LTP3 Local Community Engagement report

Problem and Issue clarification and Strategic Option Prioritisation

October 2009 - January 2010

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Introduction

During the autumn of 2009 the LTP3 Project Team engaged with local Members and key local and strategic stakeholders to seek their view points on the emerging Third Local Transport Plan developments.

The team engaged through Transport Symposia events held in Aylesbury, Amersham and Beaconsfield. These events were conferences where interested stakeholder groups and local Members could attend, gain an understanding of the new Local Transport Plan priorities, contribute to debate, and provide guidance on strategic option prioritisation.

The LTP3 Project Team also used the established Local Area Forums/Local Community Partnerships (LAF) to engage with local Members. These forums meet quarterly, and have representatives from Parish, Town, District and County Councils. LAF Members we invited to take an engagement pack back to their respective local meeting and hold a workshop.

The purpose of both the Transport Symposia engagement and the LAF engagement was to:
1. Allow for comment on the draft LTP3 Objectives
2. Identify any additional transport related Problems and Issues in each area
3. Allow members to prioritise strategic options in their area to address the problems and issues identified

This report will provide a 'general' 'Countywide' overview of the responses for each element of the consultation, and then group the responses by Local Transport Planning area.

1 Countywide Summary

There were 82 responses to this engagement process, with a +80% net satisfaction. This section of report summarises the responses at a countywide level.

During the LAF engagement process, members were asked to:
- Suggest if the stated objectives can be improved (See section 1.1);
- Review the Problems and Issues listed and make additions where appropriate (See section 1.2);
- Prioritise a list of 40 strategic options to address the needs of the local area. This was done by identifying the 7 options they most wanted to see delivered and the 7 options they least wanted to see delivered (See section 1.3)

1.1 Summary of Objectives Feedback:

- More clarification / definition of objectives

It has been noted that some terminology used within the objectives (and summary note) need further explanation and clarification. There is also a need for the objectives to be tightened to ensure that there is minimal ambiguity with the interpretations of the objectives meaning. It was also reported that there is risk of objectives contradicting each other, and further clarification of the objectives could resolve this.

- Suggestions / amendments in wording emphasis

In addition to the fine tuning above, it was felt that the following areas need more emphasis:
- Local Public Transport improvements
- Emphasis on sustainable travel
- Emphasis on younger people
- Access for all, not solely disadvantaged groups
- Reducing volume of traffic
- Reducing travel by car
- Providing realistic alternatives
- Emphasis on sustainability
- Better Maintenance of roads

- Additional suggestions / amendments / fine-tuning for how objectives could be rephrased have also been noted.

Groups also responded to this question by identifying problems and issues under each objective; these comments have been recorded in the Problem and Issues section.

1.2 General Additions to Problems and Issues Section

As requested most additional problems and issues were of a local nature, so reporting on individual responses at a countywide level would not be valuable.

To summarise, most additional problems and issues listed were an addition, or an expansion on the problems and issues paper. There were few issues that had not been captured to some degree in the problems and issues 'engagement note'; however, because respondees wished to emphasise the problem, it does indicate that these areas need particular attention. In general the additional problems raised were of the following nature:

- Rural Bus improvements
- Access to services improvements
- Inter-urban bus improvements
- Bus information improvements
- Traffic speeds
- Local Maintenance works on drains, grass verges etc
- Maintenance of the carriageway
- Cycle infrastructure provision
- Traffic volumes and freight issues

1.3 Overall LTP3 Strategic Options summary

<u>LAF 5 Most Preferred options</u>

	Strategic Option	Number of Respondents	Percentage of Respondents that chose this option
1	Maintenance - Proactive	19	66
2	Cycling – Infrastructure	18	62
3	Bus - Rural	17	59
4	Road Safety – Infrastructure	12	41
5=	Freight – Limit freight travel with restrictions	8	28
5=	Freight – Remove freight from the roads and transfer to rail and water (canals)	8	28
5=	Initiative - Community Transport on Demand	8	28
5=	Walking - Infrastructure	8	28
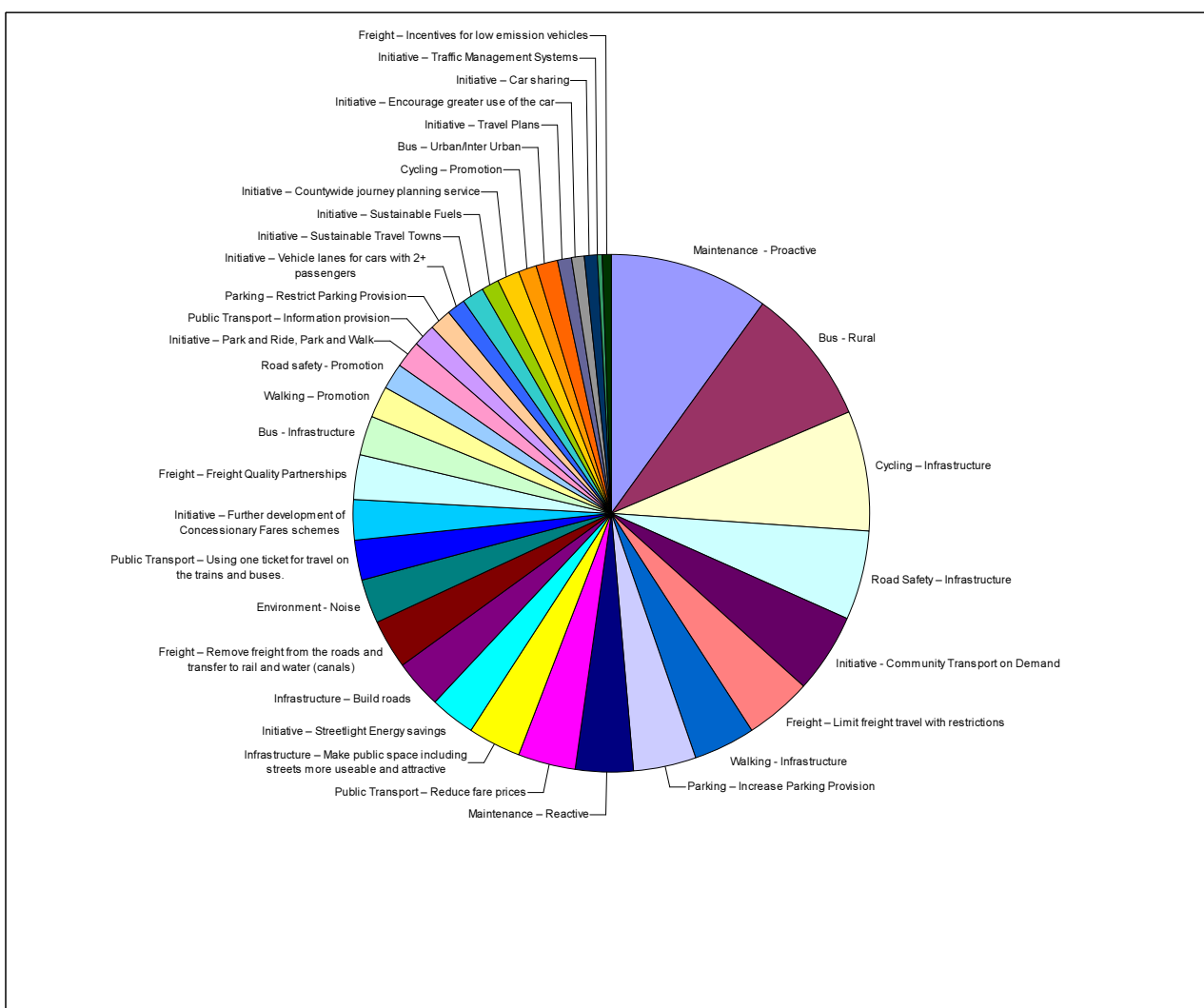
LAF 5 Least Preferred option

	Response	Number of Respondents	Percentage of Respondents that chose this option
1	Infrastructure – Build roads	17	68
2	Initiative - Road User Charging	16	64
3	Initiative – Vehicle lanes for cars with 2+ passengers	15	60
4	Parking – Restrict Parking Provision	13	52
5	Initiative – Encourage greater use of the car	12	48
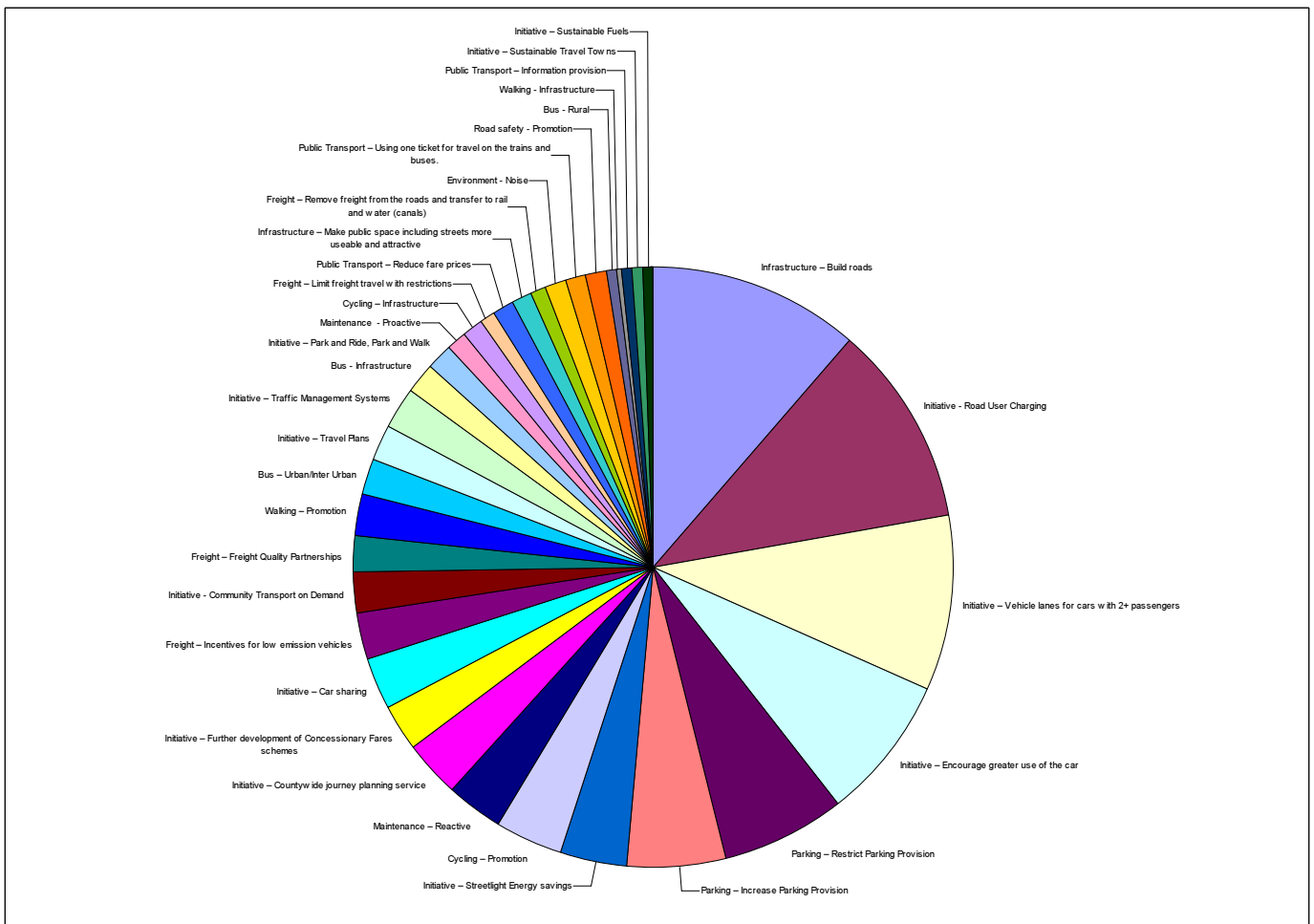
1.4 LAF Options Summary

We have already undertaken an appraisal of each of the strategic options presented to the consultees. This has enabled us to plot how members/stakeholders prioritised options contribute to the drafted LTP3 objectives. Taking the top 10 most preferred options the contribution to the LTP3 objectives is shown below:
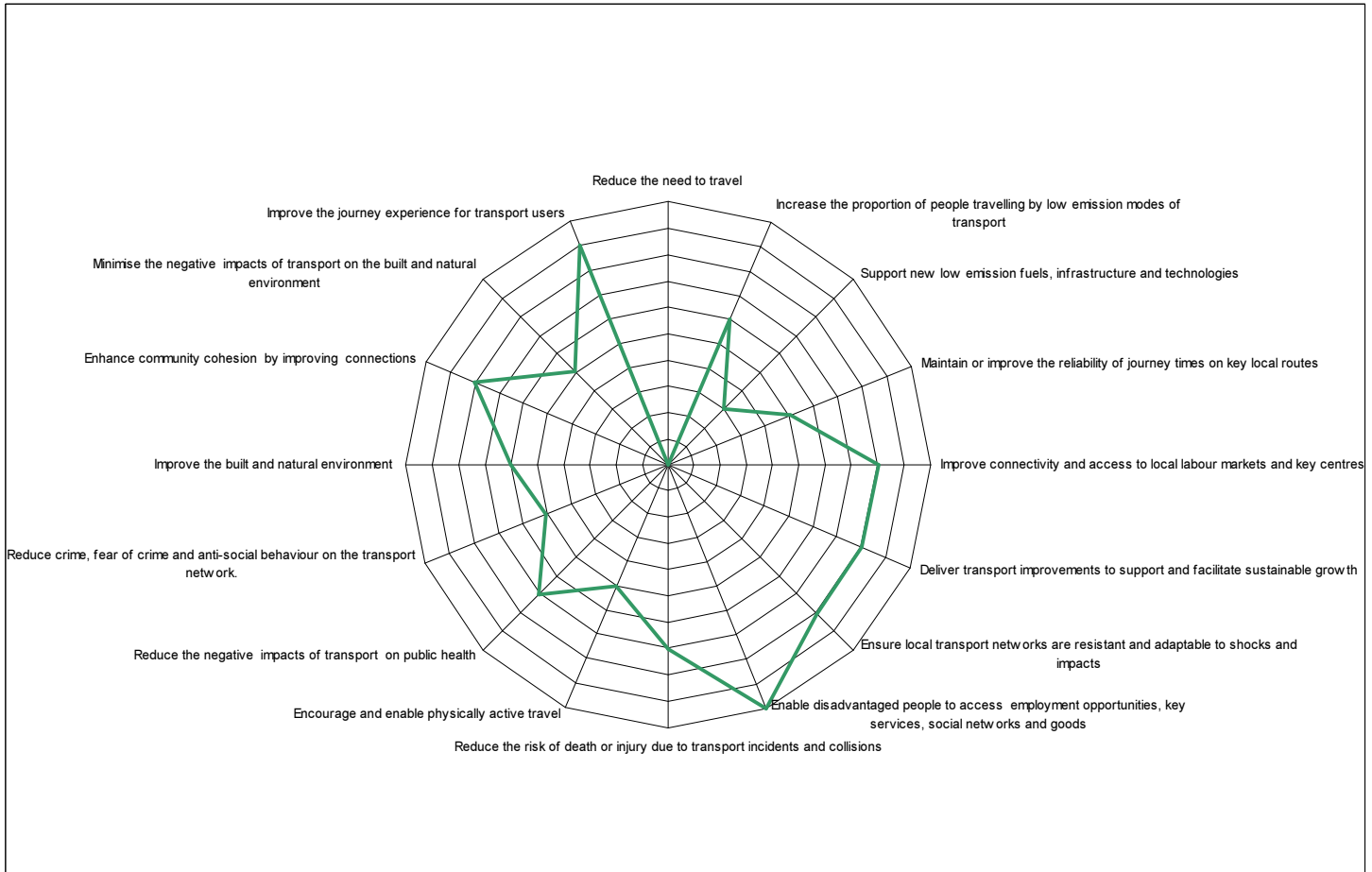
This shows that Members and stakeholders have contributed to most LTP3 objectives in a positive way. However the 'reducing the need to travel' objective was not met at all and the Reducing Carbon emissions goal as a whole was contributed to the least. The 'Promoting Equality of opportunity' goal received the most contributions, while supporting economic growth was also well supported.

1.5 Transport Symposia Options Summary

Delegates at the Transport Symposia were also asked to select which options they most and least wanted to see delivered. These results are summarised below.

Transport Symposia Most Preferred Options:

Aylesbury	1	Walking – Infrastructure
Aylesbury	2	Initiative – Community Transport on Demand
Aylesbury	3	Bus – Rural
Aylesbury	4	Maintenance – Proactive
Aylesbury	5	Infrastructure – Build roads
Chiltern	1=	Maintenance - Proactive
Chiltern	1=	Public Transport – Information provision
Chiltern	3=	Bus - Rural
Chiltern	3=	Initiative - Community Transport on Demand
Chiltern	3=	Road Safety – Infrastructure
South Bucks	1=	Bus - Rural
South Bucks	1=	Freight – Limit freight travel with restrictions
South Bucks	1=	Initiative - Community Transport on Demand
South Bucks	1=	Maintenance - Proactive
South Bucks	1=	Road safety - Promotion
South Bucks	1=	Walking - Infrastructure

Transport Symposia Least Preferred Options

Aylesbury	1	Initiative – Vehicle lanes for cars with 2+ passengers
Aylesbury	2	Initiative – Encourage greater use of the car
Aylesbury	3	Freight – Incentives for low emission vehicles
Aylesbury	4	Initiative - Road User Charging
Aylesbury	5	Environment - Noise
Chiltern	1=	Initiative – Encourage greater use of the car
Chiltern	1=	Initiative – Vehicle lanes for cars with 2+ passengers
Chiltern	3=	Infrastructure – Build roads
Chiltern	3=	Initiative - Road User Charging
Chiltern	5=	Environment - Noise
Chiltern	5=	Freight – Incentives for low emission vehicles
Chiltern	5=	Freight – Remove freight from the roads and transfer to rail and water (canals)
South Bucks	1=	Initiative – Car sharing
South Bucks	1=	Initiative – Countywide journey planning service
South Bucks	1=	Initiative – Encourage greater use of the car
South Bucks	1=	Initiative - Road User Charging
South Bucks	1=	Initiative – Vehicle lanes for cars with 2+ passengers
South Bucks	1=	Parking – Restrict Parking Provision

1.6 Summary

These options have not been weighted or modified to be 'representative' in anyway, but instead act as a broad indication of preference across the county. It shows that similar options were chosen through the LAF engagement as through the Transport Symposia. Both times, Proactive Maintenance, Rural Bus improvements, Community Transport on demand and freight management options were seen as preferable. Similarly, Building roads, Road user charging, vehicle lanes with 2+ passengers, restricting parking provision and encouraging greater use of the car were identified as least preferred

options countywide in both the online engagement and at the Transport Symposia.

2 Amersham, Chesham, The Chalfonts and The Missendens Summary

Members of the LAFs in this area were asked to:
- Suggest if the stated objectives can be improved (See Countywide section);
- Review the Problems and Issues listed and make additions where appropriate (See section 2.1);
- Prioritise a list of 40 strategic options to address the needs of the local area. This was done by identifying the 7 options they most wanted to see delivered and the 7 options they least wanted to see delivered (See section 2.2)

## 2.1 Additions to Problems and Issues Section
- The document refers to the high number of potholes on roads in this area, but still does not acknowledge the severity of the problem; it is not only individual holes as large stretches of road are cracked and disintegrating (e.g. the A416; Ashley Green Road between Chesham and Ashley Green). This is not only inconvenient but dangerous to drivers, cyclists and pedestrians and maintaining the roads should remain a high priority.
- Although one cannot expect such a paper to cover all local issues, our local traffic problems in Seer Green include how we can reduce cars speeding within the 30mph limits in the village, permanent repairs to roads which have suffered from floods, regular maintenance of drains/gullies and roads suffering frost and other damage, and how we should react to the proposed reduction in the 305 bus service. BCC are well aware of this and another LTP will hardly improve the situation at our level. Action not more paper (and to be fair we have had some action recently)
- There is an urgent need for effective measures to make drivers observe the speed limit in Elizabeth Avenue – a residential road, including a long straight section, used as a short cut by many vehicles.
- A new zebra crossing is needed in Cokes Lane near the junction with the A 404.
- The A30 bus service should be re-routed to include Little Chalfont. This would create an essential link between the Chalfonts.
- Lack of disabled access to Chalfont and Latimer Station northbound because of gate closure.
- Heavy articulated lorries use unsuitable small roads in our parish. For example, they keep destroying the woodland turf by driving over the verge when turning from Amersham Way into Church Grove.
- Chiltern Rail should be deterred from its policy of abolishing stops at Chalfont and Latimer Station. It is already difficult to get a seat on peak hour trains to London.
- (One member of our working group objected to Transport for London's plan to replace the Chesham Shuttle by two services per hour to and from central London all day. We did not have time to discuss this in the Parish Council before the BCC deadline for replies).
- The overriding consideration in the present economic climate is that little money will be available in the foreseeable future for most of the "Strategic Options" listed. The County Council should choose and concentrate on a few basic policies to stop deterioration of service in areas which are priorities for the public, such as road maintenance and efficient bus services on useful routes, as well as resolving existing local problems like those listed above.
- The draft LTP3 contains factual mistakes which need correction as follows:
- Page 11. Under "Key Facts" it is stated that Chiltern District Council proposes to concentrate new development in Amersham, Chesham, and Chalfont St Peter. The

text should be corrected to show that this policy also extends to Little Chalfont which became a separate parish in 2007 and is not part of Amersham.

- We also suggest correcting the second paragraph on page 10 as follows. Replace the whole paragraph with:
- "The main retail and employment centres are in Amersham, Chesham, Little Chalfont and Chalfont St Peter. There is a hospital in Amersham and GP services in all of these centres. Sixth Form and further education college campuses are located in Amersham, Chesham and Little Chalfont".
- The above is to take account of the facts that: (i) GE Healthcare, the biggest employer in the area, is in Little Chalfont: (ii) Amersham Hospital is not a "general" hospital; (iii) There is an important sixth form facility at Dr Challoner's High School in Little Chalfont.
- The main concern in Chenies is the loss of our bus service in the village which imposes a definite hardship on the elderly or infirm who do not drive.
- Could the District Council not make the granting of an operator's license conditional on routing thereby providing a satisfactory service to communities such as ours?
- The other main area of concern is the terrible state of our local roads which are pitted with potholes presenting an unacceptable hazard to road users. Doing a 'Quick mend' on these is a complete waste of money - is invariable done once these holes reach such a proportion for repair to be a statutory requirement within 24 hours, after which they rapidly deteriorate to their former state. These need mending properly so that it lasts
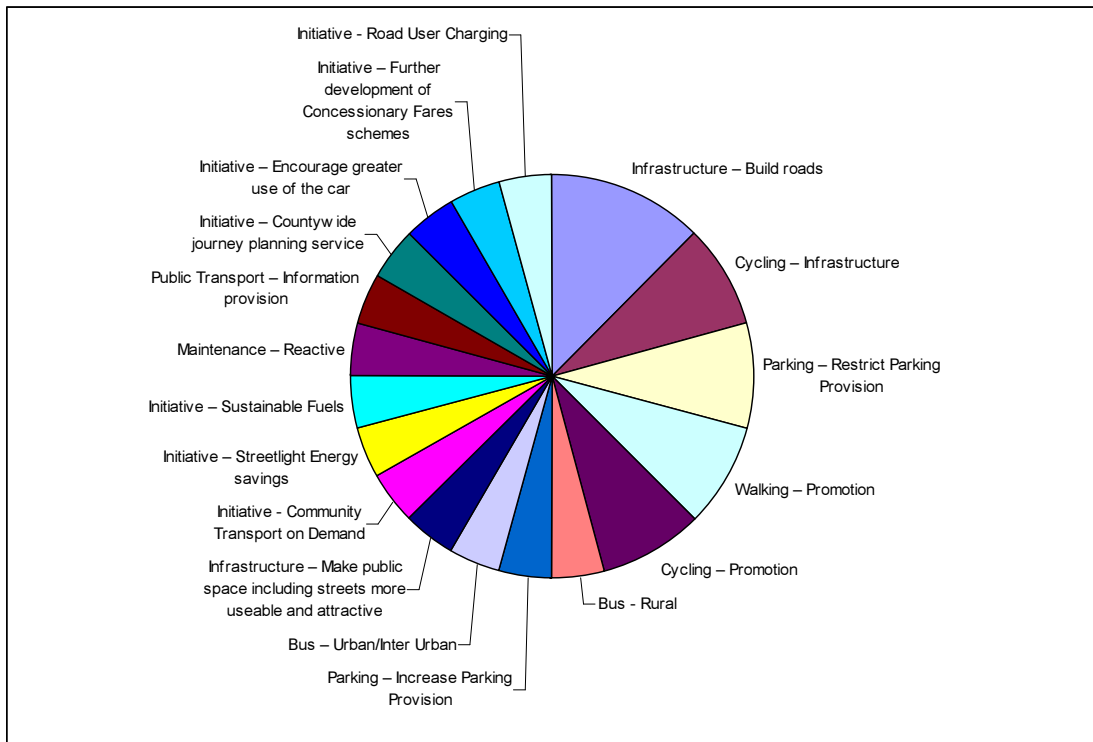
2.2 LTP3 Strategic Options summary

Preferred Options:
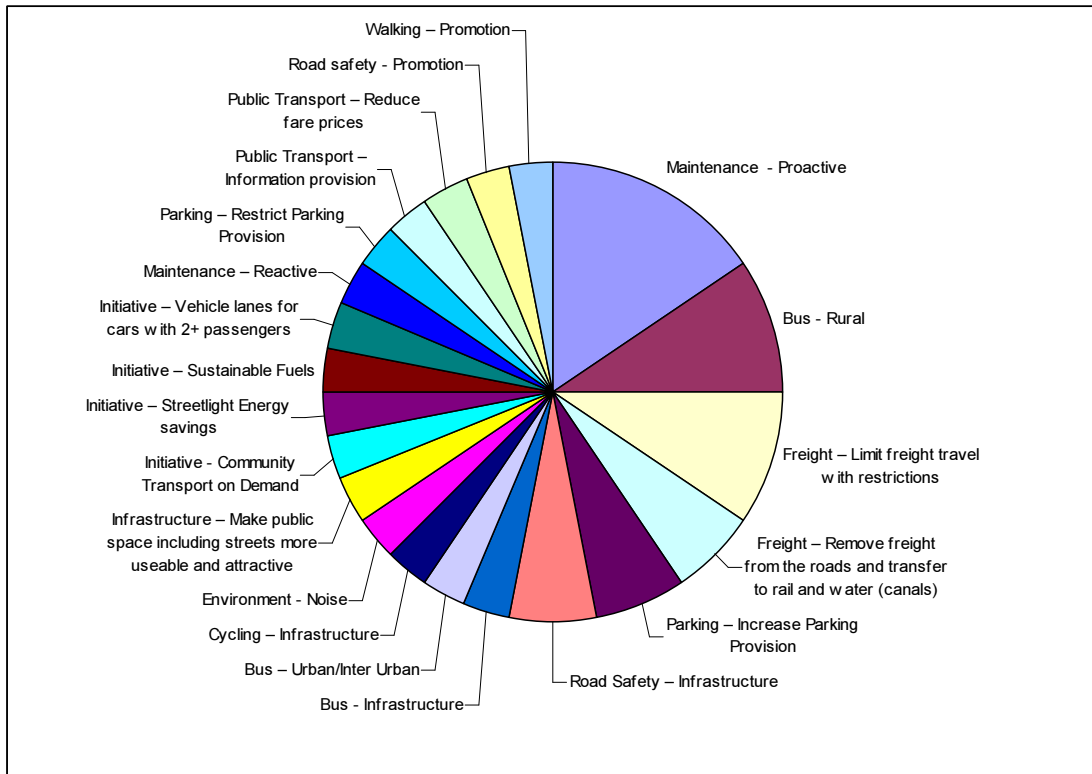
An additional option of "reduce parking fees" was also put forward by a respondee from this area.

Least Preferred Options:

Pie chart showing engagement results with the following labelled segments:
- Initiative - Road User Charging
- Initiative – Further development of Concessionary Fares schemes
- Initiative – Encourage greater use of the car
- Initiative – Countywide journey planning service
- Public Transport – Information provision
- Maintenance – Reactive
- Initiative – Sustainable Fuels
- Initiative – Streetlight Energy savings
- Initiative - Community Transport on Demand
- Infrastructure – Make public space including streets more useable and attractive
- Bus – Urban/Inter Urban
- Parking – Increase Parking Provision
- Bus - Rural
- Cycling – Promotion
- Walking – Promotion
- Parking – Restrict Parking Provision
- Cycling – Infrastructure
- Infrastructure – Build roads

2.3 Engagement Summary for area

The respondees in this Local Transport Planning Area have suggested a number of improvements to the problem and issue paper to ensure all issues are appropriately captured. With regards to strategic options for the area, the preferred options show synergies with the Chilterns Transport Symposium; Proactive Maintenance, rural bus Improvements and road safety featured in both the LAF and Symposium results. Managing freight, either through limiting freight travel or transferring to other modes, was also highlighted as a priority. Building roads was an unpopular option in both the LAF and Symposium, but the LAF also identified cycling infrastructure and promotion, restricting parking provision and walking promotion as least preferred options.

Conclusions and Next Steps

We hope that the participating groups found this a valuable exercise. In terms of Local Transport Plan 3 development we had the following objectives:

1. To allow local groups and members to offer comment on the LTP3 objectives
2. To 'reality check' the problems and issues in each area to ensure we were understood local concerns
3. To allow local groups to influence possible transport solutions for their local community area
4. To allow 'non-transport professionals' an opportunity to consider the wide range of options available to transport planners, but also to give an indication of the wide range challenges which we have to meet with limited resources

We would like to thank all respondees for responding to this engagement process, and we hope that this feedback has been useful. As a reminder, the flow diagram below shows that development of the LTP3 document and the opportunities that lie ahead for local members and stakeholder to feed into the development process again in the summer.

We thank you again for your participation and look forward to hearing from you in the summer during the Transport Symposia and LAF engagements.

Input from Local Area Forum	LTP3 Project Stage	Output from Transport for Buckinghamshire

LAF/LCP Packs

Local groups to complete enclosed packs by 31.12.09 with comments on objectives, addition problems and issues, and preferred strategic option direction

Confirm LTP3 Objectives

Compile an evidence base for each local area of the key Problems and Issues

Develop a priority of strategic options

Report on Local Community Engagement
A report on feedback will be produced for each Local Transport Planning Area, but more importantly the additional problems and issues raised will be added to our database, and the prioritisation of Strategic Options will be used in setting strategic direction for the Local Transport Planning Area

Develop draft LTP3 using stakeholder input and technical evidence

Full 12 week Public Consultation
Late Spring/Summer 2010

LAF/LCP input into Full Public Consultation
Comment on preferred option proposed by Transport for Buckinghamshire

Public Consultation Report
Summary of main comments received through feedback, and probable changes to Plan

Development of final LTP based on responses from Public Consultation – adoption of Plan 1st April 2011