

Outcomes of Consultation Exercise on draft LTP3 Strategy

October to November 2010

Responses

Over 400 responses were received via our questionnaire and over 30 additional detailed responses. We have worked with the Council's Research and Information team to analyse the responses. It should be noted that no issues were raised through the consultation exercise that significantly affected our proposals for LTP3. Nonetheless, the feedback from the consultation exercise has been extremely beneficial in helping to further develop and inform our LTP3 Strategy.

A Vision for Transport in Leicestershire

Our Vision: 'Leicestershire to be recognised as a place that has, with the help of its citizens and businesses, a first class transport system that enables economic and social travel in ways that improve people's health, safety, their environment and their quality of life.'

Question: To what extent do you agree or disagree with the following statement?

We all (Leicestershire County Council, the county's residents, businesses and organisations) share responsibility for delivering for transport vision for Leicestershire.

Responses

- 85% of respondents agreed that it was everyone's responsibility to deliver our transport vision for Leicestershire
- Walkers, cyclists, bus users and car or van users all had similar levels of agreement concerning the Transport Vision.
- Car or van users and walkers who used their mode of transport 'almost every day' or 'at least once a week' were most likely to agree with the Vision.

Long-term priorities for Transport in Leicestershire

Question: To what extent do you agree or disagree that the goals outlined below are the most important 'long-term' (to 2026) priorities for transport in Leicestershire?

- To effectively manage and maintain our transport system and its assets

Appendix A

- To enable economic and population growth whilst minimising impacts on our transport system and environment
- To encourage and enable more active and sustainable ways to travel
- To improve the connectivity and accessibility of our transport system
- To continue to reduce road casualties
- To reduce the negative impacts of travel and transport on people, settlements and the natural environment

Responses

- Greater than 90% of respondents agree with our long term goals.
- There is a high level agreement across all different users of our transport system, i.e. walkers, cyclists, bus users and car or van users.
- Reviewing the literal comments following this question, the high level of agreement may well be due to the fact that our long-term goals are so aspirational that they are very difficult to actually *disagree* with.
- There was less agreement amongst respondents that enabling economic and population growth is an important long-term priority. This is thought to be due to the current focus on the economic downturn.

Short-term approach

Question: To what extent do you agree with the focus of our short-term approach (2011-2014) outlined below?

- To get the most out of our existing transport system
- To place an even greater emphasis on value for money and to reduce maintenance costs
- To seek to minimise the future transport impacts of population growth

Responses

- More than 80% of people agree with the focus of our short term approach.
- The three short-term objectives received widespread agreement amongst all users of our transport system.
- Again, it appears, after reviewing the literal comments that respondents felt unable to disagree with any of the elements of our short-term approach simply because they are inherently *agreeable*.

Literal comments

Analysis of the comments received as part of the consultation exercise highlighted a number of common themes where respondents felt there was a need for improvements. These included:

Appendix A

1. Bus Services

- Better public transport information and more integration around ticketing
- Better public transport in rural areas and in the evenings/ more partnership working (community transport etc.) to provide better access to services
- Mitigate the increasing access issues for the young and elderly as the bus services decrease
- More public transport provision for employment areas especially those in the county

2. Cycle and Walking

- Improved cycle links within existing urban areas
- More education around the ease and benefits of cycling for short journeys

Other suggestions included:

- The need for people to have cost/time effective choices if they are to change their behaviour along with an understanding of the impact of their travel habits (health, cost, and environment).
- That the staggering of school start times be considered, and flexible working be promoted with employers to reduce peak time traffic

The consultation feedback also suggests that we need to place greater emphasis in our Strategy on issues associated with freight, carbon reduction, rural communities, tourism and reducing the need to travel.