternoon/early evening and ran for 3½ hours. There were three main parts to each workshop:

- Introduction and overview to the study and participation process;
- Session 1 – Looking at the present and prioritisation of issues; and
- Session 2 – Solutions and options for the future.

2.3.2 Further details of the workshop design can be found in Appendix B.

#### *Introduction and overview*

2.3.3 In the introduction, the programme of stakeholder participation was outlined by Sustainable Futures and an overview of the SWARMMS study was presented by Halcrow.

#### *Session 1 - Looking at the present and prioritisation of issues*

2.3.4 Participants worked in small groups, each group including participants from a mixture of the seven stakeholder types. The groups were asked to identify:

- what is currently working well in the local workshop area in relation to the study transport corridors considering all forms of transport patterns and practices; and
- what are the current problems in the local workshop area.

2.3.5 The groups were encouraged to write their ideas on flip charts provided, and summarised their main findings to the whole workshop as a short verbal report.

2.3.6 During the report back process, the comments were written onto large-scale maps of the workshop area by facilitators (map scale approx 1:40,000). The aim of this was to geographically identify (where appropriate) the issues being discussed. In order to prioritise the problems and issues identified, participants were then invited to place small sticky dots on the maps, on the most important issues to them. Participants were given a 'budget' of dots, but could choose how to allocate them throughout the range of problems and issues identified.

*Solutions and possible options for the future*

2.3.7 Having identified the problems for each workshop area, and participants had been invited to prioritise the issues, the prioritised issues were used as a basis for setting the agenda for discussion on solutions in the second part of the workshop. The highest ranked issues were then addressed by re-forming the workshop into self-selected working groups to look at each of the prioritised issues. Groups considered:

- the effects/impact of this issue; and
- to outline what they see as the possible solutions.

2.3.8 The responses were again recorded on flip charts and summarised to the whole workshop as a verbal report.

## 3 Problems & Issues

### 3.1 *General*

3.1.1 Across all workshops, there was general agreement on a number of issues. These included:

- There is mostly good road and rail provision for east-west movements, and the networks work well off-peak; but
- Provision of road and rail is less good for north-south movements and there are problems at peak times;
- There were high levels of dissatisfaction with overall public transport provision at all workshops; and
- Unreliability of journey times by road and rail are a source of frustration.

#### *Roads*

3.1.2 All workshops identified improvements in road management coupled with some specific infrastructure improvements to reduce congestion and make better use of the existing network. New roads were not generally seen as the solution.

#### *Public Transport*

3.1.3 All workshops spoke of the need for improving public transport provision particularly the possibility of more buses in rural areas. Such provision would be expected to reduce car usage and hence ease congestion, and provide economic and social benefits through reducing isolation in rural areas.

3.1.4 The need for greater and easier availability of information on services was expressed at all workshops, with more use being made of modern technology to provide 'real time' information.

#### *Rail*

3.1.5 The east-west long distance routes are considered to work well but are expensive. There were many calls to increase services and improve the network, particularly between Salisbury and Exeter and in Cornwall.

#### *Cycling*

3.1.6 The cycle network has been improving but there are many gaps in the network.

### 3.2

#### ***Andover Workshop***

#### 3.2.1

The Andover area, being between major population centres to the south such as Bournemouth, Southampton and Portsmouth, and Oxford and Reading to the north, suffers from rat running on non-dualled 'A' roads, when main routes such as the M3, the A303 and A34 become congested. Suggestions for solutions included demand management measures such as HGV restrictions, ramp metering and varying speed limits. There was concern over a new freight terminal being built near Southampton that would lead to increased road freight travelling north-west through Salisbury and north-east towards London, causing further congestion and pollution on roads in the area.

#### 3.2.2

Rail in the area suffers from lack of train path capacity west of Salisbury due to the long single-track sections on the route to Exeter. Eastwards (to London), on-train overcrowding is an issue, particularly as no new train paths are available. Dualling the track west of Salisbury would increase both passenger and freight movements. In the London area solutions offered included rebuilding Waterloo station so it could take longer trains, as the UK gauge appears to preclude the use of double deck trains. Other suggestions included improving public transport interchanges and concentrating new developments close to such interchanges.

### 3.3

#### ***Bristol Workshop***

#### 3.3.1

Much is working well in the Bristol area with examples being the Avon Ring Road offering a good opportunity for traffic management, the HGV lane on the Avon Ring Road, good interregional rail and air links, and a good Royal Mail interchange at Filton. Amongst the many suggestions for improvement was the improved integration/management of the system, and a city-wide passenger transport executive was suggested as a facilitator. Other suggestions included:

- better joining of cycle links;
- dedicated cycle routes to and from public transport interchanges;
- European style LRT with multi modal interchanges;
- more use of coastal shipping and ferries;
- dedicated rail commuter services in the Bristol area; and
- more park and ride schemes at Cribbs Causeway, Temple Meads and Bristol Parkway.

### 3.4

#### ***Plymouth Workshop***

#### 3.4.1

Discussions at the Plymouth workshop were characterised by the relative isolation of the area:

- on the edge of the motorway and rail networks with the long term lack of investment in rail infrastructure leading to lower standards of service and accessibility than elsewhere in the study area;
- yet also on the edge of the sea but this benefit not being capitalised on due to poor public transport and freight links to Plymouth port;
- a higher proportion of rural communities with poor public transport links creating dependency on the car and consequential isolation for non car owners and the disabled, leading to social exclusion; and
- a higher dependency on air links from Exeter and Plymouth for interregional travel and connections to Gatwick and Heathrow.

3.4.2 The two largest single issues were how to:

- manage traffic around Dobwalls village, where the Eden project is already increasing traffic flows and adding to the already high atmospheric pollution levels; and
- improve congestion and safety over Goss Moor.

3.4.3 For public transport, much was suggested that could be done to encourage usage. Suggestions included:

- more collaboration between all modes (taxis, bus, rail) and less unhelpful competition;
- integrated/intermodal ticketing;
- improve the facilities at Exeter and Plymouth bus stations; and
- subsidies to encourage more provision/use in rural areas.

3.4.4 Rail improvements to the infrastructure and services west of Exeter were called for along with the reintroduction of links between Okehampton, Exeter and Tavistock.

3.4.5 With respect to freight, a more long term strategic view is required as to how freight can be moved in and out of the region. Intermodal freight depots at Roche Tavistock junction, Plymouth (link to port) and the Skypark at Exeter, and whether to increase the rail gauge from Dawlish westwards were seen as positive ideas.

3.4.6 Whilst improvements to the airport at Exeter were welcomed, more needs to be done. Safety risks are seen to be associated with Plymouth airport, as flights

necessarily pass over residential areas, similarly for the Penzance Heliport with its proximity to local roads.

3.5

### ***Reading Workshop***

3.5.1

Reading's central position in the Thames Valley, its position as a major rail hub, and its proximity to Heathrow and London has led to economic success. The area now sees itself as 'a gateway to Europe'. However, that success is now having its downside as the area is very congested. The economic/employment cycle that has caused this is:

- economic prosperity leading to
- higher house price rises which leads to
- shortage of labour in the Reading area which leads to
- more commuter traffic as workers travel in from cheaper residential areas.

3.5.2

The bus network in Reading is good but performance is suffering as buses get caught up in congestion.

3.5.3

The M4 suffers from peak hour congestion. Suggestions with respect to congestion revolve around demand management, including penalties for car use, and better linkage of business parks, schools and the University with public transport systems.

3.5.4

Ideas for better integration of travel modes include through ticketing to include taxis to guarantee journey completion, better quality partnering between bus, rail and other operators, easier cycle facilities and pleasant and safe waiting areas.

3.5.5

With respect to rail, Reading railway station is at capacity, and there is a need (and desire) for major improvement to the station, such as a rail under or overpass to increase capacity. New stations throughout the area and increased train capacity through longer trains or double-deckers were also mentioned. Rail access to Heathrow could be improved by a Eurostar connection, Great Western main line improvement and connections to the Southern/Waterloo line via Staines and the western chord via Hayes. The LIFE project (London International Freight Exchange – multi-modal freight terminal near the M4/M25 interchange) was welcomed.

- 3.6 ***Swindon Workshop***
- 3.6.1 Swindon and the surrounding area benefits from very good east-west road and rail connections. Connections north-south are much weaker with road speeds in Wiltshire (south) generally not possible above 40 mph. There is no southern rail link. To the north the A419/A417 improvements have helped, but the Swindon-Kemble-Stroud-Gloucester rail line is slow due to single track in parts.
- 3.6.2 The east-west connections have made Swindon a desirable business location, however this has not been matched by the quality of residential provision, so many professionals live outside the area and commute in mainly by car.
- 3.6.3 Public transport links to Cheltenham, Gloucester and Kemble station (to/from Cirencester) are poor. The first Park and Ride scheme has become operational in north Swindon and is good but more are needed.
- 3.6.4 Cycle path and walkway provision is good in new development areas, but rural access and access for the disabled is not good.
- 3.6.5 Suggestions for the way forward call for restraint on future major green-field employment and housing development, and suggest making the centre of Swindon more residentially attractive.
- 3.6.6 Investment in rail should centre on additional tracks between Didcot and Wootton Bassett (from 2 to 4 tracks), dualling the Swindon-Kemble-Stroud line, a rail flyover at Wootton Bassett, re-opening Marlborough through to Andover line, and re-opening of local stations.
- 3.6.7 With public transport, local travel patterns are not well understood and parish by parish data would help clarify needs. The demand responsive bus (the 'Wiltshire Wigglybus') has been successful and should be developed. Coach services to London are good but fully integrated bus/coach/rail services from the south west to Birmingham and the north west are needed. The development of existing rail/bus/coach routes was expressed as a preference ahead of building new or widening old roads.
- 3.7 ***Yeovil Workshop***
- 3.7.1 The dualled roads such as the A303 and M5 serve the area well but suffer problems at peak and seasonal times. Main rail links are also good with two main

lines through the area. Access to Bristol and Exeter airports are good but destinations are limited.

3.7.2 As in other parts of the study area, public transport suffers from lack of 'vehicle accessibility', availability of information and integration both locally and nationally.

3.7.3 For cyclists there is a difference between counties on their approach to cycling paths and speed control. Safety issues arise from other vehicles going too fast and low awareness of cyclists.

3.7.4 With respect to freight the area is a through link for freight from the south coast, and rather like the adjoining Andover workshop area, suffers from 'HGV rat running'. HGV traffic running north from the A303 at Ilminster via the A358 to the M5 creates noise, pollution, and disruption to village life along its route. The lack of driver facilities on nearby trunk roads may be a contributing factor. Also, increasing the rail freight facilities and developing a roll-on roll-off trailer facility at Southampton for north/south freight would help take freight off the roads. In this vein linking the Exeter canal to the English Channel was also suggested.

3.7.5 With the area having to endure a lot of through traffic for little local benefit, there was a call for government to make decisions on policies outside local control, for example policies that would encourage local production and local distribution.

3.7.6 Whilst the main rail lines work well, the Salisbury-Exeter line, the Bournemouth-west line and Bristol-Weymouth lines are weak links in the network.

3.7.7 The non-dualled sections of the A303, (the Sparkford/Ilminster, Ilminster bypass and Ilminster/Honiton sections) cause severance of villages, delays and accidents, which lead to 'rat running'.

### 3.8 *Reference to the Government's objectives (the 5 criteria)*

#### *Environment*

3.8.1 Concerns about the environmental impact of current transport arrangements were expressed at Plymouth, Reading and Yeovil. At Plymouth specific concerns were expressed about the environmental impact of air travel. At Reading concerns focussed on the consequences of the density of development, with the proximity of motorways to housing creating noise, air quality and severance from countryside issues. Noise pollution is also a problem in the Yeovil area.

3.8.2 *Safety*  
Safety issues were raised at all workshops ranging from the general issue of ‘the car mind set problem’ which makes it hard for drivers to think about the consequences of their speed and the necessity for all journeys, to specific local issues. In Salisbury there is a concern over vulnerable road users and safety problems in critical (unspecified) areas. In Plymouth the air travel safety issues with Plymouth airport and the Penzance Heliport are detailed above. There is a lack of safe routes for cyclists e.g. Landrake to Plymouth. Safety issues for cyclists also came up at Reading (lack of safe storage in public places) and Yeovil (mentioned above). On the roads there are safety issues at Indian Queens/Dobwalls, on the A303 in the Yeovil area and the A38/A380 junction near to Exeter.

3.8.3 *Economy*  
The economy came up as an issue at the two economic extremes of the study area; the economic success of the Thames Valley area has a downside in high levels of congestion, and in Plymouth problems with connections to centres of economic activity are adversely affecting business. Poor public transport provision in rural Devon and Cornwall contributes to economic deprivation.

3.8.4 *Accessibility*  
The poor public transport provision in Devon and Cornwall, both rural and in cities, particularly disadvantages the young who are not able to afford alternatives such as cars or taxis. Rural transport was also cited as a problem at the Andover and Bristol workshops. The difficulties of the disabled in accessing all types of vehicles was stated at Plymouth and Yeovil, with the inaccessibility of railway rolling stock being stated at Andover, including for cycles, and Swindon.

3.8.5 *Integration*  
The greatest issue, mentioned many times at all workshops, is integration. A résumé of the main points is given below:

- general lack of integration and intermodal facilities everywhere, particularly for bus/rail interchange, freight, and cycles on trains;
- lack of information particularly for public transport;
- lack of through ticketing (and systems not user-friendly); and
- better bus stations were requested at the Andover workshop, and for Exeter and Plymouth.

## 3.9

**Summary**

## 3.9.1

All workshops agreed on some things that are working well, and had some common problems. These are detailed in Tables 3.1 and 3.2. Each workshop identified and discussed issues specific to its local situation and these are described in chapters 4-6. Note that more detail of the findings of individual workshops is contained in Appendix C.

**Table 3.1: Working well in more than one workshop area**

<b>Working well</b>	<b>Andover</b>	<b>Bristol</b>	<b>Plymouth</b>	<b>Reading</b>	<b>Swindon</b>	<b>Yeovil</b>
<u>ROAD</u> East west routes, M4 and M5 generally work well	✓	✓	✓	✓	✓	✓
<u>PUBLIC TRANSPORT</u> Park & ride schemes work well		✓	✓	✓	✓	
<u>RAIL</u> Long distance routes work well but expensive Some improvements in services and numbers of seats needed	✓ ✓	✓		✓	✓ ✓	✓
<u>CYCLING</u> Cycle network increasing	✓	✓		✓	✓	

**Table 3.2: Problems in more than one workshop area**

<b>Problems</b>	<b>Andover</b>	<b>Bristol</b>	<b>Plymouth</b>	<b>Reading</b>	<b>Swindon</b>	<b>Yeovil</b>
<u>ROAD</u> Safety problems in some areas Capacity problems at peaks North-south links poor Conflict between east-west and north-south road movements Would like to see less freight on roads and more on rail Too many HGVs on sensitive/village/residential roads Lack of intermodal facilities including freight exchange	✓ ✓ ✓ ✓ ✓ ✓ ✓			✓ ✓ ✓	✓ ✓	✓ ✓ ✓ ✓
<u>PUBLIC TRANSPORT</u> More information required Limited public transport provision in rural areas	✓ ✓	✓ ✓	✓ ✓	✓ ✓	✓ ✓	✓
<u>RAIL</u> Lack of north-south routes Unreliability, not enough services, congestion on network and inadequate freight services	✓ ✓	✓	✓	✓ ✓	✓ ✓	✓
<u>CYCLING</u> Generally not enough provision and gaps in network	✓	✓	✓	✓	✓	✓

## 4 Participant Recommendations

### 4.1 *Prioritised issues and solutions*

4.1.1 Having identified the problems for each workshop area, participants were then invited to prioritise the issues as a basis for setting the agenda for discussion on solutions in the second part of the workshop. The highest ranked issues were then addressed by self-select working groups to look at:

- What is the effect or influence of this issue?
- What are possible solutions?

4.1.2 Issues given the greatest priority by the participants at each workshop are detailed in Table 4.1.

**Table 4.1 : Issues prioritised by participants at each workshop**

Andover	Bristol	Plymouth	Reading	Swindon	Yeovil
Road capacity issues	Disjointed cycle links	Integrated public transport	Rail capacity and Heathrow link issues	Issues around Swindon	Rail solutions
Public transport issues	Under-used rail infrastructure and LRT	Lack of intermodal freight facilities	Congestion issues	Rail capacity	Access and accessibility for all
	Road congestion in and around Bristol	Rail – missing branch lines and main line delays	Integration issues	Rural access	The non dual carriageway sections of the A303
	Rail under-investment	Bus services		A417/419 link, M4 to north	
	Integration	Dobwalls bypass and Goss Moor			

4.1.3 Solutions were then outlined by groups of stakeholders under the broad headlines of each prioritised issue.

4.1.4 Issues that have no specific geographical basis that received strong support included:

- investment in public transport in general (and in particular to improve rural transport and links to existing rail services);

- improvements to passenger information; and
- better and more efficient integration between modes of transport, including intermodal freight and passenger facilities.

4.1.5 It is difficult to draw other suggested solutions without going into further detail, as most were defined with respect to the local issues. The points suggested have been summarised in the workshop specific sections of Appendix C.

#### 4.2 *Summary*

4.2.1 The local workshops have yielded a mixture of study area-wide and local problems, issues and solutions. The problems and issues identified feed into the derivation of objectives for the study and form part of the appraisal process.

4.2.2 Where appropriate, solutions will be included in the strategies that are taken forward through the appraisal process.

## Appendix A

Workshop Attendees

**BRISTOL**

26/9/2000

Dilys Skilleter	Bristol Area SERA	Barrie Hodson	Freight Transport Association
Tony Howell	Bristol Civic Society	Pat Hockey	South Gloucestershire Council
George Gardiner	Bristol District Bus Users Group	Nigel Hammond	South Gloucestershire Council
B Lomas	Light Rail Transit Association	John Walker	Taunton Minehead Rail Link Company
Peter Gould	Ramblers Association	Kevin Hodgson	MVM Planning
Tony Hathaway	Sevenside Unit	Sian James	Prism Rail
Bob Castelijn	Mayer Brown Limited	Mike Birkin	Sustainability South West
Wyn Davies	Bristol City Council	Claire Gibson	RDA
Bryan Smith	Bristol Port Company	Nicola Redwood	Forum for the Future
David Redgewell	Transport 2000	John Winterson	Transport 2000
Barry Smith	Environment Agency	Helen Kettle	Avon Health Authority

**READING**

27/9/2000

Barry Dellar	ACTVaR	Martin Smith	Railway Development Society
Steven Tillman	Argent	Chris Lines	Transport Research Laboratory
Roz Deeming	Environment Agency	Mike Boden	Thames Trains
Pat Baxter	Reading Borough Council	Michael Leavey	Transport 2000
Sgt Peter Oliphant	Thames Valley Police Headquarters	Susan Ensor	Royal Borough of Windsor and Maidenhead
John Dawson	South East Forum for Sustainability	John Booth	Berkshire Friends of the Earth Network
Janine Barber	CPRE	Scott Witchalls	CBI SW
Doug Thorogood	Federation of Small Businesses	Jerry Mahany	PB Kennedy Donkin (HA)
Stuart Hylton	Joint Strategic Planning Unit	Nigel Rose	Transport 2000
P Caunter	Pedestrian Association		

**SWINDON**

2/10/2000

Eddie Bedwell	21 <sup>st</sup> Century Forum	Michael Barnes	Swindon Borough Council
Alistair Goldie	CPRE	Andy Anderson	Voluntary Action Swindon
Kate Freeman	SW Sustainable Transport Roundtable	Evelyn Ryder	Thamesdown Dial a Ride and Community Transport
Helen Powell	Swindon Borough Council	Anna Marsden	Wiltshire Community Foundation
Ioan Rees	Swindon Borough Council	F Millard	Lower Stratton Parish Council
Peter Dawson	GOSW	John Osbourne	Wiltshire County Council
Christine Shine	Transport 2000	Carl Watsongandy	Stanton Fitzwarren Parish Council
Richard Hailst	Haydon Wick Parish Council	Iona Cameron	Cotswold District Council
Neil Butters	Okus Area Residents Association	Mike Kerton	Cotswold District Council
Neil Jones	Pipers Area Residents Association	G Barnes	Pipers Area Residents Association
P Harden	Rodbourne Cheney Residents Association	Philip Powley	Swindon and Cricklade Railway Society
Ann Clitheroe	RSPB	Linda Jewell	Swindon Borough Council
Zena May	South Marston Parish Council		

**ANDOVER**

3/10/2000

P Thomas	Cycle Touring Club	Ron Harrop	CPRE
John Archer	NFU SE Region	Phil Dominey	South West Trains
Barry Stringer	Salisbury FoE	John Osbourne	Wiltshire County Council
Mark Lambert	Basingstoke & Deane Borough Council	David Linsell	Test Valley Borough Council
David Peacock	CPRE	Phil Marshall	Hampshire County Council

**YEOVIL**

4/10/2000

Adrian Welsh	Dorset County Council	Howard Thomas	West Dorset Borough Council
David Ellis	Kingsdown Parish Council	Nigel England	Seavington Parish Council
Douglas Campbell	Somerset County Council	Julian Freke	Yeovil Town Council
Andrew Turpin	South Somerset District Council	Tim Carroll	Somerset County Council
P Smart	Somerset Fire Brigade	Chris Young	Somerset County Council
Roy Sims	South Petherton Parish Council	Bob Dolbar	Master Magna Parish Council
Philip Higginbottom	South Somerset District Council	Sam Crabb	Avon and Somerset Police Authority
Robin Cassell	Taunton Chamber of Commerce	Kevin Whiting	South West Trains
Ralph Willoughby-Foster	Taunton Dean Borough Council	Spencer Drinkwater	Wiltshire County Council
C Cameron	Whitelackington Parish Council	Philip Horsington	Tintinhull Parish Council
Henry Best	CPRE	Tony Capozzoli	South Somerset District Council
Alan Rafelt	Environment Agency	Clive Davis	South Somerset Disability Forum
Sian James	Prism Rail	Colin Winder	Wincanton Town Council
Norman Brown	Transport 2000	John Farley	South Somerset District Council
John Walker	Transport 2000 and Taunton/Minehead Rail Link Company	Alan Mann	Wincanton Town Council

**PLYMOUTH**

5/10/2000

Jane Perriss	Cornwall Healthcare Trust	Jack Pomfret	Cornish Disability Forum
G Warder	Motorcycle Action Group	June Hackett	Cornish Disability Forum
Tim Jones	Plymouth Chamber of Commerce	Catherine Cook	Penwith DC
Anna Hoyle	Community Projects Trust	Heather Wheeler	Friends of the Earth
John Fawdrey	CPRE	Donald Halstead	CPRE
Colin Woodman	Cyclists Tourist Club	Chris Watts	CBI
Constable Ian Tanner	Devon and Cornwall Constabulary	George Hosking	Dobwalls (Cornwall County Council)
John Wardle	Environment Agency	Malcolm Bradley	Dobwalls (Parish Council)
Adrian Beaumont	Highways Agency	Graham Olun	Dobwalls (Parish Council)
Ian Parsons	Highways Agency	Neill Mitchell	Plymouth Chamber of Commerce
A Dyer	Plymouth Chamber of Commerce and Industry	Martin Taylor	Dene LA21
Bob Houghton	Prism Rail	John Hummel	Dartmoor Railway
Peter Brunt	Torbay Council	Lloyd Hutchings	Dartmoor Railway
Don Allen	Transport 2000	Philip Watts	Transport 2000
David Redgewell	Transport 2000		

## **Appendix B**

Workshop Design

## Outline Design for SWARMMS Local Workshop

Workshop sessions begun at either 4:45pm or 5:45pm, finishing at 8:30pm and 9:30pm respectively (depending on venue availability). Example shown has a 5:45pm start:

5.45pm Refreshments

### 6:00pm Introduction to the workshop: Domestics and Agenda

Purpose of the workshop:

- To enable local people to contribute to the SWARMMS Study.
- To hear about local problems and issues within the rail/road corridors.
- To hear possible local solutions to the problems.

Context setting:

- Input by Halcrow: The Study and how the Local Workshops fit in.
- Definition of the Local Workshop Area.
- Brief questions.
- Note that Groups record their discussion on flip charts and prepare for a short verbal report at the end of the session of clarification and fact.

6:20pm Facilitators introduce guidelines & tips for self-managing small group work.

### 6:25pm Task 1

In small 'maximum mix' groups of 7-8 participants, group members introduce themselves.

Groups explore:

- What is currently working well in the Local Workshop Area in relation to the SWARMMS Study Corridors? (considering all forms of transport patterns & practices)
- What are the current problems ?

7:00pm Report back from Groups – the facilitators map key issues on prepared boards which relate feedback to specific geographic locations. General issues, which do not relate geographically are also recorded.

7:20pm Participants prioritise the issues by 'voting' with coloured sticky dots.

### **Break**

Finger buffet with tea & coffee etc.

Facilitators review the voting, cluster issues and identify those issues with the most votes.

### **7:55pm Task 2**

Each group will be asked to focus on one of the prioritised issues with the aim of brainstorming possible solutions and options. Groups will be asked to prepare a short report to feedback to the next session.

8:40pm Report back from groups followed by facilitated discussion and reflection (output-recorded on flip charts).

### **9:20pm Next Steps**

9:25pm Evaluation - Distribution of feedback questionnaire.

9:30pm Workshop ends.

## Appendix C

### Detailed Workshop Outputs

Note that the information contained in this appendix has been taken directly (and largely unabridged) from the flipchart notes made by participants. As such, there may be some abbreviated comments and repetition.

## WORKING WELL

### ROAD

- Inter-regional motoring
- Motorway network OK outside Bristol M4/M5, opportunity through ring road to manage movement (prioritise traffic)
- Park and ride is good
- HGV lane on Avon Ring Road
- Urban traffic control – OK
- Bus lanes OK
- Motor cycle use good and taxis

### PUBLIC TRANSPORT

- P & R (rail)
- P & R (bus) – choice
- Bus lanes – OK

### RAIL

- Portbury Dock link
- Rail refranchising is an opportunity, review and learn lessons from the past
- SW to London, speed/reliability good, price not
- Henbury Line – freight
- Main system OK
- Bikes on trains is good
- Primary route network - good for freight
- Bristol – Exeter and beyond fairly good frequency of services
- Royal Mail has good interchange at Filton saving thousands of short road journeys
- Rail link to and from London good most of time
- Good passenger rail frequency from Bristol, to Paddington (half hourly)
- Cardiff – Portsmouth service has improved over the years – reasonable connections to North

### AIR

- Choice of scheduled flights

### WALK/CYCLE

- Bristol – Bath link
- Pill link
- Bristol – Bath cycle route
- Cycling long distance OK, short routes disjointed

## PROBLEMS

### ROAD

- Motorway ‘box’ around Bristol
- Interregional freight
- Intermodal freight funding?
- Local traffic on M/Way

- Freight in small communities – unsuitable roads
- Congestion – knock on effects for everyone

## PUBLIC TRANSPORT

- Ferry service (Bristol Harbour)
- Bus lanes – disjointed
- Rural bus service - inadequate
- Coastal shipping – could be used more
- Public transport is working on minimum resources
- Capacity problems – road and rail during peak at bottlenecks – e.g. Avonmouth Bridge
- Information – inadequate
- Resistance to use of PT
- Low frequency of rural /semi-rural buses in/out of Bristol

## RAIL

- Suburban rail (spare capacity)
- Light rail needed
- Rail track capacity, freight/passenger conflict, ownership of rolling stock
- Rail infrastructure not freight friendly
- Unreliable trains – national and local
- Salisbury – Exeter line was mostly singled in 1970s (may be doubled by franchisees?)
- Capacity problem for rail freight from Day's Junction (near Bristol Temple Meads) to Filton
- Worn out rail infrastructure can cause reliability problems
- No dedicated commuter services in Bristol area (except Severn Beach which is poor) – services provided by long distance service to/from South Wales, and the south coast
- 30 years lack of investment in railways and public transport as compared to Europe
- Policy has been 'competition' rather than 'integration'

## WALK/CYCLE

- Short journeys, e.g. getting to Bristol Temple Meads
- Cycleways – variability in provision – gaps on network

## FREIGHT

- Centralised distribution

## PRIORITISED ISSUES

- Disjointed cycle links (slow modes)
- Resistance to using public transport
- Underused rail infrastructure and LRT
- Under use of suburban rail lines – lack of light rail in Bristol
- No dedicated commuter services
- Road congestion in/around Bristol and integration of systems (slow and fast) – multi modal
- Rail underinvestment
- Worn out rail infrastructure
- Lack of investment over 30 years (proportional to Europe)
- Services, rolling stock, track, stations
- Unreliability

QUESTIONS – Groups were asked to look at the following.

- What are the effects/impact of these issues? Give specific examples if possible
- What are the possible solutions?

#### GROUP A DISJOINTED CYCLE LINKS (SLOW MODES)

Effects

- Vital parts of seamless/integrated/sustainable transport
- Poor provision deters use of PT
- Cheap mode
- Health benefits
- Environmental benefits

Solutions

- Dedicated cycle routes – to and from all PT interchanges – e.g. Temple Meads i.e. separate from motorised traffic
- Facilities to carry bikes on trains and buses
- Safety – accidents – fear of attack need more attention in design
- Security on PT, at stations, in city centre and local centres, more Sheffield stands and bike lockers on street at stations
- More priority at crossings for cyclist and pedestrians
- Changing/shower/cycle parking facilities e.g. green travel plans and planning gain.

#### GROUP B UNDERUSED RAIL INFRASTRUCTURE AND LRT

Effects

- Only significant investment will tackle issues of congestion, pollution, accessibility, integration and economy
- If it doesn't happen – things will get significantly worse
- Free up the m'way box to strategic traffic
- Encourages urban living/brownfield site usage

Solutions

- More stops
- Reduce boarding time of buses
- Integrated tickets
- Frequency LRT in 10 mins, other 15 min, clock face
- Link to centre – Broadmead redevelopment could take on board?
- Karlsruhe/Strasbourg are good examples of what can be done
- Multi modal interchanges
- Double track needed to achieve frequency

## GROUP C ROAD CONGESTION IN BRISTOL AND AROUND BRISTOL AND INTEGRATION

## Solutions

- Congestion – a factor in solving - greater integration.
- Integration – freight movements and people movements
- Major ingredient – management system/procedures
- Passenger Transport Executive (perhaps over 'Avon' area or region including Taunton-Gloucester-Cheltenham-Swindon, or individual towns/cities)
- Multi modal – reflected in transport provision
- Freight interchanges (technology available)
- Regional – air, road and rail – South Bristol
- Sea road and rail- Avonmouth
- Local – large road – small road (each urban area)
- P&R and more local schemes – Cribbs Causeway, Temple Meads and Parkway – cycle, walk car
- P& Rail (rail/coach) – regional
- Portishead and Weston-super-Mare and Parkway – seasonal impact
- Motorail/sleeper trains
- More/better signage
- Break of bulk – commercial vehicles
- Dedicated lanes, coach/long motorway (Bristol box)

## GROUP D RAIL UNDERINVESTMENT

## Solutions

- Massive investment required by central government/private sector (track first, rolling stock second).
- Strategic direction required by government
- Recognition that railway infrastructure is a national asset
- Cost benefit analyses should use social & environment aspects not purely economic

## WORKING WELL

### GENERAL

- Willingness of major employers to consider radical transport solutions (Green Transport Plan)
- Good infrastructure (if overloaded) road and rail

### ROAD

- Good road network particularly east-west
- P& R, bus lanes/bus local services
- Traffic management
- Variable speed limits
- M3 lane markings
- M4 Junction 11
- Newbury bypass
- Pedestrianisation
- Road bridges, especially Reading – but leads to pollution of groundwater

### PUBLIC TRANSPORT

- Park and Ride at Reading
- Colour coded bus stops
- Network good but congestion at peak times
- Good bus network in Reading

### RAIL

- Mainline services e.g. Paddington
- Good services
- Very frequent
- Good rail network around Reading
- Train information good at Reading
- Train passenger loading/numbers of trains
- Good access to London/Gatwick by rail (when it works)
- Reading very good rail node (but station capacity problems)

### CYCLING/WALKING

- National cycle routes

## PROBLEMS

### GENERAL

- Thames Valley economically successful but too many people - congestion
- Increasing demand for movement
- Strength of sub-regional economy
- Increase in population
- Area is gateway to Europe
- Freight – provision of facilities (transfer), ability to move through region
- Lack of cycling facilities – provision in workplace and safe storage in public areas
- School trips cause congestion

- Labour supply low but demand is increasing – leads to more commuting
- Relative costs of public transport and car (perceived costs)
- Accommodating growth – engine room of economy
- Imbalance between employment/housing in major towns
- Proximity of motorways/housing (noise/air quality/severance from countryside)

## RAIL

- Reading/Waterloo service slow/unreliable
- Connecting services poor
- Poor local (short journey) services
- Kennet line services (no connection to West)
- N/S rail links generally very poor (especially Newbury)
- Rail track capacity/peak loadings
- Station staffing low, questions safety perception
- Local trains lose out
- Local new stations lacking
- Station car parks
- Car parking – cost, spaces
- Fare cost
- Capacity – standing room at peak times
- More trains and bigger trains needed
- Peak capacity – quality of travel poor
- Reliability, problem with rail due to working at capacity
- Lack of N-S route
- No western/southern connections to Heathrow
- Key junction Reading is at capacity

## ROADS

- M4 ‘Hot Spots’
- M4 lighting
- M25 (Junctions 13 – 17)
- Wide loads
- Bad driving
- Missing hard shoulder on M4 stretches
- Planning delays
- Lack of orbital routes
- Major urban areas – road congestion – especially rush hour, all day in Reading
- M4 – especially peak hour congestion; near/at capacity other times leads to tailbacks at junctions
- Long complex patterns of commuting – difficult to replicate by public transport
- Competition between local and long distance traffic
- Gateway to London/Europe
- Access to Heathrow
- Buses caught in road congestion –unreliable, declining patronage?
- Lengthening rush hours
- Road safety issues for cyclists
- Too many cars/congestion school runs and university runs

- M4 used for local journeys
- Congestion on road network in peak
- Conflict between E-W and N-S road movements

#### PUBLIC TRANSPORT

- Water transport e.g. river/canal has no rail connections
- Very poor service – suggestions include ‘self drive’ services, electric cars, trams and better advertising
- Image problem with buses
- Frequency of public transport in more rural areas – especially buses
- Ticketing not user friendly
- Franchises were cost cutting
- Bus networks difficult to understand - information poor
- Tortuous routes
- Unreliable journey times -congestion
- Staffing shortages
- Very poor services
- Need ‘self drive’ services - alternatives (e.g. electric cars, trams,)
- Poorly advertised
- Bus network patchy
- Lack of integration in bus network
- Difficulty of recruiting bus drivers

#### CYCLING/WALKING

- Lack of consistent provision – particularly in towns
- Pedestrian/cyclists interfaces not always good
- Lack of facilities/amenity
- Poor integration (e.g. cycles on trains)

#### PRIORITISED ISSUES

- Rail capacity and Heathrow link issues
- Congestion issues
- Integration issues

QUESTIONS – Groups were asked to look at the following.

- What are the effects/impact of these issues? Give specific examples if possible
- What are the possible solutions?

#### GROUP A RAIL CAPACITY AND HEATHROW LINK ISSUES

Effects

- Rail services critical – potential to deal with growth issues. Bottlenecks, hotspots – Reading (congestion), Didcot (east), and north – south.
- Targets to increase rail use for both freight and passenger
- Cross Rail (between London stations e.g. Liverpool St. – Paddington)
- Reading station needs major capacity increase (rail underpass in Reading)

- Not enough improvements in Reading Station
- Use of light rail e.g. Reading Caversham
- New stations e.g. Thames Valley, Green Park, Chineham, W. Bracknell, Gazley
- Links To Stations - Car parking cost / capacity need improving
- Cyclists on trains (plus parking/integration) need improving
- Rail Fares – too expensive, no consistency, through ticketing difficult
- Integration – links between rail with buses/cycles better public transport links etc.

Solutions

- Fares subsidy, sSRA funding infrastructure improvements
- Rail routes – environment impact – improvements – air quality (if electric) plus cutback in cars.
- Longer trains – double-decker
- Signalling – more capacity
- Eurostar to Heathrow
- Longer franchises - more investment
- Access to Heathrow – Southern route (Staines) Waterloo line, Western cord – Hayes, Heathrow link to stop at Hayes (2001)
- LIFE projects (freight)
- Great Western main line improvements

GROUP B CONGESTION ISSUES

Solutions

- School runs, shopping, work journeys – contributors
- New schools – must have buses, integrate school buses
- Demand management – idea: link business parks with transport systems plus business specific
- Individuals make decisions on cost only – hence solutions must be attractive – penalise car use
- Change land use patterns – Integrated buildings, living, shops, offices
- More roads are not a solution but reduce blockages with small alterations

GROUP C INTEGRATION ISSUES

Effects on/of badly integrated public transport

- Waste of time
- Uncongenial conditions
- Lack of incentive to repeat experience
- Not just passengers – also freight
- Costs money to solve
- Perceived cost high
- Frustration/stress

Solutions

- Through ticketing – taxis
- Information including promotion
- Safe, comfortable pedestrian train access

- Cycles on trains and buses
- Cycles storage at stations
- Cycle pounds
- Complete journey information
- Guarantee of journey to home destination if connections not working
- Quality bus partnerships to include integration measures e.g. connections to railway stations and different operators services
- Pleasant/safe waiting areas
- Suitable location of interchanges between different travel modes e.g. park and walk
- No duplication of travel modes along similar routes e.g. buses feeding into rail network

## WORKING WELL

### GENERAL

- Sustainable transport needs to be recognised
- M4 Reading to Bath spare capacity (junctions a potential problem)
- M4/M5 mostly – off peak

### ROAD

- M4/A419; good system for road freight
- Good access for Swindon, especially business to M4
- Off peak the roads are fine
- M4 – most of the time

### PUBLIC TRANSPORT

- First Park and Ride operational
- Daytime (office hours) transport into Swindon good
- Specialist transport for vulnerable groups – some good practice by voluntary groups
- Bus lanes in Swindon improved efficiency/reliability
- Proposed – bicycles on buses (route 49)
- Demand responsive services – Wigglybus.

### RAIL

- London to Bristol good
- Excellent connections to London from Swindon
- Frequent and fast
- Rail links East and West are good but expensive
- Rail growth positive but now overload – good from main stations

### WALK/CYCLE

- Cycling network in new developmental areas
- In certain areas (Haydon Wick) cycle paths available
- Bristol to Bath cycle route

## PROBLEMS

### GENERAL

- Swindon not an attractive place to live
- Too much commuting into Swindon

### ROAD

- Congestion M4/M32/M5 area at peak times
- Improvements on A419/A417 created problems/congestion upstream
- Tolls on M4/M48 have knock on effects on other roads e.g. A48
- Seasonal variations – Cotswold – M5 from Bristol
- Modal Integration – what is it?
- Traffic in AONB; e.g. Cotswold A419/A417
- Minerals traffic - Cotswolds
- A419 at Blunsdon/Commonhead/ Birdlip – leads to delays, rat-runs, unreliable journey times

- Poor routes to the coast; affects M4 at all times
- Park & Ride – reducing long-term parking will increase traffic if changed to short-term parking
- Park & Ride sites not delivered yet
- Car parking at work too generous
- Morning and evening congestion
- Peak hour congestion & Friday evening/Sunday evening; especially east Reading Junction 12 and feeder areas such as M4-A419-M5 connection ('Air Balloon' bottleneck)
- A419 'too attractive' – encourage alternative
- Poor rail –drive through to Swindon
- North-South connections – Swindon-Wiltshire average speed 40mph average
- Problems with residential amenity and HGV distribution on local roads to M4 terminals
- Difficulties in securing site for P&R at Jn16 (unsuitable)
- A419 congestion – Blunsdon and Commonhead-M4 (peak times, caused by new road developments and northern development areas of Swindon)
- Too much travel
- N/South road links poor
- Drivers too selfish – need to think about speed, necessity of journey.

#### CYCLE

- Cycle tracks not adequately connected

#### PUBLIC TRANSPORT

- Poor bus services (not direct, costly, unreliable, poorly planned, lack of through ticketing)
- Coach services very poor except to London
- Bus lanes not enforced and do not connect
- Poor public transport infrastructure in areas such as Cheltenham and Gloucester – encourage extra through traffic to Swindon/Kemble
- Poor rural public service is reinforcing car dependency
- Awareness, information at some stations e.g. bus timetables, poor integration.
- Access to Kemble station
- Public transport not convenient for shift workers
- Not enough park and ride
- Rural transport poor
- Expectations – 21<sup>st</sup> Century; Provision – primitive
- Transport provision socially and environmentally exclusive

#### RAIL

- Lack of alternatives especially Cotswolds area
- Poor services on Swindon-Gloucester line – put pressure on SWARMMS area
- Lack of rail capacity on East/West routes at Swindon station
- Rail freight terminal not open at Swindon; limited potential elsewhere
- Impossible (almost) to travel North/South
- London-Swindon is overloaded/delays/train congestion
- Conflict between local trains and intercity. Freight – capacity, double handling, insufficient transfer points, has low priority
- Feeder connections
- Re-open rail stations

- North/South road-rail, poor connections
- Poor access for people with disabilities
- Rail cost unbalanced east-west from Swindon; fare cost to London more than twice per mile than to Exeter
- Poor alternative rail connections – cycle tracks – south
- West Didcot rail only two tracks. Potential disruption to service if any problems
- Have only one line – use only two platforms – capacity constraints – especially with freight terminal. Need four tracks.
- Difficulty of extending rail to local services.
- Opportunities for road/rail freight – slow take up at Swindon terminal – need this
- Unreliable – parking capacity
- Cost of travel in high
- Capacity – bus links different when late (after 5.00)
- Swindon/Gloucester line under-utilised
- Need to move more freight to railways from roads – develop / promote rail freight terminal

## PRIORITISED ISSUES

- Issues around Swindon (P& R, within Swindon, access to Swindon)
- Rail capacity (passenger, freight, travel links, local stations)
- Rural access
- Cotswolds North–South ‘corridor’

QUESTIONS – Groups were asked to look at the following.

- What are the effects/impact of these issues? Give specific examples if possible
- What are the possible solutions?

## GROUP A ISSUES AROUND SWINDON

### Effects

- Influence on M4 limited (not all agreed)
- Impact on local roads greater
- Rail has reached capacity east – west
- Possible constraint for future growth on both road and rail

### Solutions

- Restrain future major green field growth – jobs and housing
- Make Swindon more attractive – invest – redevelop centre and restrict housing growth elsewhere
- Stop people commuting out of Swindon (don’t know how!)
- Maintain rural facilities – traffic growing in middle of day and Sunday
- Public Transport Improvements
- Bus Services
- Improved Rail Services – Swindon Parkway station
- Make Swindon attractive for young people
- Control Parking – not agreed

## GROUP B RAIL CAPACITY

## Effects

- Lack of capacity – detrimental to growth
- Vulnerable to problems as only 2 tracks
- Bottleneck at Swindon station encourages people to turn to cars
- Cannot reopen local stations (lack of tracks)
- Swindon /Gloucester line too slow (single track)
- The more congested it is the more delays the more people will turn to other transport
- Lack of freight capacity means more freight on road
- Congestion at Paddington – lack of confidence no room for growth
- If rail traffic is not increased (N& S & E/W) roads will become further congested and rural communities over dependent on motor car

## Solutions

- Four tracks from Didcot to Wootton Bassett
- Rail flyover Wootton Bassett
- Two track Swindon to Kemble
- Increase capacity at Swindon Station (re-instate downside platform, signalling improvements)
- Reopen local stations (Wootton Bassett
- New ones (Moredon Bridge, Purton – Hay Lane)
- Encourage companies (Honda) to use freight terminal
- Ultra light rail around Swindon
- Need a local train operating to serve local stations (to replace Wales and West)
- Cross Rail( e.g. Reading to Essex)
- North /South rail links improved
- East to West rail link (to Felixstowe) to relieve congestion in London or totally new lines
- suggested new rail routes/lines: Swindon-Marlborough – north-south link

## GROUP C RURAL ACCESS

## Effects

- Wigglybus – Possible reduction of localised traffic demand – takes possible pressure of main routes, but need to define geographical area and frequency. Need further studies to fully understand modal shift.
- Travel to work patterns
- Freight by Lorry (Lack of freight alternatives Rail – transfer to corridor
- Links to main centres – reduces inclination to travel longer distances

## Solutions

- Wigglybus – needs to be developed further
- Local bus links to rail station Kemble/other stations future/ Hail'n'ride
- IT software needs developed so link possible Internet (IT development on users' PC)
- Local travel patterns (travel to work), possible question in the census, need parish by parish data
- Increased subsidies for rural services to bring in line with Metropolitan Areas

- Re-opening of rural stations Chipping Camden and established rail lines – but with good links to bus and local services and provision of advertised prices/tickets from local shops
- Improvements to sales and information of Rail and Bus tickets
- Economic case of local stations
- Capital investment in rail and equivalent to road investment; so don't shrink from spending
- Development plan – strategy – focus development for transport links
- Joined up access between settlements
- Tourism – should pay for congestion. Car parking ....alternative accesses?
- Vale of Evesham rail freight – impact on rural villages

#### GROUP D COTSWOLDS NORTH-SOUTH 'CORRIDOR'

##### Effects

- Restriction of access to Swindon adversely affects community and economy
- A419/417 congestion and attraction causes rat-running
- CO<sub>2</sub> emissions – car pollution – too much traffic
- Poor quality of rail service
- No bus links to get to the rail service
- Recommend use of M4–Bristol–M5 north but puts pressure on Bristol box.

##### Road traffic North-South

- encouraging traffic off A346 South onto A34 and A350 southbound adds pressure to M4?
- A34 North reduces pressure on A419

##### Public Transport

- North of M4 – poor track, poor service,
- More stations (Chipping Camden/) and down to Swindon
- Increase number of tracks
- High commuter belt – needs executive public transport as well as 'normal' linking village buses and out of town P&R to express A417/9 coaches Cheltenham station to Swindon station and points in-between

##### South of the M4: Public Transport

- No railway line Swindon – Salisbury and south coast
- More trains and track needed on Swindon Chippenham – Westbury (then to Portsmouth)
- We desperately need fully integrated bus/coach/rail services from South Coast to Birmingham and the N. west
- General opinion – do not build more new or widen old roads: use new rail/bus/coach routes as first alternative
- But do look at M4/M5/M32 north – south interchange – may need extra lane(s) there.

##### Wider View

- Reduce the need to travel (not the same as the right to travel).

## WORKING WELL

### ROAD

- Road and rail at off peak times (not full consensus)
- Working well most peak times e.g. off peak and out of season
- Most roads operate within capacity for most of the time

### PUBLIC TRANSPORT

- Frequent bus services in dense population areas (Basingstoke/Reading/Salisbury)
- Adequate public transport to Heathrow (Railair Woking/Reading/Heathrow Express)

### RAIL

- Increasing number of services
- Increasing number of seats
- Good services from main stations
- Reading – Westbury – Taunton, spare capacity already
- Long distance rail services generally frequent (Waterloo/Basingstoke/Salisbury, Winchester/Southampton, Paddington/Reading/Newbury)
- Some rail freight facilities within study area (e.g. Andover, Mendip Quarries)

### WALK/CYCLE

- Increasing awareness from local authorities
- More provision at stations
- Sustrans – Kennet and Avon canal long distance and Bath to Bristol

## PROBLEMS

### ALL MODES

- Lack of information all transport modes

### ROAD – GENERAL

- Capacity problems on the road network at peak period, M3 east of Basingstoke, M4 Reading, also urban areas Basingstoke, A33 Reading
- HGV movements in sensitive areas e.g. A36 Wylde Valley, A329 Basingstoke to Newbury

### ROAD - SALISBURY

- Church Fields Industrial Estate (road congestion)
- North/South roads congested e.g. A34, A338, (from Bournemouth), A345 (from Amesbury), A36 (from Southampton) and A346
- A303 – Stonehenge - queues
- Freight on roads – should be more on rail
- Car use – mind set issue
- Lack of information on traffic. e.g. OD studies (all modes) and accident data
- Congestion – peak hours, holiday times
- Unreliable journey times
- Rat running
- Effect of ‘north-south’ traffic on ‘east-west’ routes
- Effects on vulnerable road users
- Delays – Stonehenge, Blackdown Hills, A358 roundabout – peak times

- Stonehenge improvement needed
- A358 improvement instead of A303
- M4/M5 improvement instead of A303
- Road safety problems in critical areas

## PUBLIC TRANSPORT

- Limited public transport provision in rural areas
- Lack of community bus in rural areas
- Cost of public transport bus and rail too high
- No priority given
- More information needed (real time)
- Better bus stations
- Lack of bus/rail integration
- Integration local/long distance
- Better information systems including bus monitor connections through ticketing – bus/rail and virtual stations (using buses)
- Salisbury – bus link city - station
- Bus lanes – priority
- ‘Romane’ traffic signals
- Catering for future travel demands from new housing/retail developments

## RAIL

- West of Salisbury – single track delays
- Lack of car parking at railway stations
- Rolling Stock not modern/flexible (cycles/disabled access)
- Insufficient capacity on rail at peak times (e.g. to London)
- More space for bikes on trains
- More secure parking at stations for bikes
- Infrequent service west of Salisbury
- Faster journey times
- More stops at local stations
- Conflict between local/high speed
- Lines not open 24 hours
- High fares (Great Western)
- Disabled access to rail/bus
- Rail routes congested into London, west of Salisbury limits ability for increased passenger and freight movements
- Rail links to Heathrow could be improved
- Limited north/south rail/road facilities

## RAIL-FREIGHT

- Sale of rail land and facilities
- Dibden Bay traffic maximise rail
- Conflict-fast passenger-slow freight
- Need intermodal terminals (e.g. Westbury)

## RAIL – SALISBURY AND WESTWARD

- Reading - Westbury – Taunton increase local, long distance and freight services

- Salisbury – Exeter, dual sections of track needed. Then increase frequency 1 hourly or ½ hourly.
- Open Salisbury to Exeter 24 hours
- Improve connection at Yeovil
- Consider direct Salisbury – Winchester line
- Intermodal terminal needed (Exeter/Chard/Westbury/Yeovil)
- Open new stations – Porton, Wilton, Broadclyst
- Amesbury possible virtual station
- Possible ‘Parkway’ stations at; Porton, Grateley, Wilton, Whitechurch

## WALK/CYCLE

- Lack of cycle routes (Salisbury)

## PRIORITISED ISSUES

- Road capacity issues
- Public transport issues

QUESTIONS – Groups were asked to look at the following.

- What are the effects/impact of these issues? Give specific examples if possible
- What are the possible solutions?

## GROUP A ROAD CAPACITY ISSUES

## Effects

- Increased journey times – unreliability for passengers and freight
- Suppresses the demand for travel, pollution and noise
- Rat running

## Solutions

- Increased capacity could include HGV restrictions/widening/varying speed limits
- Twyford Down has increased traffic on M3
- Tolling – could increase rat running potential, but could suppress demand and lead to modal shift
- Demand management measures – bus lanes, HGV lanes, ramp metering

## Summary of priorities

- First priority - improve rail/ public transport and interchanges with public transport
- Second priority – could leave Stonehenge and other problems as constraint but unreliable journey times, accidents etc.
- Options: Improve M4/M5 not A303 and/or manage road speeds as M25

## GROUP B PUBLIC TRANSPORT ISSUES

## Rail

- Lack of capacity – delays, unreliable, infrequent services from some stations, overcrowding
- Pricing – discourages rail travel at peak times

Solutions

- Rebuild Waterloo – longer trains, gauge issue of double deck trains, offer benefits for freight (e.g. piggy back)
- Increase speeds
- Reduce fares
- Better interchange with other modes (e.g. bus links, cycle parking etc.)
- Improve facilities at stations
- Concentrate new developments close to public transport interchanges
- More freight terminals – safeguard sites
- More through trains to serve more destinations

## WORKING WELL

### ROAD

- M5
- Generally little congestion but peak problems in rush hour and seasonal
- M5/M4 – generally good – vulnerable to accidents/bottlenecks at peak
- Where dualled, roads are fine
- Primary roads A303 generally works well
- Route hierarchy is right
- Good access to Exeter and Bristol airports

### RAIL

- Railway services good but expensive
- Good rail access between: Exeter–Waterloo, Taunton–Paddington, Bristol–Weymouth
- Good rail link to Europe
- Discount fare schemes are welcomed
- Two main rail lines through the Yeovil workshop area
- Berks & Hants line (Reading to Exeter) good for express rail travel
- Good infrastructure on Western line – not so good on (very poor) on Southern. No major congestion issues on western line – good capacity.
- SWT times are good

### PUBLIC TRANSPORT

- Long distance coach services
- Frequent Bus services on most major corridors

### AIR

- Two airports but limited destinations

## PROBLEMS

### ROAD

- HGV rat runs short cuts through villages
- Substandard bits of A303
- Too much freight on road more by rail for long haul
- So much of the A303 Ilminster HGV traffic heading North via A358 to join M5 from S Coast.
- Lack of capacity at M5 J25; A358 overloaded Taunton to Ilminster
- Noise pollution from roads
- Speeding traffic
- Lack of integration
- Poor north/south road links
- Too many HGVs on existing roads
- M5 Jn25-A358 link – poor, lack of capacity; causing problems on the villages on the A358
- Lorries avoiding strategic routes e.g. rat running between M5/A303
- Poor links to Exeter Airport
- Highway safety problems on the A303

- A303 congestion bottlenecks
- Lack of driver facilities on trunk routes
- Severance of villages caused by busy trunk roads
- Lack of quality traffic information
- Increasing traffic will lead to accidents and congestion
- Overspill on to smaller roads when congested – queues etc
- North/Southern road links very poor
- Piecemeal approach to improvements – A303 lack of dualling
- M5 Junction 25 bad. HGV North-South not good A357 A350 A371
- Seasonal traffic jams
- Differing speed limits
- A303 needs dualling all the way
- Southampton – Weymouth and further north define designated routes for HGV routes

#### PUBLIC TRANSPORT

- Bus services need to be improved
- Vehicles for transport should be ‘accessible’ for all abilities
- Poor information on availability of public transport – more user friendly
- Bus links from rail to town
- Bus; no timetables, bad time keeping

#### RAIL

- Poor public transport to rail modes and inadequate facilities at stations
- Need more rail freight interchanges
- Congested on trains – lack of space for bicycles
- Bournemouth – South West link is poor
- Non competitive rail pricing to Europe
- Berks and Hants line not good for short local trips i.e. from Castle Cary
- Lack of capacity on the Exeter to Salisbury line
- Lack of quality express bus network
- Lack of comprehensive bus network especially Sundays/evenings
- Poor/infrequent service on the Bristol/Weymouth line
- Lack of rail freight facilities
- Poor links to South East England (excluding London) by rail
- Shortage of rolling stock/high prices/holiday pressures
- Poor interchanges/connections – (inc. Bus)
- Cuts to local services – Castle Cary – Weymouth/London
- Weekend services very poor
- SWT overcrowding on early evening trains
- Waterloo – Exeter need double track after Salisbury
- SW and W poor service
- Need rail freight facilities

## CYCLES

- Difference between counties on the approach to cycling paths and speed control - lack of cohesion, very patchy
- Need better education for drivers – more awareness of speed and cyclists

## GENERAL

- Need Government to make decisions on policies and issues outside local control
- Diversification is a problem; local production – local distribution only

## PRIORITISED ISSUES

- Rail solutions
- Access and accessibility for all
- The non dualled sections of the A303

QUESTIONS – Groups were asked to look at the following.

- What are the effects/impact of these issues? Give specific examples if possible
- What are the possible solutions?

## GROUP A RAIL SOLUTIONS

- Dualling Salisbury/Exeter to allow hourly service to Waterloo (if there are slots into Waterloo)
- New trains – steam locos (as used in Switzerland) much cheaper capital cost – pull numbers of coaches as needed
- Look at rolling stock that gives capacity for passengers/cycles/flexibility
- New or reopen stations e.g. Chard (with bus link to junction) Marston Magna
- Improve capacity at Waterloo
- Cost Taunton/Paddington must be reduced, does not allow local commuting Bridgwater-Taunton, Castle Cary-Taunton
- Fare structures that are fair on all lines (Europe)
- Hopper Bus/community taxis to pick up collect home/station – e.g. Dutch system
- Through ticketing/journey planning
- Basic infrastructure problems to be corrected – signals/line speeds/links Pen Mill to Yeovil/Junction
- Freight links/passenger links from Poole and Bournemouth to SW England/Yeovil via south chord at Yeovil; quarter of a mile link needed – track bed is there
- Would allow links from SW to Yeovil Junction – Weymouth/Poole/Bournemouth/Southampton/Brighton
- Park and ride A303 (Andover Grateley) – Waterloo
- Link Exeter/Bournemouth/Pool via Pen Mill
- Must have link – Minehead/Taunton, bridge at Silk Mills would allow this to happen
- Must have fast local stopping services that link up
- Improve train service from Weymouth to Yeovil Pen Mill to SW England
- Develop North/South rail link to keep lorries off roads? And a dual road link
- Subsidy on Euro-rail travel to counteract distortion through lack of aviation tax

## GROUP B ACCESS &amp; ACCESSIBILITY FOR ALL

- Improved infrastructure for sensory and physical impairment
- Facilities for transport/storage of bicycles, lockers, safety, showering facilities
- Fully integrated information across all transport systems
- Fully integrated transport system nationally: Market Town hubs e.g. Wigglybus, Taxi bus, shared car stops with proper co-ordination
- Too much temptation to use car – convenience – information/poor integration – cost
- Need to identify key start and end points
- Use service station for car share and coach stops – disallow supermarket free car parking
- Improved evening/night time public transport for access to recreational services
- Public transport travel cards
- Clean/safe 24 hours
- Green miles offered by shops for all public transport
- Internet/telephone information to cover all modes nationally; who is going to fund it?
- Rapid transport system – generally
- Designated routes establish: where vehicles from? where vehicles to?
- A transport facilitation department
- Shop Mobility at town interchange point

## GROUP C THE NON DUALLED SECTIONS OF THE A303

## Effects

- New roads increase traffic
- Reduce traffic growth
- Traffic is low compared with South East
- A358 busiest in Somerset

## Solutions

- Upgrade road Shillingstone/Northwards
- London to Exeter and to South Coast. Upgrading rail line?
- Environmental damage, seasonal peaks
- Express Bus links
- Costing Road/Rail
- Variable speed limits increase capacity

## Dualling the A303

- Disbenefits of single carriageway
- Strategic route but can't function as such
- Congestion – seasonal, causes traffic diversions
- Severance of communities
- Accident problems
- 'Rat Running' through Chalfont Magna

## Sparkford to Ilminster (Podimore)

- 50 mph speed restriction

- Poor accident record
- Definite severance
- Congestion causes deflection onto A359

Ilminster Bypass

- Poor and dangerous design
- Speed limit (60 mph) not complied with
- Does not function as an Ilminster Bypass – through the town is quicker (for locals)
- Regular accidents cause diversion through Ilminster
- Concrete structure very ‘noisy’.

Ilminster – Honiton

- A35 to Exeter improvements has put more pressure on the Ilminster to Marsh Section
- Improvement of Ilminster – Honiton will remove traffic from the A358 (especially HGVs)
- Safety problems on some sections
- Poor vertical alignment
- Poor connections with the A35

General

- General point – congestion affects all modes of transport
- Deceleration lanes off dual carriageway needed
- Roll-on roll-off trailers from Southampton etc north by sea
- A controlling body for road and rail to organise freight to centres for onward distribution
- Please remember our environment
- Link the Exeter Canal to the English Channel

## WORKING WELL

## ROAD

- A38 Exeter-Plymouth
- A30 Exeter-Bodmin
- A361 M5-Bideford
- A30 Exeter-Honiton
- Exeter park and ride
- Plymouth park and ride
- A30 Honiton – Bodmin (summer problems)
- A38 Exeter – Plymouth
- A30 Exmoor
- M5 – A30 Bodmin bypass
- Provision of safe routes Ivybridge to Plymouth
- Town Centre/Out of town parking (Plymouth)
- Social exclusion for non car owners in rural areas
- Road freight – regionalised
- A30 to Goss Moor
- Park and ride particularly at Exeter

## PUBLIC TRANSPORT

- Regional bus Helston to Redruth and Bude to Exeter
- Plymouth Public Transport
- Park and ride
- Use of mini buses i.e. Exeter and Plymouth
- Improvements have been identified but not sufficient to abandon car

## RAIL

- Rail Exeter – Penzance
- Rail Exeter – Exmouth
- Helston branch line
- Clay trains
- Freight trains
- Development of road and freight quality partnerships
- Seasonal motor rail
- Exeter to Paddington
- Tamar valley line
- Exeter to Okehampton passenger/freight
- China clay now moved by rail – more clay
- Freight terminal to be situated at East of Exeter

## AIR

- Exeter airport
- Good access to Gatwick
- Development of Exeter
- Good road access to Exeter
- Exeter expanding

## PORTS

- Plymouth Ferryport
- Passenger – ferries
- Brittany Ferry Port is a success
- Falmouth Port success
- Bulk transport
- Plymouth works well as a passenger port
- Fowey, Falmouth, Plymouth Ferry link

## PROBLEMS

## ROAD

- Moorswater industrial estate
- Pollution
- Indian Queens safety congestion
- Exeter Box seasonal
- Bristol Box peak
- Dobwalls safety
- Taunton – Bristol Summer Sat
- Low bridge at Trerule Foot.
- Sea to shore links poor - road congestion
- Integration of LTP falls in planning of new industrial sites
- Supermarkets distribution networks
- Missing ‘links’
- Dualling A303/A30 (traffic jams, congestion)
- Connections to centres of economic activity – affecting business
- Geographic dependency on private cars (lack of public transport in rural areas)
- Fuel and excise taxation
- Access problems for non motorists (roads divide)
- Goss Moor and diversions
- Newton Abbot to Torbay
- Tamar Bridge
- Dobwalls
- Poor access to Plymouth Port
- A38 Dobwalls year round congestion
- A380 Kingskerswell congestion
- Love affair with the car
- Speed limitations
- Seasonal congestion
- A38/A380 Interchange safety and congestion - insufficient emphasis in getting people out of cars into public transport
- Lack of inter modal facilities
- ‘Just in time’ approach

## PUBLIC TRANSPORT

- Information bus/rail not enough
- Public transport rural timing/bus routes
- Disabled facilities on coaches therefore not used
- Poor integration in Exeter and Plymouth between rail and bus
- Ticketing system – inter ticketing not able to buy tickets prior to travel
- Pollution fuel wastage journey time
- Two bus companies failing to co-operate
- Bus stations Exeter and Plymouth poorly integrated and disgrace
- Rural bus network
- Commuting for young workers rural and cities
- Commuting in general

## RAIL

- Freight onto rail
- Single track railways on main line and branch lines
- Rail capacity infrastructure
- No through ticketing
- No freight terminals
- Rail reliability (time keeping – not on time)
- Capacity/journey time
- Rail cost
- No sleeper to Scotland
- Integration walking/cycling
- Train links
- Long haul train not reliable (VIRGIN)
- Rail infrastructure
- Impending rail closure
- Slow journey times West of Exeter
- Virgin pricing structure
- Reliability
- No early morning scheduling
- Lack of alternative to sea wall in Dawlish
- Restrictive booking procedures
- Lack of facilities for transshipment of containers
- Restricted loading gauge west of Exeter.
- Dawlish – sea wall damage
- Exeter westward slower journey times
- Freight terminals – re-introduce
- Under investment
- Failure to capitalise on the line to Kingswear
- Poor access to Plymouth Port
- Failure to use old railway lines for their original purpose

## AIR

- Improve public transport public access
- Not enough holiday/charter flights
- Poor air services links
- Poor air fares for disabled
- 3 Airports (mixed clientele) and heliport only
- Lost access to Heathrow
- Lack of choice in far Southwest
- Increased road traffic to airports
- Excessively high air fares
- Exeter needs more investments – image
- Plymouth airport badly placed – flying over residential areas.
- Plymouth airports – no public transport
- Penzance Heliport – road access gives rise to danger
- Concerns regarding environmental consequences

## PORTS

- Lack of rail link transport access
- Plymouth bad public transport links
- Cost of crossing
- Access poor from Plymouth road/rail
- Lack of investment
- Plymouth could do better in freight
- Surrounded by water but investment is piecemeal
- No regional strategy
- No audit of what is commercially available
- Removal of historic transport links
- Restrictions caused by naval transport

## CYCLE

- Lack of safe routes for cyclists (Landrake to Plymouth)
- Facilities for cyclist buses trains

## GENERAL

- Disabled persons access to all forms of transport
- In some areas inappropriate subsidisation of public transport will not extend dial a ride

## PRIORITISED ISSUES

- Integrated public transport – What would a coherent package look like?
- Lack of intermodal freight facilities
- Rail (and branch lines) – missing link Exeter-Tavistock, Kingswear line under-utilised
- Bus services
- Dobwalls bypass and Goss Moor

QUESTIONS – Groups were asked to look at the following.

- What are the effects/impact of these issues? Give specific examples if possible
- What are the possible solutions?

#### GROUP A INTEGRATED PUBLIC TRANSPORT

- Plymouth – Light rail + bus links (railway lines + streets)
- Guided buses
- Transport forum – which will implement? (e.g. public transport executive)
- Facilities for cyclists at interchanges (cycle lanes etc)
- Walking buses
- Suitable sites for interchange (e.g. Bus and rail – planning issue)
- Integrated use of taxis, buses, rail
- Subsidies (esp. rural areas)
- Integrated ticketing new technology
- Deregulation has caused problems
- Inter modal ticketing
- Reducing competition
- Integrated taxi service
- Real time information (regional)
- Combined timetables
- Internet/timetables & booking (more access needed)
- Green travel plans
- Effective local transport plans
- Dial-a-ride

#### GROUP B LACK OF INTERMODAL FREIGHT FACILITIES

- Increase rail gauge from Dawlish westwards to permanent 9'6" containers
- Implement inter-modal freight depots at Roche, Tavistock Junction, Plymouth (link to Port), Skypark Exeter (includes ability to use air freight out of region)
- Reduce demand for just-in-time deliveries so that delay of one day in using rail has less impact
- Need to take a more long term strategic view of how freight can be moved in and out of region i.e. ensure Exeter builds ability into any future proposals
- Possible funders need to take a more long-term view on returns

#### GROUP C RAIL

- More subsidy and investment
- Dualling of all track
- Mainline – improved capacity infrastructure - /rail
- Improvements such as re-signalling, extra passing loops and line speed improvements

## Effects

- Ability of infrastructure to provide regular clock face service, reduce journey times, train timings to meet customers needs e.g. early /late trains, Sunday Service
- Reduces congestion on roads and economic and social benefits

## Branch Lines

- Infrastructure/funding to allow minimum hourly service (7 days) feeding into main line connections; additional cycle spaces
- Early and late services
- Reduces in-town congestion
- Economy/tourism
- Reduces social exclusion

## The Missing Link

- Okehampton – Exeter to Tavistock and on to Plymouth
- Okehampton Parkway and Rail freight terminal – economic benefits and green tourism for N Cornwall/west Devon
- Okehampton to Tavistock (longer term) – increase capacity for rail
- Remove Dawlish sea wall risk

## GROUP D BUS SERVICES

- Rural bus links don't link
- Can't get to employment
- Social exclusion issues
- School car journey congestion
- Poor links to long distance services

## Rural Bus Links

- Ring and ride/postal bus community transport – available to all
- 1985 Transport Act; no, competition does not work
- Through ticketing; TAXI bus integration
- Improve bus station – government grant
- Real time information
- System/telematics/ferry coaches
- Bike facilities
- Train integration long distance coach
- Through tickets
- Fares subsidy – recovered
- Lower congestion and development

## School Journey

- Unlit shelters/stops – lit
- Safe journey to school suppressed demand
- Poor quality lowest contract
- Bus available to general public 85 Act
- Promotes social skills/interaction
- Parental choice – travel away from local school

- Bus priority
- Need to keep existing no - politics – Plymouth/Exeter/Torbay
- Increase promotion
- Government promotion
- Government incentive
- Plymouth light rail in bus lane

#### Social Exclusion

- Community bus
- Subsidy – needed
- Lack of evening service
- Cost fare/structure
- Dial and ride
- Low floor bus
- Youth fare
- Pedestrian areas
- No government regulation
- Security (e.g. CCTV)
- Electric/alternate fuel bus
- Regulation
- Commission more intervention
- Regional consumer ('OFFBUS')
- Regional bus contract
- SW Rail Franchise

#### GROUP E DOBWALLS BY PASS AND GOSSMOOR

Special brief for group - Roads are two way, is 'improving' the answer?

##### Dobwalls bypass

- To preserve community spirit
- Environmental issues/health issues significant
- Congestion - Eden Project additional traffic route goes through the village.
- School cars

##### Goss Moor improvement

- Railway bridge a problem
- Pollution
- Crossing the A30 big problem
- The dual carriageway should be constructed to complete the A30
- Roche Industrial Estate expansion depends on the improvement, delays to getting containers out of the county are caused by the lack of through dual-carriageway
- Imports as well as exports are important
- Economics unresolved
- Local traffic causing congestion