

APPENDIX A

Draft and Provisional LTP Consultation Responses

Draft Local Transport Plan Comments

No.	Contact details	Key Issues Raised	BFBC Response
001	Communications Manager, 3M	Road Safety is key issue, hopefully launch major road safety educational initiative for children within Key Stage 2. Local school catchment areas will be invited to attend. 3M has signed up to EU Road Safety Charter - EU Commission target is by 2010 the EU should reduce the number of road accident victims by half. Working with LEA, £m in UK intends to play part via new school road safety programme	Continue to work with 3M on issues and cover within the joint working section of the Local Transport Plan
002	Senior Citizens Forum	Would like to see greater priority to be given to provision of improved access to essential services and improvements on public transport. Referred to document by Social Exclusion Unit ODPM 2003 'Making Connections: Final Report on Transport & Social Exclusion'	Accessibility planning will look to identify where there are existing issues so that the Borough Council can focus attention on improving these areas and improve access to key services. The social exclusion report is identified within the draft and is key issue for the work on accessibility
003	Environment Agency - Thames Region	No comment	
004	Strategic Rail Authority	No comment	
005	Mr M.W Pickett, TRL	Buses - Introduce & effect an action plan to improve year upon year results obtained from annual bus passenger surveys, reduce overall bus journey times, implement real time information system, develop mobile phone SMS transport travel information, improve access to major leisure facilities.	Many of these issues are ones which the Borough Council will have to assess as part of the Local Transport Plan monitoring through the Annual Progress Report. Other elements such as real time information will be secured through projects such as the Town Centre. Look at initiatives to improve access to leisure facilities in the Borough.

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		<p>Parking - Need to ensure adequate secure parking facilities at key transport interchanges, need for early implementation of Decriminalised Parking Enforcement as means of improving traffic flow & road safety, ensure adequate provision of parking spaces at strategic public transport interchanges.</p>	<p>All issues to be explored through the Local Transport Plan and by way of the Town centre redevelopment.</p>
		<p>Cycling - Improve overall perception of personal safety of cyclists, given restricted funding for upgrade of cycleway network, produce action plan.</p>	<p>Work with Community Safety Officers and Police to help improve current situation. Cycleway upgrades achieved through S.106 monies from development.</p>
		<p>Walking - Improve overall perception of personal safety for pedestrians, given restricted funding for upgrade of pedestrian walkway network, produce action plan, encourage Rights of Way usage to improve health of community</p>	<p>Work with Community Safety Officers and Police to help improve current situation. Incorporate the Rights of Way Action plan within the Local Transport Plan.</p>
		<p>Rail - Provide improved real time information at FGW Link Stations, Encourage SWT to include Bracknell & Martins Heron station car park in ACPO Safer Parking Scheme, Work with SWT to ensure Martins Heron Station satisfies criteria for Secure Stations Award Scheme, Simulate travel to/from Guildford/Gatwick via Blackwater/Wokingham and see if convenient links exist and meet demand</p>	<p>Issues of joint working which the LTP will promote. Secure some improvement at Bracknell Station through the Town Centre Redevelopment.</p>
		<p>Other - Co-operate with Transport Direct to improve product and community use, Investigate use as transport planning tool, Para 3.9 could include reference to business representatives as key stakeholders.</p>	<p>Suggested change has been made.</p>

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006	Binfield Parish Council	Concerns with existing car parking provision, it was felt restrictive policies were discriminatory in rural areas when car dependency is higher. It was felt the LTP did not consider Berkshire has highest car ownership, and more balanced use of transport was required to meet local population.	Parking standards and review will be undertaken through the LDF process with the final standard published in Autumn 2006. The LTP will make reference to the standards generically so that that once changed that can be incorporated into the Final LTP. The introduction has been supplemented with a car accessibility map indicating further the high ownership and accessibility by car in the Borough.
007	Warfield Parish Council	Parish endorses policies which lead to improved public transport and rural bus services, supports proposal for access to westbound platform at Bracknell Station, regeneration of town centre concerns with increase traffic using A3095 (for further comments see 04/01129), parking standards for new developments need to be reconsidered, and converting garages to residential dwelling will affect street scene	See above comments. Town Centre Redevelopment is being addressed through the assessment of the town centre planning application.
008	Savell Bird & Axon, Ariel on behalf of Legal & General Assurance Society Ltd	Improving accessibility key role is to encourage walking for 2km journeys and cycling for 5km journeys, as viable car alternatives. Accessibility strategy development is supported for local facilities and should cover non-car transport modes. Improving road safety is key issue in highway improvements. Encouraging non car transport modes and reducing peak congestion will help achieve better air quality. Potential projects - bus service network into town centre/station from surrounding villages/towns, to provide connection to town centre to railway station, including service information, cross ticketing.	Issues are picked up in the Draft LTP and will continue to be developed through the provisional plan through to the final draft LTP.

No.	Contact details	Key Issues Raised	BFBC Response
009	Berkshire Buckinghamshire & Oxfordshire Wildlife Trust	Little evidence that natural environment has been considered within the concepts of sustainability and sustainable development. Paragraph 2.10 - Route Management Strategy of M3, one of the key functions is to act as wildlife corridor, clear potential conflict between major road and wildlife - further explanation of this would be useful. In general further reference to natural environment - context of sustainability, which demonstrates potential impact of plan and proposals, could have on biodiversity and wider countryside. Taking this a step further would promote idea of a Biodiversity Strategy to compliment LTP.	Look to assess plan against these issues and address where appropriate, to provide a more balanced definition of sustainability. SEA work will help inform this process in the next stages of development of the LTP. SEA has looked to address these issues further.
010	Nike Design Group	Promote enhancement of garden centre access and junction with London Road (at Lynfield). Formation of spine road connecting to Cain Road/Beehive Road roundabout. New road would provide relief for John Nike Way as concerns over volume of traffic and safety of road users. New road would serve development areas to be encompassed within settlement boundary - as proposed by current amendment of Local Plan, and any areas at Amen Corner identified for development under LDF process.	Issue to be addressed through work on the LDF. Programme may fall into the LTP if wider scale development takes place at Amen Corner in the longer term.

Local Transport Plan Comments

From:	Comments:
Environment Agency	Includes general checklist of issues that should be addressed in plan but no specific comments.
Highways Agency	<p>Section 3.3.2: Refer to “Highways Agency” and make point about timescale of widening of trunk roads clearer.</p> <p>Section 3.3.3 and 3.3.4 could be set out in a similar way to Highways Agency’s Route Management Strategy for the M3 and M4.</p> <p>Section 3.3.4: reference to local functions of the M3. Also, addressing issue of management of peak flows on M3 and M4 (and the lack of this being addressed in the LTP) and conflict of LTP with Thames Valley Multi-Modal Study with respect to Integrated Demand Management.</p>
South West Trains	None
First Great Western Link	Wish to assist BFBC with encouragement of healthy modes of transport, integration of journeys between bus and rail, information provision and security at stations.
Richard Emery	<p>General comments on cross-referencing and paragraph numbering, and about helpfulness of signage.</p> <p>Section 1: issues of car ownership, traffic flow monitoring, and difficulty of comparing figures quoted.</p> <p>Section 2.3: clear assessment of the impact of the A322/A329, in one paragraph, further detail on expected benefits of bus lanes, of a P+R scheme, and of the separation of bus and rail stations. Welcomes <i>aspiration</i> to reduce congestion through road improvements.</p> <p>Section 2.6: clearer objectives in terms of increasing bus patronage, and expansion of objective to reduce road congestion (e.g. practical proposals to reduce through traffic or increase road capacity).</p> <p>Section 3.3.1: Suggests a ‘rim’ around the ‘hub and spoke’ network would make public transport more attractive and increase traffic flows. Integration of hubs stressed.</p> <p>Section 3.3.2: what are proposed route improvements to A322/A329(M) and A3095, and limited access to M4?</p> <p>Section 6: how will improving bus services in Bracknell reduce congestion on the A322/A329(M)? Kick Start Bid impact on major employers? Cycles: maps distributed? Secure parking? Improve travel plans by encouraging</p>

	<p>zero emission for station – work transport. Welcomes junction improvements. Taxis: not always more efficient than cars, don't need all of them to provide for wheelchair users.</p> <p>Section 8: speed limit review.</p> <p>Section 12: Cycling needs to have comprehensive links to the town centre.</p>
Focal Point Advertising	Felt the way information was sent out was “unfriendly” i.e. in PDF format, to be printed off.
Lifelong Learning Partnership	Lack of regular buses to Heathrow Airport from Bracknell Bus Station, contrary to what LTP states. Any transport provision for construction workers while rebuilding town centre?
Binfield Parish Council	Public transport should be regular, reliable, operational from 7am-midnight, information should be up-to-date and available, and include routes to hospitals. Public transport policies should include adequate parking provision, and should not include making use of cars more difficult.
Binfield Village Protection Society	Bus service provided to Wexham Park had low usage. Could use Dial a Ride scheme instead? Parking standards are too low in rural areas. Unfriendly environment at Bracknell Station needs to be improved. Concerns over third runway at Heathrow but would welcome improved links to the airport. More quiet lanes should be designated in the ROWIP. Concern over schoolchildren over 16 paying adult fares.