

**Government Office for the South West**  
London to South West and South Wales  
Multi-Modal Study  
Participation Report No.1  
Sub-Regional Workshops, July 2000  
January 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)

Halcrow Fox has prepared this report in accordance with the instructions of their client, Government Office for the South West, for their sole and specific use. Any other persons who use any information contained herein do so at their own risk.

© Halcrow Group Limited 2001

**Government Office for the South West**  
London to South West and South Wales  
Multi-Modal Study  
Participation Report No.1  
Sub-Regional Workshops, July 2000

**Contents Amendment Record**

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
06	0	Participation Report No.2 DRAFT	06/02/01	MBr
06	1	Participation Report No.2 FINAL REPORT	16/02/01	MBr

# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	<i>Context</i>	1
1.2	<i>Meetings and Workshops</i>	1
1.3	<i>This Report</i>	2
<b>2</b>	<b>Design Group Meetings</b>	<b>3</b>
2.1	<i>Purpose of the Design Groups</i>	3
2.2	<i>Summary of the Design Group Meetings</i>	4
2.3	<i>Future of the Design Groups</i>	6
<b>3</b>	<b>Sub-Regional Workshops</b>	<b>8</b>
3.1	<i>Workshops Attendance</i>	8
3.2	<i>Workshop Aims and Tasks</i>	9
3.3	<i>Workshop Design</i>	10
<b>4</b>	<b>Problems &amp; Issues – Bristol</b>	<b>12</b>
4.1	<i>Workshop Summary: Task 1: Identifying significant issues and trends</i>	12
4.2	<i>Workshop Summary: Task 2: Present and future</i>	13
4.3	<i>Points raised in discussion</i>	14
<b>5</b>	<b>Problems &amp; Issues – Salisbury</b>	<b>18</b>
5.1	<i>Workshop Summary: Task 1: Identify significant issues and trends</i>	18
5.2	<i>Workshop Summary: Task 2: Present and future</i>	18
5.3	<i>Points raised in discussion</i>	20
<b>6</b>	<b>Problems &amp; Issues – Exeter</b>	<b>23</b>
6.1	<i>Workshop Summary: Task 1: Identify significant issues and trends</i>	23
6.2	<i>Workshop Summary: Task 2: Present and future</i>	24
6.3	<i>Points raised in discussion</i>	25
<b>7</b>	<b>Future scenarios and emerging solutions</b>	<b>28</b>
7.1	<i>Task 3: Future scenarios</i>	28
7.2	<i>Summary of Bristol Workshop Task 3: Future scenarios</i>	28
7.3	<i>Summary of Salisbury Workshop Task 3: Future scenarios</i>	33
7.4	<i>Summary of Exeter Workshop Task 3: Future scenarios</i>	37

<b>8</b>	<b>Summary of Workshop Findings</b>	<b>41</b>
8.1	<i>Overall Views</i>	41
8.2	<i>Areas of Agreement</i>	41
8.3	<i>Reference to the Government's objectives (the 5 criteria)</i>	43
8.4	<i>Areas of discussion and difference</i>	45
8.5	<i>Recommendations and Solutions</i>	45

**Appendix A**     *Design Group Attendance*

**Appendix B**     *Sub-Regional Workshop Attendance*

# 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 the 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 *Meetings and Workshops*

1.2.1 Three 'Design Group' meetings were held during the inception/scoping phase to assist the participation consultants in defining the Participation Strategy.

1.2.2 It was decided to hold a ‘family’ of three sub-regional workshops to address the issues and problems at a strategic (national and regional) level. They would then be consolidated to address the problem identification, option development and recommendation stages of the study. These workshops will be discussed in detail in ‘Participation Reports No.3’.

1.2.3 The three ‘sub-regional’ workshops were held to cover three strategic corridors, although participants were given the opportunity to air views that cover the whole study area. The workshops and corridors were:

- Bristol Workshop (6/7/2000): London–Bristol–Exeter corridor (M4-M5 from the M25 and railways from Paddington to Exeter/Severn Tunnel via both Bath/Bristol Parkway and Westbury);
- Salisbury Workshop (11/7/2000): London–Salisbury–Exeter corridor (M3-A303-A30 from the M25 and Waterloo-Exeter railway); and
- Exeter Workshop (13/7/2000): Exeter–Plymouth–Penzance (A30 and A38 and main railway line).

### 1.3 *This Report*

1.3.1 This report describes the outcomes of the three ‘sub-regional’ workshops held in July 2000, and includes the ‘design group’ process held prior to the main workshops.

1.3.2 Chapter 2 outlines the aims and outcomes of the design groups. Chapter 3 describes the sub-regional workshops in detail, including the tasks carried out and the attendees. Chapters 4, 5 and 6 include discussion of the problems and issues identified by the participants at each of the Bristol, Salisbury and Exeter workshops respectively. Chapter 7 discusses the future scenarios and solutions generated by the workshops. Chapter 8 contains a summary of the findings at all three workshops, including areas of agreement and discussion.

1.3.3 There are two appendices.

- Appendix A includes design group attendance lists; and
- Appendix B has similar information for the three sub-regional workshops.

## 2 Design Group Meetings

### 2.1 *Purpose of the Design Groups*

2.1.1 As part of the Scoping Phase of the study and participation strategy of the SWARMMS study, three sub-regional 'design groups' were held in May 2000 in Bristol, Salisbury and Plymouth. These meetings were held to assist in the development of the participation process for the study.

2.1.2 A number of key well-networked individuals and organisations representing seven stakeholder groups from the South West and South East Regions were invited to attend meetings to help to advise the participation strategy. Thirty-six participants attended the three meetings in all (out of a total invite list of around 90). Attendees at the design groups are shown in Appendix A.

2.1.3 The design group members were invited either for their knowledge of the needs of a particular stakeholder group, for their understanding of the regional transport issues or their involvement in the regional, sub-regional or local transport 'system'. Many of the design group members were recommended by members of the Steering Group, or by local authority officers previously involved in consultation for regional and local transport studies.

2.1.4 The role of the design groups was to provide feed-back and advice to the participation consultants on the phasing, timing and design of the participation process, the design of the workshops and to make recommendations on who should be invited to the workshops.

2.1.5 A second purpose of the design groups was for the meetings to provide a forum for different stakeholder groups to start working together to develop the participation strategy, creating a core cross-stakeholder group with an understanding and interest in the key issues for the study area.

2.1.6 It should be noted that the design groups were presented with the original participation strategy programme that had originally been outlined at the time of the study Proposal. This programme was subsequently altered to reflect the discussions with the client, local authorities and design groups, to that outlined in the Commissioning Report for the study.

## 2.2 *Summary of the Design Group Meetings*

2.2.1 The focus of each of the three design groups was different, reflecting strategic or sub-regional concerns and the composition of the design group members.

2.2.2 As these were the first ‘briefing-type’ meetings that most stakeholder groups had attended concerning the study, there were many questions common to all the design groups on the nature, scope and process of the SWARMMS study in general, as well as questions and comments on the participation process. The design groups were concerned that they did not have sufficient information on the study in general at this point.

2.2.3 Each group was able to build on comments and proposals made by the previous design group. As each design group was a testing ground for the participation process, comments from the first group were responded to, where possible, in the following group. For instance, comments were made in the first design group (held in Salisbury) on the ‘road focused descriptions’ used for the corridors. These comments were responded to for the second and third design group meetings and the corridors were then titled on a geographical basis to reflect the multi-modal aspect of the corridors. For example, the London–Bristol–Exeter corridor had originally been referred to as the ‘M4/M5 corridor’.

### *Common Concerns*

2.2.4 There were some concerns common to all of the design group meetings. Concerns about the study in general included:

- The relationship of the SWARMMS study to Local Transport Plans (LTPs), Regional Transport Strategies and other studies being undertaken within the study area, and thus the subsequent integration of the different levels of plan.
- Timing of the study in relation to the LTP consultations and production process and the availability of the LTP studies as a resource for the SWARMMS study.
- Related to the above point, there were comments and questions on ‘consultation fatigue’. It was noted that in some areas, people had already been asked to attend consultation meetings on a number of transport issues. There might be some overlap, and this in turn might result in a lack of willingness to attend more meetings unless new ground was being explored or active results were seen to be forthcoming.

### 2.2.5

Concerns about the participation strategy included:

- The proposed participation strategy was thought to be too complicated and went over ground already covered in other local and regional transport strategies. The participation strategy needed to build on work that had already been carried out in the region on transport strategies.
- The ability or commitment of some of the stakeholder groups to attend the proposed workshops, including business and transport operator organisations.
- Comments and questions as to the design of the workshops and that the design needed to be simple and inclusive.
- It was suggested that the process could be simplified by bringing the three sub-regional workshops together for one cross-regional workshop for the Option Development phase of the study. Strategically, participants thought that the timing was right to bring stakeholders with an interest in regional transport issues together to work across stakeholder groups on the SWARMMS study.
- There were also questions as to the value, purpose and timing of the first local workshops, which coincided with the production of the Local Transport Plans.

#### *Differing Concerns*

### 2.2.6

There were also a number of differing concerns for each of the three design groups.

- The Plymouth design group considered that the Devon and Cornwall area had different needs, in that they were the 'room at the end of the corridor' and they were not so concerned with consultation fatigue. This group was concerned that there should be local workshops to address local problems and recognised the potential difficulties of the changing political scene in the region following local elections.
- The Salisbury design group focused discussion on understanding the remit of the design groups. The group also made recommendations for the design of the regional workshop, and for the integration of the different forms of consultation that the consultants were undertaking for the study.
- The Bristol design group had a more strategic regional and cross regional focus, with concerns that the study comply with the South West Regional Transport Strategy. Design group members from the South East Region attended and were concerned that the different economic profiles of

different parts of the study area were recognised and reflected in the study recommendations. The Bristol design group worked with the consultants' team to develop the simplified participation strategy that was subsequently adopted.

#### *Developing the Participation Strategy: Design Responses*

2.2.7 In response to the recommendations of the design groups, the participation programme was simplified as follows:

- For the problem identification phase of the programme, it was decided that three sub-regional workshops would be run in the three corridor areas as planned.
- Local workshops would not take place in the spring/summer, as it was felt the response would be very limited, but would be held in the autumn and would focus on both problem identification and in generating options for solutions.
- One (large) cross-regional workshop planned for the Option Development phase of the study, to take place in the autumn (instead of three further sub-regional workshops). It was considered that SWARMMS transport issues could be developed more strategically by working regionally and cross-regionally.
- Similarly, one cross-regional workshop was planned for the Recommendations Phase of the study in December 2000.

#### 2.3 *Future of the Design Groups*

2.3.1 In the original participation strategy, it was proposed that the design groups would meet several times throughout the duration of the study, to provide interim inputs to the participation process. The response to this proposal was mixed.

2.3.2 The design groups held were very helpful in steering the development of the participation strategy and giving the participation consultants an overall picture of what was happening within the transport 'system' in the study area. Design group members were able to provide contact names and organisations for inclusion in the invitation list for the proposed workshops and to work with the consultants to develop a simplified and more streamlined process for the participation workshops.

2.3.3 However, the groups emphasised the strain that was being put on people involved in transport issues in the study area by the number of studies being carried out that

have similar and/or overlapping timetables. In particular, this was felt to be most awkward in the case of LTPs, and the potential within this overlap for consultation fatigue. In addition, given the size of the study area, the distance that people have to travel to attend meetings and the time that this involved, prohibited many from being willing to attend further meetings.

2.3.4 There was also some misunderstanding about the purpose of the design groups, in that some participants felt they represented an opportunity for a 'higher-level' input to the study than workshops, rather than a tool for guiding the workshops. Since the three meetings of the design groups summarised above, the design groups have not met again. This is due to reasons given above, mainly the pressure of time and distance on the ability of people to continue to meet. A design group planned for July was cancelled for these reasons.

2.3.5 The first purpose of the design groups, to advise and steer the Participation process, has been largely fulfilled and other forms of communication for input into the design process continue to be available.

2.3.6 The second purpose for the design group meetings, to continue to provide feedback on the participation process, has not been met. The practical difficulties of meeting regularly with such a large study area has made this difficult to realise. After the original three design group meetings, no further meetings have been held, and it is indeed not intended that any further meetings be held.

## 3 Sub-Regional Workshops

### 3.1

#### *Workshops Attendance*

#### 3.1.1

Over 300 people were invited to the three workshops from seven stakeholder groups. The stakeholder groups were derived from those remitted to the study in the study brief and GOMMMS. The groups included:

- local/statutory/regional authorities – including representatives of transport and planning authorities;
- business groups such as the CBI, local Chambers of Commerce and the Federation of Small Businesses;
- citizens groups such as trades unions;
- environmental groups including statutory and non-statutory organisations remitted or concerned with aspects of the environment;
- health and community groups and representatives, such as local health services and disabled travellers' groups;
- transport operators including infrastructure operators such as Railtrack and port/airport owners as well as bus companies and train operators; and
- transport User groups such as the freight operators' associations, motorist's groups, rail passengers groups and cycling groups.

#### 3.1.2

Around 20% of the invitees were considered to have a regional and strategic remit and thus invited to attend (or be represented at) all three workshops. Just over 100 people participated in the three workshops – the Bristol workshop being the best attended.

#### *Bristol*

#### 3.1.3

Many of those invited to all three workshops because of their regional or cross-regional strategic interests chose to attend the Bristol workshop. The participants response to tasks were therefore of a more strategic nature. Invitations were sent to organisations from the seven stakeholder groups for all the workshops, but attendees did not evenly represent the stakeholder groups invited. Regional, strategic and Local Authority groups were well represented, community, health and business groups less so. Attendees included members of the study Steering Group. Attendees at the workshops are listed in Appendix B.

### *Salisbury*

3.1.4 In the workshop held in Salisbury, environmental groups were well represented, whereas transport providers and users, and business groups were less well represented. Attendees again included members of the study Steering Group. Attendees at the workshops are shown in Appendix B.

### *Exeter*

3.1.5 Transport, user and community groups were well represented in this workshop and business better represented as a proportion of the attendees than in the other two workshops. There were few regional organisational representatives. Attendees at the workshops are shown in Appendix B.

## 3.2 ***Workshop Aims and Tasks***

3.2.1 The overall aims of the workshops were to:

- create a common understanding of the perceived problems and issues for the study area by involving a range of stakeholder groups;
- identify and prioritise the key problems and issues that needed to be addressed in subsequent stages of the study; and
- start to explore and generate options for potential solutions to the problems and issues.

3.2.2 The workshop also aimed to bring together diverse stakeholder groups with possible conflicting views to work together, and to start to build strategic solutions and options for the study area.

3.2.3 In order to meet the broad aims of the workshop, as outlined above, a series of tasks were defined by the participation consultants. These were:

- create a shared picture of the significant issues and concerns affecting each corridor and the study area;
- prioritise the issues and trends in order to understand what participants saw as the most significant issues;
- explore what was working well in the study area and to analyse in more detail what the key problems were;
- explore what future problems might arise and what the possible future opportunities might be;

- create a number of future scenarios for the year 2015 with reference to sustainable development frameworks, and with particular reference to transport issues;
- understand the decisions needing to be taken now and in the next few years that will influence the direction of transport development towards the different future scenarios; and
- start to generate options for resolving the issues raised and questions asked.

### 3.3

#### ***Workshop Design***

#### 3.3.1

The workshop was divided into four sessions, starting with an introduction, when the participation programme was outlined by Sustainable Futures and an overview of the study given by Halcrow.

#### 3.3.2

During the course of the day, participants were asked to complete three tasks. The tasks were chosen to focus on key questions that would inform the study team on key problems and issues and emerging options and solutions for the study area and for each of the Corridors. The afternoon session looked to the development of possible transport options for the future by focusing on a number of different scenarios for the year 2015 set within sustainable development frameworks.

#### 3.3.3

The tasks were:

- Task 1 – identify significant issues and trends;
- Task 2 – the present and looking to the future;
- Task 3 – future scenarios;

#### *Task 1: Identify significant issues and trends*

#### 3.3.4

The purpose of this plenary exercise was to ‘map’ significant issues and trends in the large group in order to build a shared picture of what different stakeholder groups saw as the key issues.

#### 3.3.5

Participants were asked to work as a whole group to identify further significant issues and trends affecting the study corridor. These were then ‘mapped’ or written up on large boards, so all the issues and trends could be viewed at one time, using a technique known as ‘mind-mapping’. The participants were then asked to prioritise the issues they saw as the most significant issues, by allocating their personal budget of ten dots to issues on the map.

### 3.3.6

#### *Task 2: The present and looking to the future*

The purpose of this exercise was to focus in more depth on current transport patterns and practices in order to understand where changes needed to be made. The exercise focused on four questions.

- What is currently working well in the transport corridors?
- What do you see as the key problems?
- What are the problems most likely to emerge in the future?
- What are the opportunities most likely to emerge in the future?

### 3.3.7

#### *Task 3: Future scenarios*

Building on work done in the morning sessions, the purpose of the scenario planning was to create a wider framework for thinking into the future about options and solutions for transport planning, policy and behaviour within a sustainable development framework. Participants were asked to complete four steps in the scenario planning.

- Step 1: create scenarios for the year 2015. Three types of scenarios were considered, each by at least one group. Scenarios included slow and rapid transitions to sustainable development, as well as an 'ideal' future scenario. This exercise was adapted and changed for each successive workshop in response to varied evaluation of the exercise, and the process for this exercise had been significantly simplified by the time of the Exeter sub-regional workshop.
- Step 2: focus on the key themes for transport in the year 2015.
- Step 3: consider the dilemmas, questions and decisions that would need to be made to arrive at their proposed scenario.
- Step 4: propose solutions to the issues and questions that had been raised in the previous step.

## 4 Problems & Issues – Bristol

This chapter describes the results of Tasks 1 and 2 at the Bristol workshop.

### 4.1 *Workshop Summary: Task 1: Identifying significant issues and trends*

4.1.1 The full ‘mind-map’ of problems and issues identified by the participants is shown in Figure 4.1. Issues raised ranged from those with specific geographical focus, such as the regional effect of rail link problems through Gloucester, to the effect of globalisation of trade on the growth of transport in the region. Note that the numbers in brackets show the number of participants who prioritised an issue as one of the most significant, and the total number of votes for that cluster of issues.

4.1.2 Table 4.1 below gives the top six prioritised clusters of issues for the Bristol Workshop.

**Table 4.1: Bristol: top six prioritised cluster of issues and trends**

Rank	Issue	'votes'
1.	Decision making – Co-ordination of planning by Local Authorities needed. Fragmentation of public transport provision	50
2.	Identifying spare capacity -managing demand	38
3.	Accessibility in rural areas Affordable public transport	33
4.	Transportation costs & funding – pricing, taxation & demand	31
5.	Continued promotion of development in areas already congested is a problem	26
6.	Reliability of journeys - Need to increase access beyond region & to Europe	24

4.1.3 The need for co-ordinated decision making was seen by participants in this workshop as the most significant issue, with a greater role of co-ordination of transport planning by Local Authorities highlighted. In the same cluster of issues, it was felt that transport provision was fragmented and Government departments were not delivering solutions. Also highlighted was the need to identify spare capacity on road and rail, manage demand and utilise existing resources better.

4.1.4 Prioritised as issues were:

- the problems of access in rural areas, with the need for affordable public transport as paramount (especially to avoid/reduce social exclusion);
- problems of how to fund and cover transportation costs;
- the problem of promoting further development in already congested areas; and
- the need for reliable journey times and increased access to other regions in the UK and to Europe.

4.1.5 In a cluster of issues raised in concerns for jobs in the western part of the South West, how to manage conflicting local and national needs and how to address regional imbalances were prioritised by participants.

#### 4.2 ***Workshop Summary: Task 2: Present and future***

##### *Question 1: What is working well ?*

4.2.1 In general it was thought that the rail and road corridors from Bristol to London were working well, particularly for off-peak journeys. Routes to Exeter were also mentioned. Reference was made of good local rail links and local and strategic Park and Ride schemes (car parks) at stations. Walking /cycling routes to Temple Meads in Bristol and overall safety were both mentioned by one group. Park and Ride schemes for access to cities were mentioned, where they exist (e.g. Reading, Bristol and Bath), as working well.

##### *Question 2: Key Problems*

4.2.2 Problems identified reflected problems and issues identified in Task 1, but groups identified a wide spread of issues, with few groups replicating the issues of other groups. Problems identified by more than one group included:

- congestion at motorway interchanges (particularly at access points to urban areas and at peak times);
- the problems of seasonal traffic and bottlenecks in the western part of the region;
- integration of public transport modes;
- there was concern over poor rail services South West of Bristol with a lack of investment in rail links;
- several groups emphasised the lack of integration between land use and transport planning; and
- there were also conflicts between environmental and economic needs and environmental and transport needs.

*Question 3: Future Problems*

4.2.3

The problems identified by several groups as likely to emerge or increase in the future included:

- the problem of future demand outstripping supply with greater need for demand management;
- lack of capacity of infrastructure and a skilled workforce to expand the rail system (signalling in particular);
- several groups mentioned the need for more investment in transport infrastructure and thought that conflicts between development, transport and environmental needs would increase, with transport being used as a political football;
- the length of time that it takes for projects to be delivered was seen as a continuing problem; and
- the image of public transport and the need to find better options for freight in the future.

*Question 4: Emerging Opportunities*

4.2.4

Proposed opportunities for the future were largely seen to be based on improved IT, which could lead to a reduced need to travel and a means of providing more immediate real time travel information. Improving integrated transport planning was cited, as were increasing opportunities to improve partnerships and co-ordination of regional planning systems and bodies. There were considered to be opportunities for the Strategic Rail Authority to have a greater influence and help to raise awareness on transport issues.

4.2.5

Table 4.2 has a summary of the data from Task 2.

4.3

***Points raised in discussion***

4.3.1

The six different groups considering these issues reported back to the whole workshop in turn. In the discussion time following reports from the six different groups, the following points were also raised:

- there should be greater opportunity for the shipping within the region;
- we cannot rely on Private/Public Partnership deliverability (there has been failure in the SRA and HA to deliver), and there needs to be a more strategic lead in project management;

- the definition of 'off peak' is changing – weekends and public holidays, although not working times, can see networks congested as well;
- great pressure on inward migration in large towns/cities;
- what we have already is more important; the timescale in new project conception until implementation is too long – people can change now, and can be influenced by what we have at present instead of waiting to be influenced by what we might have in the future;
- the government cannot 'dig itself a hole' by making transport decisions affecting other issues such as the environment; and
- freight needs to become a more multi modal business.

**Table 4.2: Bristol Task 2: Present and future workshop responses**

Question?	Group A	Group B	Group C	Group D	Group E	Group F
What is working well in the Multi Modal transport corridors?	Overall Safety. Bristol to London rail. Off Peak journey times. Passenger/freight off peak. M5 links.	Inter regional travel, ports, motorways and rail.	Rail. M4 in Wiltshire. Park and Ride in Reading and Islington. Rail, coach, and bus airport links.	Generally all working well. Rail, some delays but generally working well. Off peak journeys and local routes. Ports, P&R in Bath and Bristol.	Off Peak road trips. Effective parking charges. Park and Ride Schemes.	London-Bristol-Exeter routes. Walking/cycling to Temple Meads. Local/strategic P&R sites. Rail between London/Bristol. Road network links well.
What do you see as the key problems?	Peak hour congestion. Development pressures e.g. housing. Security, safety of pedestrians and children. Resistance to develop freight terminals. Poor Rail SW of Bristol. Lack of quality links between modes and key corridors.	Exits and entries to urban centres. Management of economic growth. Public opinion/'mind set', root of all our problems? Poor deliverability of projects. Regional diversity, SW vs. Thames Valley. No. of incomplete road schemes expanding, created by the growing number of 'tight spots.'	M4 slip roads and M4/M25 junction. Need for more alternatives for car users. Small planning authorities fragmented/isolated. Air safety. Lack of information at interchanges. Private sector profiteering. Pollution. Lack of investment especially in rail. Out of town developments.	A350 N/S, A303 Bottleneck and seasonal influences on the A30. Welsh/Irish have priorities that differ from views of the region. Rail pinch points at Reading and Exeter. Lack of coach services. Shortage/old rolling stock. Rural access problems. Spending decisions made on perception not fact. No out of town parking charges	Network capacity on rail. Land use/transport planning integration. Variation in quality of information. Personal lifestyle/choice issues. No work place parking levy. High concentrations of air travel. Under utilisation of water borne transport. Financing of projects.	Patchy access for cyclists/pedestrians. Patchy rail/cyclist integration. Lots of 'jams' originating in Birmingham area. Pinch point/junction congestion. Seasonality in SW. Delays on buses. Too much motorway use for local trips.
What problems are likely to emerge in the future?	Demand outstripping supply. Fares and relativity of cost. Environmental Pressures. Motorway congestion onto lesser roads.	Deliverability? 10-15 years from project conception to completion. Policy conflicts, environment vs. transport needs. Trying to influence the publics 'mind set'. Effects of globalisation. Finance/funding, requirement for more private sector investment.	Uneven high rate of development. Lack of capacity on passenger/freight and infrastructure/rolling stock. Increasing international travel > road/rail congestion. Environmental pressures on pollution. The limits of finance, it needs to catch up with what's needed.	Increase in car usage. No investment in infrastructure. Lack of skills/personnel in the planning and engineering professions. Shortage of transport staff. Problems with the image of public transport, especially with younger people.	Political implications, transport can be used effectively as a 'political football' in order to gain votes. Greater need to work together in providing options for freight. People's lifestyle/options available for work trips. Greater need for demand management.	Economic implications, North of the region vs. the South of the region.
What opportunities are likely to emerge?	IT reducing need to travel, video links. Better real time information. SRA to have greater influence on rail. Education on all issues to effect transport choices.	Routes and services around interchanges. Inter modal ticketing rail/bus/air. Assessment criteria of projects. Mixed use development reducing the need to travel. Real time information systems. 24 hour cities.	Improved IT, less need to travel. Increased co-ordination of regional planning bodies. Improved partnerships. Better publicity of services offered and what's available. More travel plans for businesses. International exchange of ideas and best practise.	Improved information, IT, internet. More awareness/education on transport issues. Less company cars. Control on car advertising. Improved interchanges. Freight running at off peak times. Improvement in SRA and regional transport planning. HA to lead on all solutions.	Workplace parking charges. Improved information. Greater use of technology. Uniform views on congestion charging. Capacity improvements. Improved joint collaborations.	Gauge enhancements on the railway networks for freight. Integration of land use and transport planning.

Figure 4.1: Bristol – ‘Mind-map’ of Issues and Trends



## 5 Problems & Issues – Salisbury

This chapter describes the results of Tasks 1 and 2 at the Salisbury workshop.

### 5.1 *Workshop Summary: Task 1: Identify significant issues and trends*

5.1.1 The full ‘mind-map’ of problems and issues identified by the participants is shown in Figure 5.1. Note that the numbers in brackets show the number of participants who prioritised an issue as one of the most significant, and the total number of votes for that cluster of issues.

5.1.2 Issues raised and prioritised focused particularly on the effects of road building on the environment, on problems of travel such as congestion, growth of road traffic and lack of public transport in rural areas. The single issue with the most votes was the low funding status placed on finding sustainable transport solutions.

5.1.3 Table 5.1 gives the top six prioritised clusters of issues for the Salisbury Workshop.

**Table 5.1: Salisbury: top six prioritised cluster of issues and trends**

Rank	Issue	'votes'
1.	Local natural environment fragile – need to maintain natural & historic environment/ effects of road building on greenfield sites/ loss of tranquillity & biodiversity	53
2.	Growth of road traffic – balancing available capacity	45
3.	Congestion can reduce the desire to travel – a solution? reducing the need to travel, development of local economy	42
4.	Improved journey time reliability. Improve safety for all travellers	42
5.	Lifestyles are increasing pressure on travel – perceived lack of social status in public transport.	23
6.	Lack of transport in rural areas What are the needs of freight?	22

### 5.2 *Workshop Summary: Task 2: Present and future*

#### *Question 1: What is working well ?*

5.2.1 Generally, groups considered the South West road network to be working well and within capacity, particularly long distance routes. Road and inter-city rail networks were considered by some groups to be working well (most of the time). Two groups thought that ports were operating well.

*Question 2: Key Problems*

5.2.2

Key problems mentioned included:

- peak capacity problems;
- growth of traffic in rural areas;
- road safety (particularly for cyclists and pedestrians);
- road bottlenecks all mentioned as problems;
- environmental issues, constraints and quality were highlighted by a number of groups;
- freight travelling by road and not rail;
- poor rural transport links and access to towns and cities were mentioned, with little availability for regular access except by car (and petrol prices are too high); and
- rail networks were seen to have poor capacity, poor interchanges and be too expensive with insufficient information on services (the capacity on the single rail track down to Cornwall was seen by two groups as a problem).

*Question 3: Future Problems*

5.2.3

Many of the problems that emerged focused on the problems of increased population and a higher proportion of retired people. The resulting increased housing and development was seen to lead to more travel demand, more car use, more congestion and the subsequent impact on the natural environment and rising pollution. European issues and political changes could have considerable influence on future transport direction.

*Question 4: Emerging opportunities*

5.2.4

Emerging opportunities mentioned were similar to those considered at the Bristol workshop with opportunities for the future largely seen to be based on improved IT. This could lead to a reduced need to travel through an increase in home-working, the subsequent increased use of local services, and growth of a local economy: IT was also seen as a means of providing more immediate real time travel information.

5.2.5

There were opportunities to improve efficiency and co-ordination of transport planning through a more strategic overview and for better interchange and through ticketing.

5.2.6 Reinvestment, perhaps in local branch lines, and education and awareness raising on transport issues were both mentioned. Increased road congestion could create an opportunity for modal shift to rail and other forms of transport. There was some debate as to whether road congestion was beneficial if it put people off travelling and created opportunities for more sustainable solutions.

5.2.7 Table 5.2 has a summary of the data from Task 2.

### 5.3 ***Points raised in discussion***

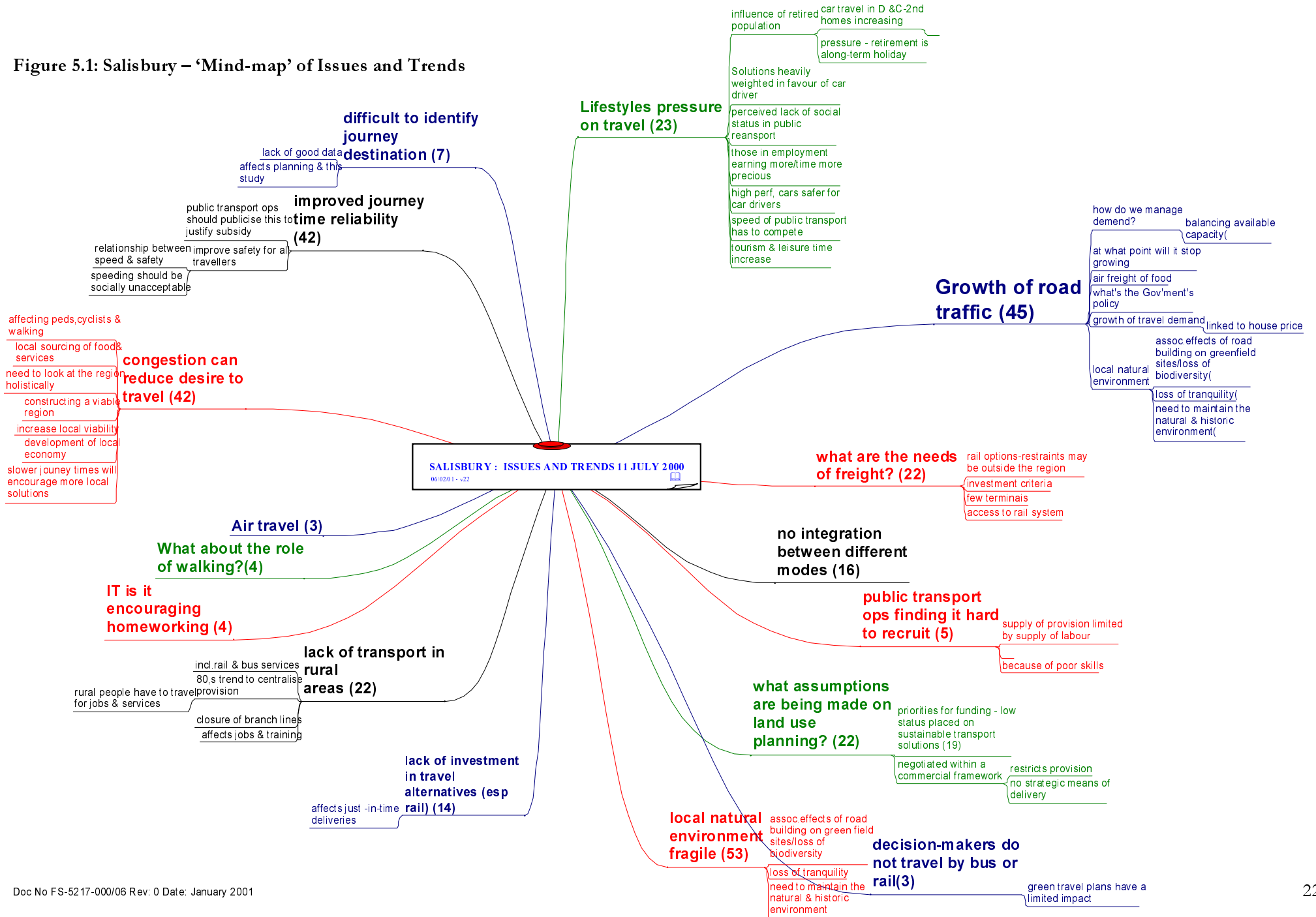
5.3.1 The groups considering these issues reported back to the whole workshop in turn. In the discussion time following reports from the groups, the following points were also raised:

- the South West is relatively congestion free – it is only the north of the South West and the parts of the South East in the study area region that are suffering and it is very ‘London’ orientated;
- need the reintroduction of trains onto the rural network;
- it is critical to get the balance between public control and management;
- air travel is being focused too much on Gatwick and Heathrow, which are very congested already;
- tax on air fuel – this will reduce air services and reduce the demand by air;
- it is hard to implement transport schemes as there aren’t enough skilled personnel – more investment requires more transport professionals.
- noise of the A30 Honiton bypass; need to look at concrete vs. tarmac roads;
- more origin-destination data is required, so specific journey types can be analysed e.g. school trips; and
- if road networks improve, centralisation of resources will result, due to the road improvements – it is hard to differentiate between the cause and effect.

**Table 5.2: Salisbury Task 2: Present and future workshop responses**

Question?	Group A	Group B	Group C	Group D	Group E	Group F
What is working well in the Multi Modal transport corridors?	Roads generally, choice and not massive amounts of congestion. Local Transport Plans coming on well. Good economy, good environment and natural beauty.	Long distance traffic on trunk network within capacity. Consistent journey times. Good provision of road & rail networks.	Investment in roads. High frequency of PT services. Through ticketing. Regional airports. Ports at Poole and Portishead. First Great Western Services. The improved infrastructure.	Congestion being a natural control. SW roads generally. Walking and cycling modes.	General maintenance, no significant network problems. Spend on safety schemes. Awareness of env't problems. Bypass work; M3, A303. Liaison between emergency services and HA. More information getting through to HA. Awareness of speeding.	Local strategic routes; A303 (off peak), M4, M5. Intercity rail. Ports: Bristol and S. Wales. National Express routes.
What do you see as the key problems?	Growth of traffic in rural areas, especially HGVs. Poor rural transport links, not a lot of choice, no access to rail. Poor interchanges, seamless journey only possible by car. Bottlenecks in rail network. Single rail lines to Cornwall. Freight still mainly by road no rail freight terminals. Speed/safety, public very vulnerable especially children. Maintenance budgets. Road bottlenecks.	Peak capacity problems. Road safety problems. Environmental constraints. Environmental quality in towns. Single track rail. No more trains to Waterloo from SW. Lack of rail freight. Poor interchanges. Funding and provision of rural buses. Poor conditions for cyclists and pedestrians. Access to ports and airports from SW.	With better infrastructure it increases congestion. Environmental issues e.g. Honiton bypass. Planning constraints; increases project delivery time and increases costs. Too much focus on economics not environmental issues. 'Car is still King!' What are the funding priorities? Too many parking restraints and P&R schemes.	Pollution; fumes/noise. Journey times are unreliable at peak times. There is a lot of inefficient car use. The car is too cheap to use. Rural petrol prices are too high. Railway network has poor capacity, comfort & interchanges. It costs too much and the network is too linear not lateral. There is a lack of O-D data. Poor access to information. Not everyone can cycle.	Privatisation. Attitudes; we all need to change and be willing to use public transport. Too much focus on expenditure requiring high rates of return. Transport requires more funding from the government.	Lack of understanding of the problems and the nature of the congestion. Poor marketing of public transport. Local network links to strategic areas, especially N/S links. Rural access to towns/cities. Environmental problems. Bus capacity is being led by the peak hour.
What problems are likely to emerge in the future?	Reduced access to services. More pollution. High proportion of retired people. More congestion.	More travel demand and need to meet it. More housing and employment developments. Changes in political direction. Do we have the skills to implement solutions?	Increased use of cars and HGVs – eventually gridlock. Increased maintenance. People having more leisure time, therefore more opportunity to travel. Increased housing development. Longer life expectation.	There is an assumption /perception that economic growth may not be good for the SW. Local Transport Plans will be focused on engineering and not on public transport; there will be bias to the roads not sustainable travel.	Increasing car usage. Population increase. People travelling further to work. Reduction in rural industries. Poor availability of public transport. Influence of European issues.	Increased congestion; where do we draw the line? Political decisions being made on perception, not on fact and need. Competition between LAs, car park operators and land use planners. Impact on the natural env't.
What opportunities are likely to emerge?	Better education/awareness of transport issues. Relocation of services locally resulting in less need to travel. Opportunity for better interchange and through ticketing. Improved conditions for pedestrians and cyclists.	Internet use for home working/shopping, therefore business location becoming not as impossible. Congestion effecting a modal shift away from car use. Reinvestment in local services.	Modal shift towards rail/sea. More people onto the buses. More travel information (real time) becoming available on the internet. More management of tourism.	Education for everyone, more lateral thinking. Increased use of technology and IT. Rural reform; an increase in using local services. More efficient use of resources & planning. More focus on what needs to be evaluated.	Improved local/national transport plans influencing development. New technology reducing the need to travel. Increased home working and shopping.	Opportunity for a strategic overview. Home working. New technology having an influence on transport, GPS/internet. Local branch line reopening. Potential for political cohesion to improve transport.

Figure 5.1: Salisbury – ‘Mind-map’ of Issues and Trends



## 6 Problems & Issues – Exeter

This chapter describes the results of Tasks 1 and 2 at the Exeter workshop.

### 6.1 *Workshop Summary: Task 1: Identify significant issues and trends*

6.1.1 The full ‘mind-map’ of problems and issues identified by the participants is shown in Figure 6.1. Note that the numbers in brackets show the number of participants who prioritised an issue as one of the most significant, and the total number of votes for that cluster of issues.

6.1.2 Issues for this workshop particularly focused on rail, with a high percentage of the vote prioritising this cluster of issues as the most significant for the area. Road issues also received a high vote (Dobwalls and Goss Moor) for that cluster of issues).

6.1.3 Table 6.1 below gives the top six clusters of prioritised issues.

**Table 6.1: Exeter: top six prioritised cluster of issues and trends**

Rank	Issue	'votes'
1.	Rail: more frequent services needed & at more even intervals Improving the Exeter to Waterloo link and Okehampton to Plymouth link	92
2.	Roads: importance of A39 links to A30 & Goss Moor bottleneck & Torbay bypass needed	57
3.	Financing: Public transport has to be cheaper/hypothecating	25
4.	Very high quality environment in the SW. Environmental problem of trunk roads into cities & congestion at urban junctions	22
5.	Airports: Difficulty of access to other countries/regions/Europe from SW for international business. Poor links to other transport modes.	21
6.	Study design: Take on N to S links & ports as part of Swarmms study	17

6.1.4 The main concerns of the Exeter workshop were the lack of rail services in Devon and Cornwall and the lack of alternatives to using cars in a predominantly rural area, where long distances often have to be covered. The need for ‘more frequent services and at even intervals’ was highlighted, as well as the need for links with other modes of transport, particularly in Exeter. Weak rail coverage west of Exeter,

links to other parts of the country, particularly North – South links, and access to Europe and other countries were all named as problems for the area. These access problems could have significant effects on business and economic development in the region. Connections through ports and airports were not seen as sufficient.

6.1.5 Given the lack of rail access and the importance of roads for transport communication, there was a focus on specific road problems that needed to be solved; examples named included the number of vehicles entering Torbay, and the Goss Moor bottleneck, as well as through Dobwalls. The impact of seasonal holiday traffic was increasing and tourist attractions tended to focus traffic congestion in particular areas ('honey pots'). There were few alternative modes of transport for those unable to afford cars and this leads to and enhances social exclusion

## 6.2 ***Workshop Summary: Task 2: Present and future***

### *Question 1: What is working well ?*

6.2.1 Groups thought that the road network was working well most of the time, with particular mention of roads east of Exeter (M5, parts of the A303 and the A30) and the benefits of local bypasses. Rails links east of Exeter were working well as were National Express routes, cycling networks and sustainable transport schemes. There was capacity on rail and new rail stations were being opened. There is capacity for economic expansion.

### *Question 2: Key Problems*

6.2.2 Lack of strategic integration of transport modes was an issue mentioned by several groups, as was the problem of freight movements by road rather than rail. Road and rail bottlenecks in Devon and Cornwall and at Exeter were highlighted.

6.2.3 Several groups mentioned the lack of rural rail services and the isolation of rural communities with problems of accessibility, reliability and flexibility of public transport and cost. Two groups mentioned the need for better access to Europe and other UK regions. Lack of land use planning and the length of the planning process were seen as obstacles to progress.

### *Question 3: Future Problems*

6.2.4 One group detailed the same list of issues for future problems as for present problems, but most groups thought there would be increased congestion and car use, particularly from seasonal traffic, leading to more pollution and environmental

and climate change. Future problems had long term financial consequences and there was a need for committed investment for the future. One group mentioned the conflict between economic and environmental issues in the region and the problem of rail capacity to cater for passenger and freight traffic.

*Question 4: Emerging Opportunities*

6.2.5 Although increased internet use was seen as an opportunity for less travel, this workshop did not focus on the IT possibilities as much as the other two sub-regional workshops. The focus was more on new technology and the opportunity for more efficient and less polluting cars, and new rail signal technology.

6.2.6 Ideas were put forward for more integrated transport delivery through regional or strategic transport authorities. Many groups focused on the need to finance the transport system through a number of different methods, including congestion charging, increased taxes on car users and road tolls. One or two groups saw climate change as an opportunity for education and awareness raising.

6.2.7 Table 6.2 has a summary of the data from Task 2.

6.3 ***Points raised in discussion***

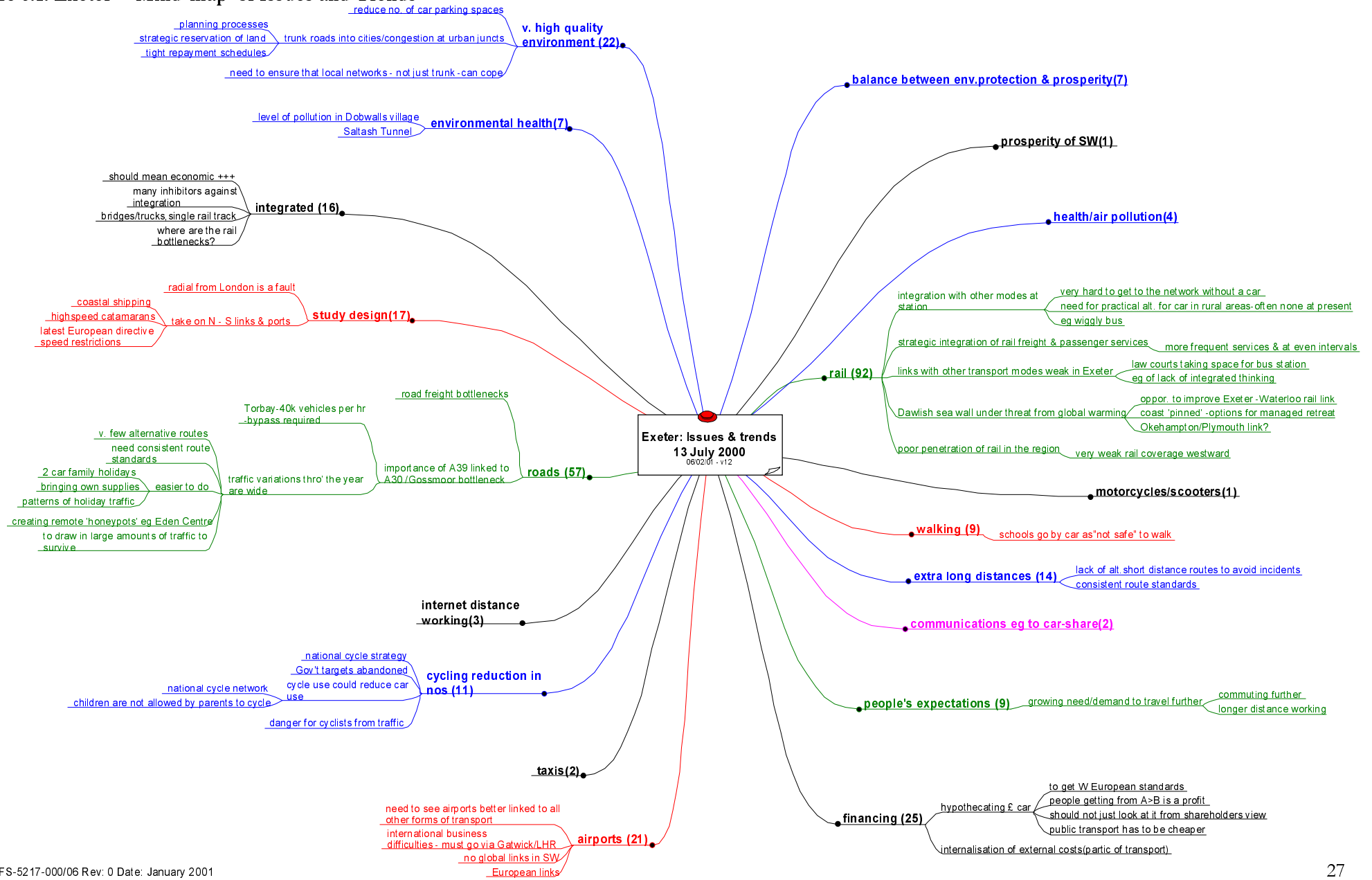
6.3.1 The groups considering these issues reported back to the whole workshop in turn. In the discussion time following reports from the groups, the following points were also raised:

- not all people have a car, plans need to include those who cannot drive;
- specifically, for some people in Cornwall, ‘really old run down’ cars are essential as a lifeline – they will not be able to afford any more increase in car/fuel tax, and have difficulty affording replacement vehicles;
- a suggestion was offered that some of the tax on petrol could be rebated as public transport tokens – these tokens can then be sold on an open market to input more money directly into public transport;
- traditional tourism is declining in Devon and Cornwall as people are willing to spend in order to travel further for guaranteed sunshine;
- there should be information services on trains so an onward journey can be planned before you have left the train; and
- local authorities can give into ‘footloose’ industry too easily – can something be done to influence the decision making process?

**Table 6.2: Exeter Task 2: Present and future workshop responses**

Question?	Group A	Group B	Group C	Group D	Group E
What is working well in the Multi Modal transport corridors?	M5 and parts of the A303. Capacity on rail. Potential of sea links.	Easy access to industrial estates, areas of employment and prosperity, capacity for expansion. Benefits to local community created by bypasses.	Roads, most of the time. Improved rail network. Good SWARRMS consultation forum. Reopening of rail stations. Sustainable transport schemes.	A good basic existing network.	Road links east of Exeter (M5,A30). Rail links east of Exeter. National Express routes. Cycling network. Links to Roscoff. Exeter Airport. Rural buses in Cornwall.
What do you see as the key problems?	A30 Goss Moor bottleneck. Torbay/Newton Abbott corridor. Rail bottlenecks at Exeter. Health issues caused by congestion. Lack of provision for cyclists. Poor integration of modes. Lack of alternatives to road/rail. Lack of freight on rail. Lack of land use planning. Over legislation by Europe.	Low density rural communities are being cut off they need access to the main network. Cost of public transport travel. Fluctuations in the density of traffic. Increased freight movements created by supermarkets. Lack of rural rail services.	Insufficient investment in public transport. Isolation of rural communities. Cost of public transport. Lack of strategic thinking, rail/bus integration.	Accessibility, reliability and flexibility of public transport. Lack of investment. Increased seasonality. Lack of capacity on rail. A39 de-trunking. High fares with unreliable journey times on the buses. Access from the SW to SE England and Europe.	Road/rail bottlenecks. Length of the planning process. Environmental/economic aspirations. The cost of public transport. Inconsistent road networks. Poor interchanging, inter ticketing and scheduling. European rail links from SW. Public transport to rail stations.
What problems are likely to emerge in the future?	Same as current key problems unless things change.	Continued increase in traffic. Local incidents having greater effects on the existing network. Environmental implications such as increased pollution. Access to tourist attractions. Financial implications caused by future problems.	Increased congestion, more traffic. Climate changes as a result of increased air pollution. Lack of future investment. More HGVs on the roads caused by supermarkets.	Financing and lack of capacity. Economic issues versus environmental issues. Passenger issues versus freight issues. Land use sustainability, developers need to know where the accessibility is. Problems with local sourcing. Decentralised decision making. Political stability/ long term commitment.	Increased traffic growth. Increased seasonality. Certainty of future funding? An increase in teen car ownership. Increase in size of vehicles increasing pollution.
What opportunities are likely to emerge?	Video conferencing. Improvements in engine technology making cars more efficient and less polluting.	Business expansion (Objective1) Social and Economic development. Technological advances; increased internet use for business and employment. Possibility for road building financed by tolls.	Hypothecation to get money from the car user to fund public transport. Ring fenced tax on congestion. Education to make young people aware of the transport problems. Improved technology/ communication of travel options. New tracks, stations and electrification for railways. Commission for Integrated Transport.	Regional government finance control. Extra air travel. Sea ports to more European destinations. Increased vehicle technology. Improved signalling technology. SRA deliverability. Strategic Transport Authority? Using climate change as an opportunity for publicity. Improved integration.	Rail franchising. More direct services after the solution of bottlenecks and increased capacity. Land use planning, more mixed use, less need to travel. Spreading of the holiday season. Changing attitudes, giving up things for the benefit of society. More capacity. IT used to instigate car sharing. Regional decision making. Increase on petrol tax. Congestion charging.

Figure 6.1: Exeter – ‘Mind-map’ of Issues and Trends



# 7 Future scenarios and emerging solutions

## 7.1 *Task 3: Future scenarios*

7.1.1 The participants were asked to set the scenarios within sustainable frameworks and the ideas and solutions of the groups reflect this framework. In mixed stakeholder groups, participants were asked to create scenarios for the year 2015. Groups were divided into three sets, with one group looking at a slow transition to a more sustainable future, one to a rapid transition, and the third to an ideal future scenario.

7.1.2 Most groups used the suggested headings of Economy, Social Inclusion, Environment, Integration, Health & Community, and Quality of Life or included a number of these headings in framing the issues and features of their scenario.

7.1.3 In general, outputs were such that differences between the rapid transition and ideal future scenario were not significantly marked whereas the slow transition groups described scenarios that had not moved significantly from the present situation and change was 'gradual'.

## 7.2 *Summary of Bristol Workshop Task 3: Future scenarios*

### *Step 1:*

7.2.1 In the Bristol workshop, Improvements to the environment were marked in the rapid transition and ideal scenario groups, with improvements in air quality, a slow down in resource use and pollution. Groups described improving quality of life, growth of the economy, a better balance between rural and urban conditions and a net inward migration to the South West.

### *Step 2:*

7.2.2 Continuing from the scenarios in Step 1, participants focused on the key changes for transport in the year 2015. Many of the proposed solutions focused on the key theme of how to shift transport demand off the roads. Solutions were put forward in three main categories:

- How to stop people travelling in the first place – the need to travel?
- How to raise people's awareness of the issues involved in increasing car use

- How to make public transport more attractive and reliable for travellers?

### 7.2.3

Details of transport scenarios are listed in Table 7.1. The scenarios had common themes of:

- Reduction in the need to travel
- More control of road and rail systems with better traffic management
- More integration between modes of transport
- Means of through ticketing for ease of journey
- Financial penalties for use of cars – these included parking, motorway and congestion tolls.

**Table 7.1: Bristol Task 3: Focus on transport in 2015**

Group	Components
<b>L</b> Slow transition	<ul style="list-style-type: none"> <li>• Increased rail patronage</li> <li>• Great Western Rail upgrade</li> <li>• Current bottlenecks will be solved and new ones will appear</li> <li>• More control of the road system</li> <li>• Congestion charging/workplace charging</li> <li>• Greater focus on Green Travel Plans</li> <li>• Regional Airport Growth &gt;100 % and Terminal 5 will be built + extra rail links</li> <li>• LRT in Bristol, Reading, Cardiff</li> </ul>
<b>M</b> Slow transition	<ul style="list-style-type: none"> <li>• Improved inter-regional rail links (electrification?)</li> <li>• Improved rolling stock (rail)</li> <li>• Smartcards</li> <li>• Priority for long-distance traffic on motorway(access controls)</li> <li>• Charging schemes including motorway tolls</li> <li>• Slow shift from road to rail for longer trips (dependent on increased rail capacity)</li> <li>• Growth in regional air services (domestic &amp; international)</li> <li>• European regional link</li> <li>• Growth in 3 or 4 key ports</li> <li>• Bristol Channel ferry service</li> <li>• Slow reduction in urban car use</li> <li>• Bristol alone to have LRT system</li> <li>• More park and rides (high quality): Swindon +</li> <li>• Urban congestion charging</li> <li>• Bus, taxi, freight priorities</li> <li>• Rail freight investment: TENS, Channel Tunnel routes</li> </ul>
<b>N</b> Ideal scenario	<ul style="list-style-type: none"> <li>• Less dependence on car use</li> <li>• High quality &amp; affordable transport system in both urban &amp; rural areas</li> <li>• Great reduction in need to travel</li> <li>• Great reduction in desire to travel</li> <li>• All new housing and commerce concentrated in sustainable centres</li> <li>• Transport (or rather no need to) more dominant feature in land-use planning</li> <li>• Zero polluting vehicles in town centres</li> </ul>

Group	Components
	<ul style="list-style-type: none"> <li>Free(?) public transport</li> <li>Reduce unnecessary transport of goods - no more coals to Newcastle</li> </ul>
O Ideal scenario	<ul style="list-style-type: none"> <li>Do not wish to restrict people's freedom, but give opportunities for choice – But make car last choice for many transport needs (such as to school, to job and to shops)</li> <li>There is the opportunity to short hire environmentally friendly vehicles</li> <li>Segregation of freight transport (especially heavy freight) from people transport – by time and mode e.g. Night trunking, road rail</li> </ul>
P Rapid transition	<p>Rail:</p> <ul style="list-style-type: none"> <li>good urban and suburban light rail</li> <li>main rail lines electrified (GWML to Fishguard and Penzance)</li> <li>Regular inter-urban services</li> <li>Sufficient capacity pass. and freight</li> <li>S.W. dedicated (&amp; S.E. dedicated) franchises</li> <li>Double track rail (Swindon-Glos, Exeter-Salisbury, Exeter-Penzance)</li> <li>Channel Tunnel links</li> </ul> <p>Road:</p> <ul style="list-style-type: none"> <li>Priority access for freight, public passenger services and emergency</li> <li>'Hot Spot' management</li> <li>road/rail/port/inland waterway/airport integration</li> <li>Public Transport Interchanges (e.g. car – rail)</li> <li>local road networks better managed</li> </ul> <p>Across All Modes:</p> <ul style="list-style-type: none"> <li>managing tourist traffic and 'through ticketing'</li> </ul>
Q Rapid transition	<ul style="list-style-type: none"> <li>transport (safe efficient, clean, attractive)</li> <li>rural Areas – equal assessment to urban areas (importance)</li> <li>piggyback lorries on trains, etc</li> <li>key strategic inter-modal sites</li> <li>expanding capability: All at pinch points</li> <li>rail – electrified main links, better/more rolling stock</li> <li>road – toll road (with money to transport), congestion charging, car park charges (business), differential tolling</li> <li>green travel plans – spread load and flexible work (shop/play) hours</li> </ul>

### Step 3

7.2.4 Participants were asked to think through the dilemmas, questions and decisions that would need to be made to arrive at their proposed scenario and then put forward solutions to the issues and questions.

7.2.5 Under Step 3, the Bristol workshop focused on the strategic needs and questions of how to manage demand and co-ordinate policy. There were several references to the need for political will, at national and local level, to implement long term changes and modal shift away from the car, with the suggestion that transport should not be a political tool. Key areas for looking at solutions were well summed up by one group as, research, education, legislation, funding and investment with the over-riding theme of co-ordination of policy.

7.2.6 There was an acknowledgement of the need for differing investment in the region with investment needing to be weighted in favour of Devon and Cornwall and the regional access point of the Thames Gateway. There were also questions on how to influence public perception of the issues and the need to carry out more research into people's real, rather than assumed, transport needs.

7.2.7 Some groups focused more on the specific dilemmas of how to implement the desired changes with questions of where to focus public transport investment and how to speed up the process for investment in public transport infrastructure.

*Step 4*

7.2.8 See Table 7.2 for the Bristol Workshop options for solutions. Specific solutions supported by more than one group included:

- investment, both public and private, in public transport infrastructure, urban and rural;
- researching both transport needs and alternative fuel and vehicle technologies;
- co-ordinating and streamlining planning procedures for implementing public and more sustainable forms of transport, and clearer legislation;
- education on environmental and transport issues;
- specific suggestions for a national transport implementation agency and regional agencies to integrate and co-ordinate transport plans and to integrate planning with the Regional Development Agency and other regional planning bodies;
- integration of modal planning between the Strategic Rail Authority and Highways Authorities;
- investment in roads to resolve bottlenecks and congestion points;
- investment in freight provision, distribution depots and interchange points;
- investment in intermodal interchange points for passengers and the use of smartcards (etc) for through ticketing; and
- more use of and investment in ports and airports in the region.

**Table 7.2: Emerging Solutions: Bristol**

Group	Issues that need to be dealt with.....		
	<i>now</i>	<i>in 2 years</i>	<i>in 5-7 years</i>
<b>L</b> <b>Slow</b>	<ul style="list-style-type: none"> <li>• Cost of recruiting and paying public transport staff, especially bus drivers</li> <li>• Expectations of quality from public transport increases</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluation of effectiveness of Local Transport Plans</li> <li>• Requirement for maximum parking standards for new developments</li> </ul>	<ul style="list-style-type: none"> <li>• Implementation of strategies from Multi-modal Studies (e.g. SWARMMS)</li> </ul>
<b>M</b> <b>Slow</b>	<ul style="list-style-type: none"> <li>• Longer rail franchises, incentives and harsher penalties for operators</li> </ul>	<ul style="list-style-type: none"> <li>• Pooling of European, UK taxation</li> <li>• New Funding sources</li> <li>• National transport implementation agency &amp; regional agencies</li> <li>• P&amp;R major urban centres</li> <li>• Educate, sustainable living</li> <li>• Through rail/bus ticketing with Smartcard</li> <li>• Incentives for local sourcing of food, etc</li> </ul>	<ul style="list-style-type: none"> <li>• LRT in Bristol &amp; heavy rail improvements.</li> <li>• Rail electrification</li> <li>• London -S.Wales - Bristol</li> <li>• Road investment to remove worst congestion points</li> <li>• Rail access for many freight distribution depots</li> <li>• Bristol International Airport to be regional hub</li> <li>• Congestion charging – all major urban centres</li> </ul>
<b>N</b> <b>Ideal</b>	<ul style="list-style-type: none"> <li>• National Plan for Transport</li> <li>• Plan for pollution free vehicles</li> <li>• Raise finance</li> <li>• Plan manufacturing capacity (public transport)</li> <li>• School curriculum – environmental education</li> <li>• Overhaul planning procedures</li> <li>• Large development “tax” on greenfield sites</li> </ul>	<ul style="list-style-type: none"> <li>• Public Transport Improvements</li> <li>• Road pricing – freight &amp; bus a priority</li> <li>• Company car taxation</li> <li>• Compulsory green travel plans</li> </ul>	<ul style="list-style-type: none"> <li>• Legislation includes requirements in LTP’s</li> <li>• Co-operation between SRA &amp; local highways</li> <li>• Finance for alternatives (improved public transport)</li> <li>• Mandatory environmental education</li> <li>• Termination of ‘renewable’ planning consents</li> <li>• Start bans on polluting vehicles</li> </ul>
<b>O</b> <b>Ideal</b>	<ul style="list-style-type: none"> <li>• Lobbying, education</li> <li>• Money to be set aside for</li> <li>• Project pump priming</li> </ul>	<ul style="list-style-type: none"> <li>• Carry out the study of people’s transport needs</li> <li>• Streamlining of planning process</li> </ul>	<ul style="list-style-type: none"> <li>• Gain a full understanding of people’s transport needs</li> <li>• Commence action</li> <li>• Use of most up to date technology &amp; concepts</li> </ul>
<b>P</b> <b>Rapid</b>	<ul style="list-style-type: none"> <li>• Dedicated freight/logistics staff in Gov’t offices</li> <li>• Delivery Mechanisms</li> <li>• Improve regulations to facilitate public transport &amp; green travel plans</li> <li>• SRA, LAs, REG/RDA, RASS/charges Highways Agency Gov’t office</li> <li>• Freight on rail? Gov’t spend for access</li> <li>• Planning commitment via Regional planning bodies</li> <li>• Fares simplified affordable</li> </ul>	<ul style="list-style-type: none"> <li>• Demand management</li> <li>• Harness technological solutions</li> <li>• Fuel rebate Buses, lorries, coaches</li> <li>• Port access?</li> <li>• Rail Investment</li> <li>• Rural – taxis buses, rural rail, community transport</li> <li>• Information - real time &amp; internet opportunities</li> <li>• Marketing – interface with industry</li> <li>• Support from Govt for alternatives Rail, Fuels</li> <li>• Advertising – planning as part of marketing</li> <li>• Public Transport ‘Bonuses’</li> <li>• Loyalty Incentives</li> </ul>	<ul style="list-style-type: none"> <li>• Urban regeneration (town and cities)</li> <li>• Transit priority</li> <li>• Tolls, Road pricing/public transport</li> <li>• Tracking Progress? Monitor</li> <li>• Adjust priority access to 10 year transport plan Motorways, trunk roads Freight, public transport</li> <li>• Green Tourism plan for the South West</li> <li>• Rail Franchises for the South West and Thames Train area for 20 years</li> <li>• Fares and Smart Cards</li> </ul>
<b>Q</b> <b>Rapid</b>	<ul style="list-style-type: none"> <li>• Study</li> <li>• Assessment</li> <li>• Design</li> <li>• Set up multi-disciplinary partnerships</li> <li>• Benchmark monitoring</li> </ul>	<ul style="list-style-type: none"> <li>• Resolving key bottlenecks</li> <li>• Balance between passenger and freight</li> <li>• RDA/HA/SRA be partners/deliverers of decisions</li> <li>• Identify key port &amp; airports/interchanges to upgrade</li> <li>• More efficient use of existing infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• New/upgrade key infrastructure</li> <li>• T5 (Terminal 5)</li> <li>• Electrification of GW</li> <li>• More freight on rail – piggy back</li> <li>• Intermodal interchanges</li> </ul>

7.3 *Summary of Salisbury Workshop Task 3: Future scenarios*

*Step 1*

7.3.1 Scenarios at the Salisbury workshop focused on the development of a more local, decentralised economy with increased home-working, - ‘a supportive home-work environment’- and a better balance between the environment and economic needs. There was emphasis on the development of strong but diverse communities, with more of a sense of social conscience and responsibility and more focus on the local area for work and leisure and therefore less need to travel. There was also mention of more liveable green urban environments. One of the slow transition groups thought that economic growth would continue steadily and that there would be expanding urban settlements.

*Step 2*

7.3.2 Participants focused on the key changes for transport in their differing scenarios. The ideal and rapid change scenarios emphasised the role of an efficient rail network with ‘frequent/efficient/comfortable/affordable/appropriate to needs’ services. This was coupled with the need for less travel in the first place, due to the increase in local economies and home-working. At the same time improved access to transport was mentioned, both rail and road and the desire for seamless and flexible integrated journeys. Freight used rail more and development was concentrated at travel nodes.

7.3.3 Fiscal, regulatory and political measures were in place to instigate and support sustainable infrastructure and transport mode development, which then caused less impact on environmental and non-renewable resources.

7.3.4 The slow transition group thought that although urban areas would become more ‘car-free’ as time goes on, rural areas would remain dependent on cars in 2015.

7.3.5 Table 7.3 details proposed scenarios for transport in 2015.

**Table 7.3: Salisbury Task 3: Focus on transport in 2015**

<b>Group</b>	<b>Components</b>
<b>L</b>  Utopia	<ul style="list-style-type: none"> <li>• Ideal Transport scenario includes less need to travel and demand by management</li> <li>• Rail - more infrastructure and more use by passengers and freight especially</li> <li>• More frequent train times (no need for timetable)</li> <li>• Seamless booking, accessibility, interchange</li> <li>• Tourism 100% on public transport</li> <li>• Less environmental impact – visual – audible, smell, etc</li> <li>• Full cycle/footways</li> </ul>
<b>M</b>  Rapid transition	<ul style="list-style-type: none"> <li>• Political consensus</li> <li>• Fiscal regulatory measures to discourage unsustainable and encourage sustainable</li> <li>• Resource Use – balance between use &amp; supply of natural resources</li> <li>• Quality of life, health &amp; community</li> <li>• Shorter journeys by 'slow modes' (walking/cycling)</li> <li>• Public transport provision + regulatory framework (in place for rail)</li> <li>• Population density Concentrated development at transport nodes</li> <li>• Planning – regional P.G./structure plan/local plans</li> </ul>
<b>N</b>  Slow transition	<ul style="list-style-type: none"> <li>• Focus less on development of links to London &amp; concentrate on inter regional links</li> <li>• 'Needs' based public transport good research required</li> <li>• Innovation &amp; technology to improve</li> <li>• Good communication &amp; IT</li> <li>• Intermodal links</li> <li>• Better use of transport capacity</li> <li>• Road pricing/congestion?</li> <li>• Raise public awareness</li> <li>• More freight on rail</li> <li>• More local sourcing of materials</li> <li>• Realistic economic costing of roads</li> </ul>
<b>O</b>  Rapid transition	<ul style="list-style-type: none"> <li>• Public Transport – frequent /efficient/ comfortable /affordable/appropriate to needs</li> <li>• Freight movement by rail – networked approach</li> <li>• Parking management &amp; congestion</li> <li>• Agreed parking charge regime – encompass all car parks?</li> </ul>
<b>P</b>  Slow transition	<ul style="list-style-type: none"> <li>• Main intercity corridors (road &amp; rail) will be improved.</li> <li>• Improve access to rail network (esp. freight)</li> <li>• Improve access to road access</li> <li>• Improve safety – social conscience</li> <li>• Legislation, technology.</li> <li>• Seamless integrated transport</li> <li>• Urban areas become more "car free"</li> <li>• Rural areas remain car dependant</li> </ul>

*Step 3*

7.3.6

Questions and dilemmas raised in the Salisbury workshop centred on some similar themes to those in the Bristol workshop, namely, raising awareness of the issues, research into travel flows and travel needs, integration of land use planning and

transport, how to realistically fund public transport and prioritise public transport funding, and the use of IT and Smartcards for ease of travel

7.3.7 This workshop also raised questions of how to involve the public and hear all sections of society, and the requirement to develop mandatory green transport and management plans. The theme of the development of local economies was mentioned again, and there were questions on how to 'green' business and control and restrict road congestion. Political consensus, local authority partnership building and the development of public transport and highway regulations were also mentioned as key areas where decisions needed to be taken. Regulations governing competition needed to describe a sustainable network and fund accordingly.

*Step 4*

7.3.8 Solutions proposed were varied and reflected concerns mentioned above. Solutions focused on greater management and demand management of the transport network with increased and more user friendly rail use and investment in the rail network. The private sector and local authorities needed to work together to meet demand and business needed to be more socially responsible.

7.3.9 IT was mentioned again, but only by one group and there was a suggestion that housing densities be increased in urban areas to save development on greenfield sites.

7.3.10 At a strategic level, it was suggested that nationally agreed, non-partisan 15 year transport policies and plans with the funding to deliver, would be the way forward and that plans needed to be acceptable to the public. Plans and actions needed to be monitored and reviewed for their adherence to sustainable development principles.

7.3.11 See Table 7.4 below for the Salisbury workshop proposed solutions.

Table 7.4: Emerging Solutions: Salisbury

Group	Decisions that need to be made.....		
	<i>now</i>	<i>2 years</i>	<i>5-7 years</i>
<b>L</b> <b>Utopia</b>	<ul style="list-style-type: none"> <li>Public acceptability</li> <li>Socially Responsible Business</li> </ul>	<ul style="list-style-type: none"> <li>Start to implement Sustainable Dev (Live &amp; work locally)</li> <li>Decrease road use</li> <li>Seamless booking</li> <li>Increase home working</li> <li>Liveable communities</li> <li>More walking, cycling</li> </ul>	<ul style="list-style-type: none"> <li>Increased rail use by 2015</li> </ul>
<b>M</b> <b>Rapid</b>	<ul style="list-style-type: none"> <li>Presumption against any development on greenfield sites</li> <li>Increased housing densities in urban areas</li> <li>Park and Ride</li> <li>National Rail Plan</li> </ul>	<ul style="list-style-type: none"> <li>LTP – Walking and cycling projects</li> <li>Traffic management</li> <li>Demand regulation</li> <li>Improved quality/reliability of public transport services: bus &amp; rail (where capacity exists)</li> </ul>	<ul style="list-style-type: none"> <li>Rail infrastructure - ports</li> </ul>
<b>N</b> <b>Slow</b>	<ul style="list-style-type: none"> <li>No requirements for new major road infrastructure improvements to London</li> <li>Reduce long distance lorries</li> <li>Greater freedom for LAs to meet &amp; match demand</li> <li>Deliver safety for all rural road users</li> <li>Reduce the need to rush</li> </ul>	<ul style="list-style-type: none"> <li>Better use of transport capacity</li> <li>Development of 'key' local centres</li> <li>Greater social responsibility</li> <li>Joined up thinking at a strategic level to benefit local link</li> <li>Reduce commuting pressure</li> <li>More efficient demand friendly pub transport</li> <li>Decisions based on full cost (inc. environment)</li> </ul>	<ul style="list-style-type: none"> <li>Reprioritise transport</li> </ul>
<b>O</b> <b>Rapid</b>	<ul style="list-style-type: none"> <li>Free/cheap access to IT and the Internet</li> <li>Greater management and demand management of the transport network.</li> <li>Nationally agreed, non-partisan, 15 year transport policies and plan and money to deliver</li> </ul>		<ul style="list-style-type: none"> <li>Traders confident in parking policy</li> </ul>
<b>P</b> <b>Slow</b>	<ul style="list-style-type: none"> <li>Private sector, national and local authorities to work together</li> </ul>	<ul style="list-style-type: none"> <li>No major developments without adequate public transport</li> </ul>	<ul style="list-style-type: none"> <li>Revisions to local transport plans/strategies and RTS to keep on track for sustainable development ideal.</li> <li>Substantial investment in rail network to provide enhanced capacity.</li> </ul>

## 7.4 *Summary of Exeter Workshop Task 3: Future scenarios*

### *Step 1*

7.4.1 Changes were made to the suggested method of thinking about the future scenarios as the workshops progressed, in response to participants' comments as to the ease or difficulty of the exercises. By the time of the Exeter workshop (the last), the exercises had been simplified and participants were asked to think about future scenarios under three clearer and more distinct headings:

- a Utopian future;
- as sustainability experts; and
- as if there was 'no change in the future.

7.4.2 Among the suggested scenarios, several focused on the use of IT, and the increase in teleworking, homeworking, mobile businesses and therefore the development of 'vigorous' local economies, with less need to travel. On the other hand, the use of IT could mean the 24 hour economy, with increased materialism and lack of concern for others. Continued inward migration put increased pressure on urban areas. There were proposals for the Devon and Cornwall area to be more decentralised and have a stronger regional government with increased links with Europe.

### *Step 2*

7.4.3 Scenarios for transport in 2015 focused on the creation of a more responsive public transport system: – fast, frequent, affordable or free, available on demand and efficient were adjectives and phrases used, a similar focus to the Salisbury workshop. The development and use of ports and airports and access to them were both named in several future scenarios and rail was used as a means to transport freight. Integration of modes and improved links with Europe were also important.

7.4.4 The theme of improvement to public transport, including rail, sea and air, was looked at in more detail in this step. More efficient and environmentally friendly vehicle design and fuels were mentioned by several groups, as were restrictions on cars. The 'No change' group thought that political uncertainty and lack of a national integrated strategy would hold up the development of more sustainable scenarios.

7.4.5 Table 7.5 below details proposed scenarios for transport in 2015.

**Table 7.5: Exeter Task 3: Focus on transport in 2015**

<b>Group</b>	<b>Components</b>
<b>L</b>  Utopia	<ul style="list-style-type: none"> <li>• Fast, frequent, user friendly public transport</li> <li>• Centralised intermodal freight depot – linked to rail/road trunk network – break bulk centre</li> <li>• Isles of Scilly catamaran link</li> <li>• Good links with Core European and UK (world class) road, rail, sea, air, highways</li> <li>• All vehicles to be using “clean” fuels</li> <li>• All weather airport with frequent services to Europe – with access to international flights</li> </ul>
<b>M</b>  Sustain- -able Experts / SW pioneers	<ul style="list-style-type: none"> <li>• Vehicle control</li> <li>• Restrict access</li> <li>• More efficient vehicle design</li> <li>• Electrification – railway</li> <li>• Development of ports to take more freight</li> <li>• Develop airports</li> <li>• Efficient transport spines</li> <li>• Local decision making</li> <li>• Managed regional immigration</li> <li>• Integrated waste management</li> </ul>
<b>N</b>  Utopia	<ul style="list-style-type: none"> <li>• Affordable/available public transport + modal shift</li> <li>• Vehicles – environmentally friendly</li> <li>• More infrastructure for non-car travel</li> </ul>
<b>O</b>  Utopia	<ul style="list-style-type: none"> <li>• Public transport to be free, environmentally friendly, available on demand, door-to-door</li> <li>• “Optimise” existing network</li> <li>• Travel information</li> <li>• Traveller behaviour (sustainable) – culture &amp; education, cycling, walking</li> <li>• More ‘new mode’ – light rail, guided bus, new technologies</li> <li>• Flexible society/working place/working day</li> <li>• Charging &amp; cost structure (fixed vs marginal)</li> <li>• Public transport travel time – quicker</li> <li>• Public Transport to be: frequent /efficient/ comfortable /affordable/appropriate to needs</li> <li>• Freight movement by rail – networked approach</li> <li>• Parking management &amp; congestion, agreed parking charge regime.(encompass all car parks)</li> </ul>
<b>P</b>  No change	<p>Roads</p> <ul style="list-style-type: none"> <li>• small % of bottlenecks will have been relieved by schemes</li> <li>• political uncertainty will frustrate integrated solutions: 2yrs ongoing</li> <li>• Still no national strategy (need Gov’t certainty in decision making)</li> <li>• road charging on motorways– town centres?</li> <li>• growth of traffic will continue but with different fuel Industrial research</li> </ul> <p>Rail</p> <ul style="list-style-type: none"> <li>• Capacity improvements (Exeter/Waterloo, Exeter/Cornwall)</li> <li>• RDA/EU investment</li> <li>• Freight/passenger congestion – Investment strategic plan</li> <li>• Ticket inter- availability</li> </ul> <p>General</p> <ul style="list-style-type: none"> <li>• bus – improved ticketing</li> <li>• better integration</li> <li>• air – Better services</li> <li>• shipping – improved services, more freight. improved access to ports</li> </ul>

*Step 3*

- 7.4.6 Many of the questions raised focused on conflicts or potential conflicts within the region, such as where the interests of tourists conflicted with the interests of local people, and where the views of the general public might conflict with the views of the 'experts'. The dilemmas raised here were also ones raised throughout the workshops such as when central and/or regional needs might conflict with local needs, or environmental needs conflict with economic development needs.
- 7.4.7 The difficulties of co-ordinating and resolving conflicts between land use planning, transport planning and social needs was also one reiterated here and the question asked of how to move from a reactive to a proactive planning system.
- 7.4.8 Other questions focused on how quickly alternative forms of fuels can be developed, with the suggestion that we need to use technologies already available and to establish research and funding for renewable and alternative forms of energy and fuels now.
- 7.4.9 How to satisfy the demands of mobility within sustainable development requirements and the need to have less environmental impact was the overall question behind many of the solutions put forward for modal shift in transport.

*Step 4*

- 7.4.10 See Table 7.6 for the Exeter Workshop options for solutions
- 7.4.11 Proposed solutions focused on the need for information, funding and investment for infrastructure for shifting transport provision to rail and alternatives to road, enabling legislative changes including a shift to more regional autonomy and, mentioned by most groups, the need for education on the issues. Also mentioned was the need to think long term and have commitment to long term goals.

Table 7.6: Emerging Solutions: Exeter

Group	Decisions that need to be made.....		
	<i>now</i>	<i>2 years</i>	<i>5-7 years</i>
<b>L</b> <b>utopia</b>	<ul style="list-style-type: none"> <li>• Funding available</li> <li>• Planning constraint removal</li> <li>• Further technological research</li> <li>• Education</li> <li>• Identification of suitable sites</li> <li>• Absolute commitment to vision and long term goal</li> </ul>		
<b>M</b> <b>experts</b>	DEVOLUTION OF REGIONS INTO SELF-GOVERNED AREAS		
<b>N</b> <b>utopia</b>	<ul style="list-style-type: none"> <li>• Electrify lines and double deck trains to increase capacity, re-open closed lines</li> <li>• Lobby EEC/gov't/vehicle manufacturers – environmentally friendly fuels/cars</li> <li>• education (horrors of existing situation)</li> </ul>	<ul style="list-style-type: none"> <li>• education</li> <li>• ring fence vehicle tax for research (fuels/car tech) and subsidy (public transport)</li> <li>• start preparation for new infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• In short term recognise need to subsidise uneconomic solutions to local sufficiency</li> <li>• education</li> </ul>
<b>O</b> <b>utopia</b>	<ul style="list-style-type: none"> <li>• Education – information on issues, options</li> <li>• seed money for public transport operators</li> <li>• new infrastructure (and IT)</li> <li>• information (IT)</li> </ul>	<ul style="list-style-type: none"> <li>• remove bottlenecks</li> <li>• 'sell' vision and get 'owned'</li> </ul>	<ul style="list-style-type: none"> <li>• continue</li> </ul>
<b>P</b> <b>No change</b>	<ul style="list-style-type: none"> <li>• maintain present in/edge out of town balance</li> <li>• more emphasis on local/social needs, housing affordable, reduce overall need, tax second homes, (no benefits)</li> </ul>		<ul style="list-style-type: none"> <li>• improve economic links</li> <li>• legislation to achieve this</li> <li>• better focused use of taxation</li> <li>• better provision of private pension necessary</li> <li>• better vehicle/house energy conservation, water meters</li> </ul>

## 8 Summary of Workshop Findings

### 8.1 *Overall Views*

8.1.1 The views expressed in the workshops reflected the attendance lists and related geographical concerns. Overall, a wealth of information on views and proposals for solutions were generated in the workshops.

8.1.2 Participants at the Bristol workshop expressed more concerns over strategic issues, whilst participants at Salisbury and Exeter reflected the mainly rural nature of the corridors and were more concerned with local and rural transport and access issues, and preservation of valuable and fragile environments. The most 'important' issues at each workshop were:

- *Bristol* – participants were most concerned with the issue of fragmented decision-making and lack of co-ordination of transport strategies.
- *Salisbury* – participants at the Salisbury workshop were most concerned at the increase in road traffic and its effect on fragile natural and historic environments.
- *Exeter* – participants at the Exeter workshop focused on issues of transport modes, with a high priority placed on the need for improved rail services both within and out of the region and the importance of resolving congestion on specific road bottlenecks, such as at Goss Moor.

8.1.3 It is noticeable that a number of issues were perceived as a common priority in two workshops, but of lesser significance to the third, and vice versa. For instance:

- *Salisbury & Bristol* – several issues in common were identified at the Salisbury and Bristol workshops. For instance, journey time reliability, balancing and using available transport capacity.
- *Salisbury & Exeter* – several (different) issues were identified in common between Salisbury and Exeter workshops. For instance, concern over maintaining natural environment and financing/funding public transport came out strongly.

### 8.2 *Areas of Agreement*

8.2.1 Some issues were drawn out by a number of participants at all the workshops.

8.2.2 *Modal usage and modal shift*  
Many of the issues and possible solutions focused on how to promote and achieve a modal shift from road to other forms of transport, and to reduce the need to travel in general (and by car in particular). Groups saw future opportunities in the increasing use of IT that could decrease the need for travel, such as home working and video conferencing. There were few suggestions for new roads to be built, but Exeter participants emphasised the need to solve specific road bottlenecks.

8.2.3 *Need and method of changing travellers' attitudes and behaviour*  
Many groups focused on the need to change attitudes and behaviour of transport users to effect a significant modal shift. Ideas put forward either focused on:

- education to raise awareness on transport issues;
- fiscal penalties for car users such as further parking penalties or congestion charges; and
- the need to make different transport choices available.

Several groups in each workshop emphasised education on general and transport-specific sustainable issues and environmental concerns as being important in raising people's awareness and changing attitudes and behaviour.

8.2.4 *Using existing transport capacity*  
Managing and using the existing available transport capacity was identified as being important – i.e. peak times were congested but at other times there was available capacity on transport networks.

8.2.5 *Funding*  
Issues of funding (lack of) availability were discussed. In particular, in the past funding has been difficult for transport schemes of all kinds. Investment was currently thought to be imbalanced between modes.

8.2.6 *Journey time reliability*  
The importance of journey time reliability was highlighted in both Salisbury and Bristol workshops and mentioned at the Exeter workshop. There was perceived to be a need to improve journey time reliability. Attendees at Salisbury thought that public transport journey times had improved but this needed to be publicised more. Journey time reliability on the train network would increase the appeal of travelling by rail.

#### *Environment*

- 8.2.7 There was general agreement that it is important to maintain natural and historic environments (particularly at the Salisbury and Exeter workshops – in Bristol the participants also noted the quality of the environment in the region is high and should be maintained).

#### *Influences of lifestyle choices*

- 8.2.8 The Bristol and Salisbury workshops both mentioned the influence of lifestyle choices on transport, and the pressure this could put on transport networks. The Salisbury participants particularly emphasised the effect that an increase in leisure time, an ageing retired population and the requirement for fast transport by those in high-pressure employment, had on transport networks and an increase in car use. Exeter participants mentioned the effect the above choices had on holiday traffic in the area.

#### *Freight*

- 8.2.9 The need to include freight as an integral part of the study, and encourage transfers from road to rail was mentioned by all three workshops.

#### *Co-ordinated Planning*

- 8.2.10 The Bristol workshop, in particular, highlighted issues of fragmented transport planning and asked questions as to how transport planning could be better co-ordinated. Suggestions were put forward for Local Authorities to have more of a role co-ordinating transport planning and/or for there to be a regional/national co-ordinating bodies for transport policy. Salisbury participants also suggested that taking party politics out of transport by way of an agreed set of long-term transport policies would be helpful in planning.

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

#### *Environment*

- 8.3.1 The Salisbury and Exeter workshops put the most importance on maintaining natural and historic environments and preserving the high quality but fragile environment in the top four priorities. Bristol participants also highlighted concern for the quality of the environment in the region.

#### *Safety*

- 8.3.2 This was not a major theme in the issues and concerns. Where safety was mentioned in more detailed analysis of problems, reference was made to the safety

of *all* transport users and across all modes of transport to include pedestrians and cyclists. Safety was considered to be something that was working well in the London–Bristol–Exeter corridor.

#### *Economy*

8.3.3 There was emphasis in all three workshops on the need for transport planning to be integrated with economic planning and development.

8.3.4 Solutions were put forward in all three workshops as to how to invest in and fund a wider and more accessible transport network and for the South West to be better linked to other regions and to Europe for economic reasons.

#### *Accessibility*

8.3.5 Accessible transport networks were a major theme in Devon and Cornwall. Issues concerned access to local public transport west of Exeter for rural areas and access in and out of Devon and Cornwall, particularly linked to economic development. Sea and air routes were mentioned as possible areas for further development for increased accessibility. Better transport links to other regions and Europe were suggested.

8.3.6 Access to public transport networks was also mentioned in the Salisbury workshop.

#### *Integration*

8.3.7 Integration was a core theme that emerged throughout the three workshops. This included:

- integration across modes by agencies e.g. for rail, road, ports, airports to work together in joint planning and delivery (suggestions of national, regional and local transport agencies to integrate all modes of transport);
- integrate transport policy, planning and delivery (particularly of new developments);
- integration of transport planning with environmental concerns and with social issues;
- integration of modes of travel for transport users e.g. interchange facilities and through ticketing; and
- use of IT as a means of planning integrated journeys across modes and better information provision.

8.4 ***Areas of discussion and difference***

8.4.1 In some of the mixed groups in the afternoon sessions, areas of disagreement were surfaced to the point that it was difficult for the groups to arrive at a shared picture. A few groups recorded that they had been unable to reach agreement or that one member had disagreed with the main themes being presented by their group. For several groups, long discussions were held before being able to record viewpoints or proposals and, in some cases, alternative proposals were recorded.

*Congestion*

8.4.2 Alternative viewpoints were put across as to whether road congestion encouraged people to seek alternative modes of transport or encouraged people to work closer to home, developing local economies or whether congestion was a problem that had to be solved to facilitate faster journey times.

*Inclusion of air travel as part of the multi-modal study*

8.4.3 Air as a mode of travel and the development of airports was mentioned as a means of developing alternative modes of transport that could increase access in the South West – particularly for business users. Others saw air travel development as not sustainable as a mode of transport.

*Development*

8.4.4 Strategic conflicting interests were highlighted between environmental interests and the wants/needs of land use development. In particular, the conflict was identified between maintaining the natural environment and increasing prosperity in Devon and Cornwall, and between local and regional needs.

8.5 ***Recommendations and Solutions***

8.5.1 There was some consensus across the three sub-regional workshops on a number of prioritised themes and issues. At the same time, issues surfaced that were given differing priorities by attendees at the workshops.

8.5.2 The design of the Cross-Regional workshop (Autumn 2000) needs to take account of the similarities and differences across the region. To some extent there will be a need to resolve strategic issues at the same time as looking at solutions for potentially disparate local areas. The local workshops, which are to be held in the autumn will also inform the development of solutions on a more localised basis.

8.5.3 Issues and concerns and potential solutions could be seen to fall into three categories:

- where suggestions for solutions require national and/or long term policy action, for example education and raising awareness on environmental and transport issues across the curriculum and the population, the development of national multi-modal transport agencies, and co-ordinated policies at regional and local levels;
- where suggestions for solutions are able to be implemented at a regional or sub-regional level and/or are able to be tested for feasibility; and
- where specific recommendations can be made for a particular problem area and are deliverable at a local level in a relatively short timescale.

#### 8.5.4

Key strategic solutions to explore that came out of the workshops include:

- co-ordination of decision-making and the development of cross-modal agencies for the delivery of multi-modal transport policies;
- solutions for managing demand and using the existing capacity of available transport infrastructure within the corridors;
- recommendations for facilitating modal shift in the corridors, to include recommendations for investment in rail, buses, water, walking and cycling;
- the development of guideline principles and recommendations for assessing environmental concerns and protecting sensitive environments within the modal corridors; and
- developing a means of assessing sustainable transport initiatives such as Green Travel Plans and disseminating information on examples of good practice.

# Appendix A

Design Group Attendance

## Appendices

### BRISTOL Design Group Meeting, 24/5/00

Alan Watson	Somerset County Council	Matthew Lodge	sSRA (Shadow Strategic Rail Authority)
Leo Taylor	Rail Users Consultative	Dick Drew	Rail Development Society
Alister Comrie	Western Partnership for Sustainable Development	Diana Kershaw	Bristol Chamber of Commerce
Joan Clark	Freight Transport Association	Judith Anthony	Thames Valley Economic Partnership
Mike Moore	Road Haulage Association	Insp. Alan Prime	Avon & Somerset Police
David Redgewell	Transport 2000	Helen Powell	Swindon BC
Henrietta Sherwin	CPRE (Board Member)	John Winterson	Transport 2000

### SALISBURY Design Group Meeting, 22/5/00

Val Powley	South West RDA	Christine Tudor	Countryside Agency
Steve Colwill	Wiltshire Constabulary	Ray Collins	Ministry of Defence
David Redgewell	Transport 2000	Wendy Lutley	CPRE South West
David Gordon	Somerset County Council	Michael Conan	CPRE South West
Kate Freeman	SW – Sustainable Transport Round Table	Mary Webb	S W Tourism
Dick Drew	Railway Development Society & Transport 2000	Mike O'Dowd-Jones	Somerset CC

### PLYMOUTH Design Group Meeting, 25/5/00

Mike Fox	SW Regional Planning Conference	Cllr John Smith	Devon CC
Colin Woodman	Cyclists Touring Club	B Howell	Plymouth Young Persons LA21
Brian James	Confederation of British Transport (First Western National)	Phillip Watts	SW Sustainable Roundtable
Donald Halstead	Transport Topic Group CPRE SW	Martin W Taylor	Devon LA21
J S Evans	Devon & Cornwall Constabulary	Lisa Henry	SW Tourism

## Appendix B

Sub-regional workshop attendance lists

**BRISTOL Sub-Regional Workshop, 6/7/2000**

MORNING SESSION – stakeholder groups

<b>Group A</b>	<b>Group B</b>	<b>Group C</b>
Public Transport	Business	Health, Community and Citizens
Andrew Tetley Transport Research Laboratory	Joan Clark Freight Transport Association	C Cook Disabled Drivers Motor Group
Muriel Killin Highways Agency	Simon Face CBI SW	John Cunnington Community Council for Berkshire
Alan Freemantle Mendip Rail Limited	James Young South West RDA	Pat Hockey South Gloucester Council Member
Rose Chambers First Great Western	Diane Kershaw Bristol Chamber of Commerce	Steve Thwaites Thames Valley Police Headquarters
Robert Bird P.B. Kennedy Donkin	Stephen Tillman Argent Group	Bryn Rowland TUC
Theo Wood COI South West	Mike Moore Road Haulage Association	
	Bryan Smith Bristol Port Company	

<b>Group D</b>	<b>Group E</b>	<b>Group F</b>
Environmental and User Groups	Local Authorities	Regional Authorities
David Redgewell Transport 2000	Pat Baxter Reading Borough Council	Frank Cashmore Joint Strategic Planning & Transportation Unit
Mike Lambden CPT	Alistair Rice North Somerset Council	Irvine Piczenik National Assembly for Wales
Henrietta Sherwin CPRE	David Warbey Devon County Council	Nigel Dovell Highways Agency
Gwilym Wren English Nature	Wyn Davies Bristol City Council	Peter Botham GOSW
Antonia Glyde Highways Agency	David Elworthy Reading Borough Council	Rick Blythe Berkshire JSPU
Dick Drew Railway Development Society	Roger Clews Gloucestershire County Council	Barry Dellar ACTVaR
Lesley Punter Reading Borough Council		Mike Birkin Sustainability South West
David Peacock CPRE Dorset		
Ann Locke Transport 2000		

AFTERNOON SESSION – mixed groups

<b>Group L</b>	<b>Group M</b>	<b>Group N</b>
Mike Lambden CPT	Rose Chambers First Great Western	Andrew Tetley Transport Research Laboratory
Muriel Killin Highways Agency	Simon Face CBI SW	Diane Kershaw Bristol Chamber of Commerce
David Elworthy Reading Borough Council	Frank Cashmore Avon JSTPUt	John Cunnington Community Council for Berkshire
Barry Dellar ACTVaR	Dick Drew Railway Development Society	Nigel Dovell Highways Agency
Irvine Piczenik SgP – National Assembly for Wales	David Warbey Devon County Council	Steve Thwaites Thames Valley Police
Wyn Davies Bristol City Council	Bryan Smith Bristol Port Company	David Peacock CPRE Dorset
Mike Birkin Sustainability South West		

## Appendices

Group O	Group P	Group Q
Peter Botham GOSW	Rick Blythe Berkshire JSPU	Robert Bird P.B. Kennedy Donkin
Bryn Rowland TUC	Joan Clark Freight Transport Association	James Young South West RDA
Henrietta Sherwin CPRE	Pat Hockey South Gloucester Council Member	Antonia Glyde Highways Agency
Alistair Rice North Somerset Council	David Redgewell Transport 2000	C Cook Disabled Drivers Motor Group
Pat Baxter Reading Borough Council	Roger Clews Gloucestershire County Council	Lesley Punter Reading Borough Council
Alan Freemantle Mendip Rail Limited	Theo Wood COI South West	Gwilym Wren English Nature
Mike Moore Road Haulage Association		Stephen Tillman Argent Group
Ann Locke Transport 2000		Christine Shine Transport 2000

### SALISBURY Sub-Regional Workshop, 11/7/2000

MORNING SESSION – stakeholder groups

Group A	Group B	Group C
Howard Thomas West Dorset District	David Warbey Devon County Council	Alan Wright Safeway Stores
Pam Roquette Transport 200	Phil Marshall Hampshire County Council	Chris Simes First Southern National
Catherine Mack Somerset County Council	Mike O'Dowd-Jones Somerset County Council	Peter Wickett Highways Agency
Graham Wright Salisbury District Council	Spencer Drinkwater Wiltshire County Council	Tony Fowler Wessex Chamber of Commerce
Joan Brewster Bus Users Representative	David Rawlins Pedestrian Association	

Group D	Group E	Group F
Stephen Howard CPRE Dorset	John Timms Highway Agency	Louise Treseder Rural Development Programme
Kate Freeman SW TAR	David Collins Mott MacDonald	Martin Williams SWRPC
Christine Tudor Countryside Agency	S Colwill Wiltshire Constabulary	Gerry Friell English Heritage
Henry Best CPRE	Colin Smith Mott MacDonald	Val Powley South West RDA
Keith Rowe Wessex Region The National Trust	Tony Oliver Wiltshire Fire and Rescue	Gwilym Wren English Nature
		Matthew Lodge Shadow Strategic Rail Authority
		Leslie Pearman Countryside Agency

AFTERNOON SESSION – mixed groups

<b>Group L</b>	<b>Group M</b>	<b>Group N</b>
Louise Treseder Rural Development Programme	Leslie Pearman Countryside Agency	Pam Roquette Transport 200
Phil Marshall Hampshire County Council	Henry Best CPRE	Christine Tudor Countryside Agency
Howard Thomas West Dorset District	Matthew Lodge Shadow Strategic Rail Authority	John Timms Highway Agency
Chris Simes First Southern National	David Rawlins Pedestrian Association	Graham Wright Salisbury District Council
Stephen Howard CPRE Dorset	Martin Williams SWRPC	Gwilym Wren English Nature
		Mike O'Dowd-Jones Somerset County Council

<b>Group O</b>	<b>Group P</b>
Kate Freeman SW TAR	Spencer Drinkwater Wiltshire County Council
Joan Brewster Bus Users Representative	Val Powley South West RDA
Alan Wright Safeway Stores plc	Gerry Friell English Heritage
Catherine Mack Somerset County Council	Peter Wickett Highways Agency
Colin Smith Mott MacDonald	Tony Oliver Wiltshire Fire and Rescue
David Collins Mott McDonald	

**EXETER Sub-Regional Workshop, 13/7/2000**

MORNING SESSION – stakeholder groups

<b>Group A</b>	<b>Group B</b>	<b>Group C</b>
Business and User Groups	Citizens, Health and Community	Environmental
Eric Newton CBI John Heathcote & Co Ltd	Kay Scarle Cornwall Association of Town & Parish Councils	John Wardle Environment Agency
Neal Drew Nortel Network Optical Components	Jack Pomfret PANIC	Simon Bates English Nature
Anthony Dyer Plymouth Chamber of Commerce	Elizabeth Davies PANIC	Philip Watts TAR
Gordon Oliver South Devon Chamber of Commerce and Initiative	J G Mellor Dobwalls & Trewidland Parish Council	Don Allen Transport 2000 & Pedestrian Association
John Geraghty Cyclists Touring Club	Richard Pryce Devon & Cornwall Constabulary	G N Sworder CPRE
G Duddridge Railway Development Society		
David Rawlins Pedestrians Association		

## Appendices

<b>Group D</b>	<b>Group E</b>
Regional and Local Authority	Public Transport
Hilary Gooch North Cornwall District Council	Huw Phillips English, Welsh & Scottish Railways
Christopher Dunford West Devon Borough Council	Adrian Beaumont Highways Agency
Ray Bentley Plymouth City Council	David Mather Railtrack Great Western Zone
David Warbey Devon County Council	Chris Lines Transport Research Laboratory
Carol Wilson SW Regional Development Agency	Bob Houghton Wales and West Trains Prism
W M Bawden Cornwall Partnership for Objective 1	David Hinde Highways Agency
	Tony Collins Engineering Design Group
	Brian James First Western National Buses
	Ian Skinner Mott McDonald
	Geoff Myers Exeter Airport

### AFTERNOON SESSION – mixed groups

<b>Group L</b>	<b>Group M</b>	<b>Group N</b>
Eric Newton CBI John Heathcote & Co Ltd	Neal Drew Nortel Network Optical Components	Anthony Dyer Plymouth Chamber of Commerce
Kay Scarle Cornwall Association of Town & Parish Councils	Jack Pomfret PANIC	Simon Bates English Nature
Richard Pryce Devon & Cornwall Constabulary	John Wardle Environment Agency	Christopher Dunford West Devon Borough Council
Hilary Gooch North Cornwall District Council	Adrian Beaumont Highways Agency	David Mather Railtrack Great Western Zone
Huw Phillips English, Welsh & Scottish Railways	Carol Wilson SW Regional Development Agency	W M Bawden Cornwall Partnership for Objective 1
John Geraghty Cyclists Touring Club	G Duddridge Railway Development Society	David Rawlins Pedestrians Association
	Elizabeth Davies PANIC	David Hinde Highways Agency
	Tony Collins Engineering Design Group	

<b>Group O</b>	<b>Group P</b>
J G Mellor Dobwalls & Trewidland Parish Council	Gordon Oliver South Devon Chamber of Commerce and Initiative
Ray Bentley Plymouth City Council	Philip Watts TAR
Chris Lines Transport Research Laboratory	David Warbey Devon County Council
Geoff Myers Exeter Airport	Bob Houghton Wales and West Trains Prism
Ian Skinner Mott McDonald	Brian James First Western National Buses
Geoff Myers Exeter Airport	