		AGENDA ITEM NO.	
Report Cover Sheet			
Name of Meeting:		EXECUTIVE	
Date of Meeting:		25 th March 2008	
Report Title:		Local Air Quality Management	
Summary of report:		The report gives feedback to consultation on the draft Air Quality Action Plan. It also proposes the extension of the existing Warwick Air Quality Management Area.	
For Further Information Please Contact (report author):		Richard Hall	
Would the recommended decision be contrary to the Policy Framework:		No	
Would the recommended decision be contrary to the Budgetary framework:		No	
Wards of the District directly affected by this decision:		Warwick Town Centre Leamington Willes and Brunswick	
Key Decision?		No	
Included within the Forward Plan?		Yes	
Is the report Private & Confidential		No	
Background Papers:			
Consultation Undertaken			
Consultees		Yes/ No	Who
Other Committees			
Ward Councillors			
Portfolio Holders		Yes	Cllr Kinson
Other Councillors			
Warwick District Council recognised Trades Unions		No	
Other Warwick District Council Service Areas			
Project partners			
Parish/Town Council		Yes	Through Consultation process
Highways Authority		Yes	Dr Shirley Reynolds - Warks County Council
Residents		Yes	In affected areas through consultation process.
Citizens Panel			
Other consultees			Widely consulted with stakeholders

Officer Approval

With regard to officer approval all reports must be approved by the report authors relevant director, Finance Services and Legal Services.

Officer Approval	Date	Name
Relevant Director(s)	3.03.08	Cllr Michael Kinson
Chief Executive		
CMT	28.02.08	
Section 151 Officer	20.02.08	Mary Hawkins
Legal	28.02.08	Mike Snow
Finance	28.02.08	Simon Best
Final Decision?		Yes
Suggested next steps (if not final decision please set out below)		

1.0 RECOMMENDATION

- 1.1 That the Action Plan consultation report be noted and that the finalised Action Plan be brought back for approval within 12 months.
- 1.2 That the limits of the Warwick Town Centre Air Quality Management Area be extended and designated as set out in the report.

2.0 REASONS FOR RECOMMENDATION

Action Plan

- 2.1 The Environmental Protection Act 1995 Part IV required that local authorities monitor and assess air quality within their areas. Where pollution levels exceed, or are likely to exceed, Air Quality Regulation standards then Air Quality management Areas (AQMA's) must be declared. In this district there are currently 3 AQMA's. There is a duty to devise an Air Quality Action Plan to improve air quality within these areas
- 2.2 The Draft Action Plan's proposed public consultation process was submitted and approved by the Committee on 22nd October 2007.
- 2.3 This report gives the compilation of the public response to the consultation. An Executive summary is provided and the full data contained in the Appendix.
- 2.4 The next step in this process is for the Action Plan to be amended to include specific measures which will bring about improvement of air quality. This is likely to require further air quality assessment and computer modelling work. It is proposed that a report be brought back to Executive to agree a finalised Action Plan within 12 months.

Warwick Air Quality Management Area

- 2.5 An Air Quality Management Area was declared in Warwick town centre in 2004, as an initial step. This included High Street and Jury Street within the designated area. Further air quality monitoring and assessment work since this time has indicated that the extent of the area should be increased to include streets surrounding the town centre area.

The extension of the Air Quality Management Area has been consulted upon within the overall consultation process outlined here.

The declaration of this extended area as part of the Air Quality Management Area is now proposed. (See Maps 1 and 2 in the Appendix). This includes the existing area and in addition: -

- Part of High Street up to the junction with Bowling Green Street.
- Bowling Green Street
- Theatre Street
- Saltisford up to the junction with Vittle Road
- Northgate
- The Butts

- Smith Street
- St Nicholas Church Street

3.0 ALTERNATIVE OPTIONS CONSIDERED

There is no alternative option with respect to the Action Planning process.

With regard to the Warwick Town Centre Air Quality Management Area the extent of the area to be declared could be varied. However, having regard to government guidance, to technical aspects of the declaration and to the consultation process, the proposed extent of the area is considered the most appropriate for designation.

4.0 BUDGETARY FRAMEWORK

The work in relation to the Action Planning and the Air Quality Management Area processes will be within existing budgets.

5.0 POLICY FRAMEWORK

The work closely aligns with the County Council's Local Transport Plan.

Air Quality Action Plan

Public Consultation Results / Responses



Public Consultation Results: **Draft Air Quality Action Plan**

1 Introduction

Under the Environmental Protection Act 1995, Warwick District Council declared Air Quality Management Areas (AQMA) in 2004, identifying traffic as the main source of local air pollution, causing Nitrogen Dioxide exceedences of the Government health-based objectives in Warwick, Leamington Spa and Barford.

Following such declarations, Local Authorities are required to produce an Action Plan to address the poor air quality within the District. Warwick District Council, in cooperation with Warwickshire County Council (in line with their requirement to take action under their Local Transport Plan) then drew up a draft Air Quality Action Plan (AQAP) which was submitted for public consultation from 5th November 2007 closing on the 1st January 2008. To publicise the consultation process, and encourage the public's involvement, a press release was issued, resulting in articles in the local press and a local radio interview

An informative document pack, including a questionnaire, was delivered to all properties within the declared AQMA's. Packs were sent by post or e-mailed to all identified statutory consultees. Information packs and response questionnaire forms were also left at libraries in Warwick, Leamington Spa and Kenilworth (the library at Whitnash was not opened during the consultation period). There was also a link on the homepage of the Council's website to all the relevant documents, and an electronic version of the questionnaire for response on line.

All information received from the consultation process has now been reviewed and compiled into the attached report.

2 Executive Summary

- 2.1 A majority of respondents would support actions to improve air quality, even if it results to in an inconvenience to them regarding travel times.

A very significant proportion of all respondent's (53%) gave their primary purpose for travelling through/within the District was as a route to work.

2.2 Public Transport:

The overwhelming majority (65%) of the respondents either never/less than monthly, using public transport. Many respondents refer to their negative perception regarding the cost of bus travel; timing reliability, frequency and comfort of the service; the perception is of inconvenience of the route, not going where and when they require, compared to using the car.

One or two refer to lack of information as to route/times etc. A number suggest either Hybrid-fuel buses or those using "cleaner" fuels only be allowed into town. A few people refer to needed improvement in the train services and interlinking of services.

A total of 87% of respondents would support improved bus routes

2.3 Bicycle Facilities:

76% of respondents either never/less than monthly use the cycle facilities provided in the District. A number of respondents reiterate the need for better and safer joined up cycle routes, with priority given to cyclists over motorized transport at junctions and/or installing cycle routes away from heavy traffic. It was also suggested that the installation of safe secure areas where bikes could be stored e.g. at railway station etc, could encourage their use.

However, a number of walkers complain of the problem caused with cyclists also using the pavement. The need to separate walkers from cyclists, as well as cars, could need consideration when designing cycle ways.

2.4 School Run:

A number of respondents highlight the need to reduce the impact of the school run, either by arranging for a bus shuttle service from an out of town point, or encouraging walking to school. 90% of respondents would support promotion of a "walk to school" scheme.

2.5 Traffic Management:

The need to discourage traffic from using the "through routes" is picked up by a number of respondents, with a number of solutions suggested:-

- (i) Ban through traffic by pedestrianising various roads;
- (ii) Impose strictly-enforced speed limits;
- (iii) Introduce "obstacles" to encourage drivers to use other routes;
- (iv) Ban HGV's (NB businesses still need deliveries); Introduce weight limits;
- (v) Introduce one-way systems;
- (vi) A few refer to Congestion Charging.

3 Consultation Results

- 3.1 Of the total of **1074** information packs distributed, there were **161** responses (**15%** response rate) of these **139** were received via the post with **22** completing the on-line questionnaire.

We sent out over 40 packs to Statutory Consultees. Acknowledgments were received from 4 organisations. Of these 2 advised noted the report, with no further comments made. 1 consultee supplied comments which are included and will be considered.

These results will be used in reviewing the AQAP to include suggestions and address specific concerns to improve the final document, and reflect the needs of the community as well as improving the air quality within the district.

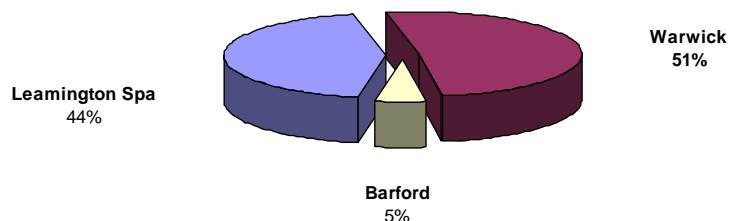
At the same time, as we were proposing to extend the Warwick AQMA, details of the proposed area, including a form for response were circulated to all properties in the same pack together with the AQAP details, within the existing and proposed extended AQMA area in Warwick. A total of **497** forms were supplied, of which **12** separate completed forms were returned, together with their AQAP response form (It may well be that comments from other respondents were included in the reply to the AQAP survey). The responses are included at the end of this report and will be used in reviewing the AQAP.

[Note: Within each table, readings may not always add up to exactly 100% due to rounding up/down to nearest 0.1%]

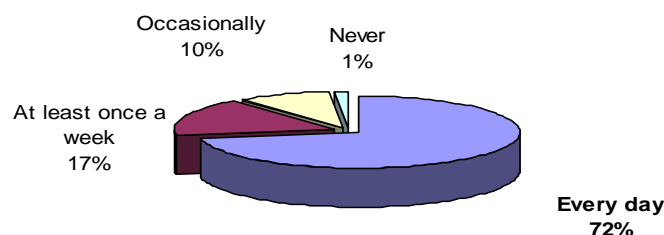
3.2 The Public Consultation Questionnaire (as sent)

A copy of the original public consultation questionnaire can be seen in **Appendix E**

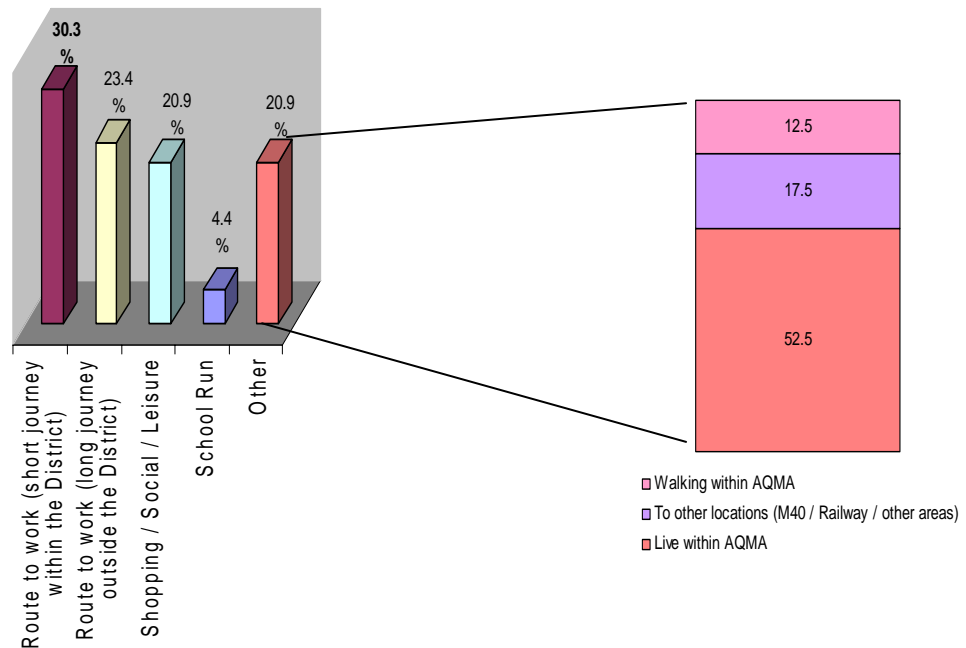
3.3 Question 1 Which 'AQMA' do you travel to/through the most?



3.4 Question 1a Are you a frequent user of the road networks that run through this AQMA?



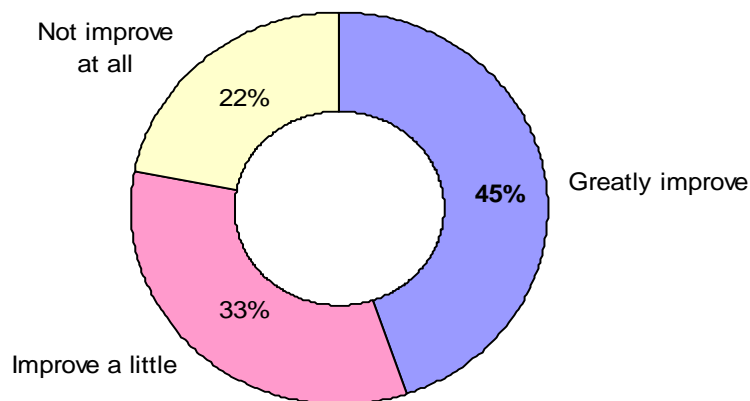
3.5 **Question 1b** What is your primary purpose for using this route which passes through an AQMA?



Other:- Total number of responses = 40

WDC Observations ~ A very significant proportion of all respondent's (over 50%) gave their **primary** purpose for travelling through / within the District was as a route to work.

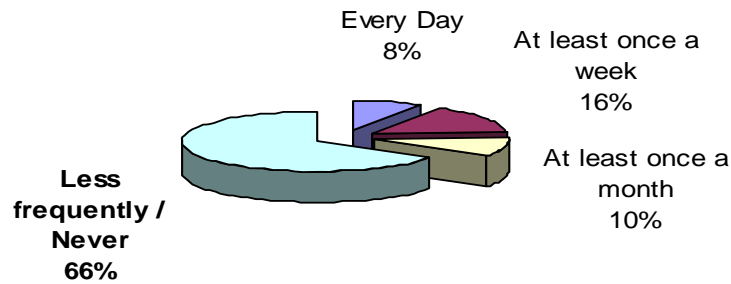
3.6 **Question 2** To what extent would any changes in traffic management affect your daily journey?



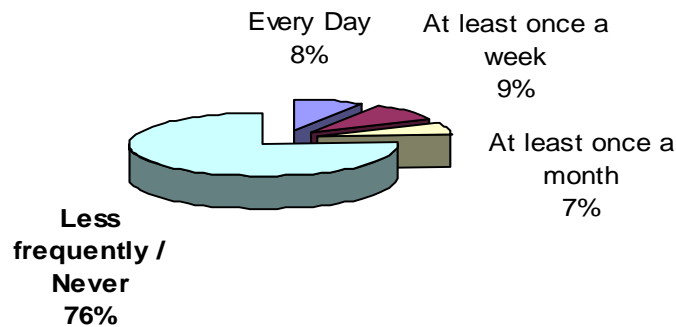
Comments were invited to elaborate on this response. There were 54 relevant comments. The equal spread of % response could mean that the respondents have insufficient information to respond – consider elaborating the relevant section in the AQAP?

The comments received by consultees for Question 2, are shown in **Appendix A**

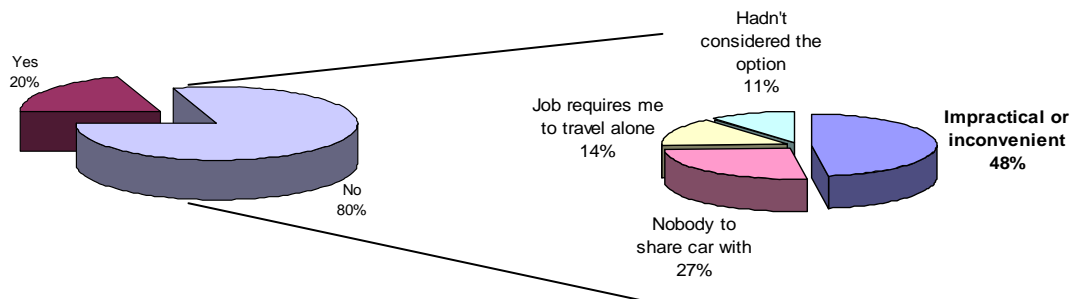
3.7 **Question 3** How frequently do you use public transport within Warwick District?



3.8 **Question 4** How frequently do you use the cycle facilities provided within the District?



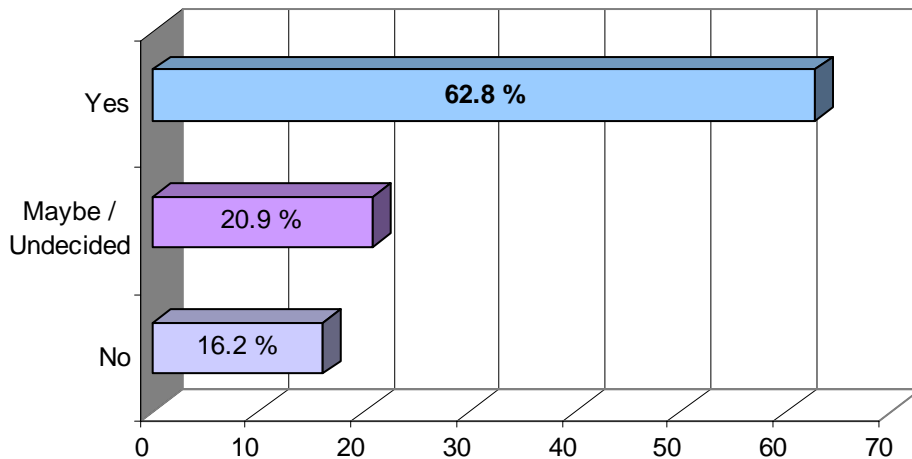
3.9 **Question 5** Do you take part in a car sharing scheme, whether just sharing driving duties with a friend/colleague, or as part of a formal scheme such as a Car Club



WDC Observations ~ The overwhelming majority (80%) of the respondents neither use public transport nor cycle. The reasons for the lack of use of these means of transport need to be addressed within the AQAP to encourage change as an essential aspect to improving air quality.

3.10 Question 6

Could you accept delays in your journey, or a slightly longer journey, if it means that air quality is improved within the AQMA areas?



WDC Observations ~ A majority of respondents would support actions to improve air quality, even if it results in an inconvenience to themselves regarding travel times.

3.11 Question 7

What would encourage you to use buses / cycles / walk rather than use your vehicle?

WDC Observations of Responses: (146 of 161 returns (90.1%) responded to this question)

- (A) (i) **16** (11.0%) of respondents advised they have reduced car use and already use public transport, or walk or cycle;
- (ii) **15** (10.3%) of respondents either do not drive/own a car or have chosen to use public transport or walk or cycle;
- (B) **30** (20.5%) of respondents advised either that there is nothing that would convince them to change, or gave reasons why they are unable to use alternatives to cars / vehicles

(Explanatory comments were made, these are shown in **Appendix B(i)**; edited where needed for clarity and brevity)

- (C) **85** (58.2%) respondents gave further Explanatory Comments

(Further explanatory comments were made, these are shown in **Appendix B(ii)**; edited where needed for clarity and brevity)

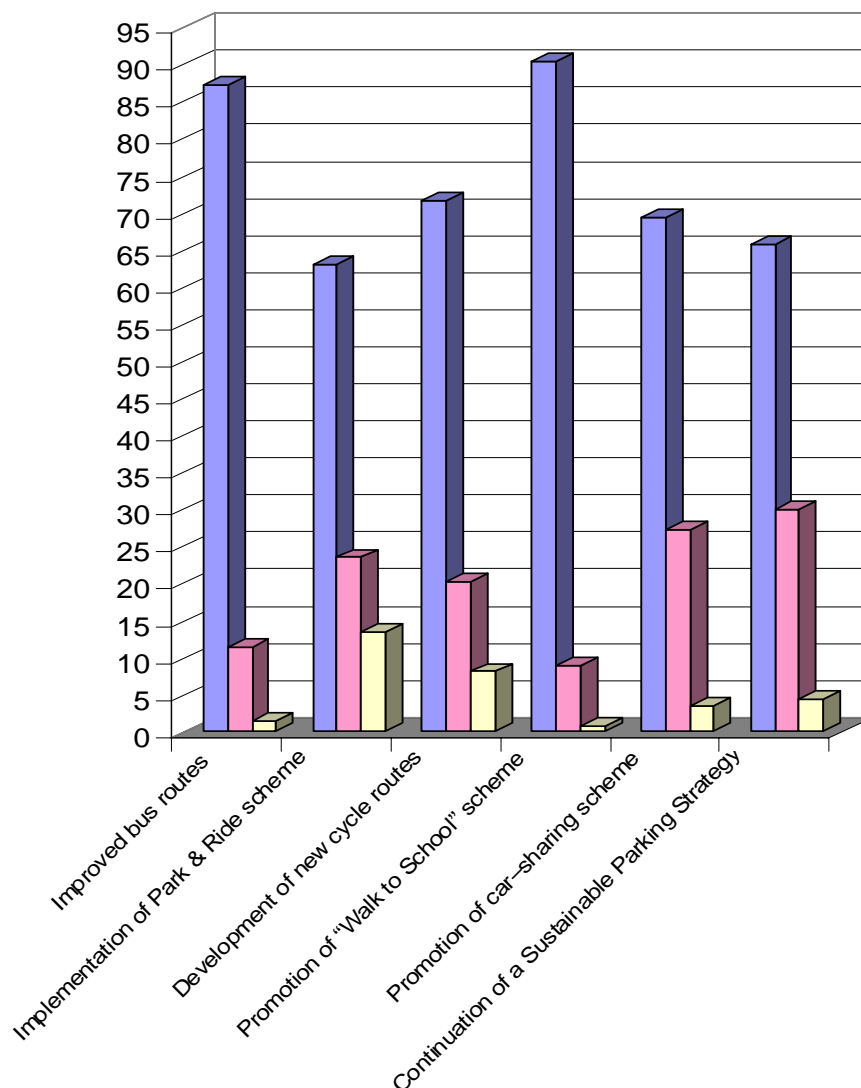
WDC Observations ~

Public transport: Many respondents refer to their negative perception regarding the cost of bus travel; reliability, frequency and comfort of the service; route not going where and when they require, compared to using the car. One or two refer to lack of information as to route/times etc.

Bicycles: Reference is made to the requirement for more, better and safer cycle routes, away from heavy traffic.

3.12 Question 8

How do you feel about the proposed measures to improve air quality within Warwick District?



	Support / Strongly Support	Neutral	Oppose / Strongly Oppose
Improved bus routes	87.2%	11.4%	1.4%
Implementation of Park & Ride scheme	63.1%	23.5%	13.4%
Development of new cycle routes	71.7%	20.3%	8.1%
Promotion of "Walk to School" scheme	90.5%	8.8%	0.7%
Promotion of car-sharing scheme	69.3%	27.3%	3.5%
Continuation of a Sustainable Parking Strategy	65.7%	29.9%	4.4%

WDC Observations ~ A very high majority of respondents are in favour of both improved bus routes and promotion of the 'Walk to School' scheme. There is a significant minority either opposed, or neutral, to the introduction of a Park and Ride scheme. There are majorities for the other proposals, but each has at least 20% of respondents currently holding a neutral position.

3.12 Respondents were asked to provide any additional comments and / or suggestions that may realistically be considered to improve air quality within Warwick District.

*(These numerous additional comments, are shown in **Appendix C**; edited where needed for clarity and brevity)*

WDC Observations ~ *(Picking out some of themes appearing – all responses need assessment, and collation, to obtain an overall detailed analysis):*

School Run: *A number of respondents highlight the need to reduce the impact of the school run, either by arranging for a bus shuttle service from an out of town point, or encouraging walking to school.*

Cycles: *A number of respondents reiterate the need for safer, joined up cycle routes, with priority given to cyclists over motorized transport at junctions. Further, it was suggested that the installation of safe secure areas where bikes could be stored e.g. at railway station etc could encourage their use.*

However, a number of walkers complain of the problem caused with cyclists also using the pavement. The need to separate walkers from cyclists, as well as cars, could need consideration when designing cycle ways;

Traffic Management: *The need to discourage traffic from using the “through routes” is picked up by a number of respondents, with a number of solutions suggested;-*

- (i) Ban through traffic by pedestrianising various roads;*
- (ii) Impose strictly-enforced speed limits;*
- (iii) Introduce “obstacles” to encourage drivers to use other routes;*
- (iv) Ban HGV’s (NB businesses still need to get deliveries); Introduce weight limits;*
- (v) Introduce one-way systems;*
- (vi) A few refer to Congestion Charging.*

Public Transport: *Again, where bus services are referred to, the perception is of inconvenience of the route, timing reliability, journey time and condition of the bus and the lack of interconnectedness with potential user’s requirements are highlighted. A number suggest either Hybrid-fuel buses or those using “cleaner” fuels be allowed into town. A few people refer to needed improvement in the train services.*

[A number of people ask for explanation of “sustainable parking” – suggesting clarification / elaboration of suggested improvements is required in the report]

The raw data, used to produce this report, and all comments made by the individual respondents, can be made available for anyone who wishes to see the unedited information by contacting Warwick District Council, Environmental Health on (01926) 456725.

4 Statutory Consultees

The following comments were received from Statutory Consultees;

4.1 Leamington Spa Town Council

The (AQAP) was considered by the Policy & Resources Committee of this Council on 4th December. The Committee endorse the measure outlined in the Action Plan as a means of generally improving Air Quality across the District and, with specific regard to Leamington resolved that the following observations are made:

1. Traffic movements along the corridor from Warwick to the North East of the Town via Rugby Road are very heavy at all times of day. The junction of Guys Cliffe Road & Rugby Road, where there is a busy traffic light controlled interchange, is considered to be an area that would warrant monitoring of levels of Nitrogen Dioxide in view of the fact that vehicles are often queuing for lengthy periods. The area is also frequently used as a pedestrian route to the neighbouring Community College. It is therefore suggested that a monitoring exercise is conducted in this area.
2. Whilst progress is being made to urban cycle routes, it would undoubtedly assist air quality throughout the area if planned improvements to these, as part of the National Cycle Way project, were speeded up. Bus and Rail Transport Services are considered to be in need of more rapid improvement than has been exhibited, though the complexities of achieving this are recognised.
3. It is strongly advocated that the surplus funding that is being achieved through the introduction of decriminalization of parking should be utilized to improve public transport facilities. It is understood that significant revenues have occurred above those originally anticipated and that these funds are available within Warwickshire to implement transport related projects.

I trust you will find these observations helpful. I would appreciate receiving your response to the points raised, particularly those in connection with paragraph 1.

WDC Observations ~ Letter in answer was sent to the Town Clerk. The letter advised that monitoring will be undertaken at the Guys Cliffe Road junction in the next monitoring cycle. Confirmation given that comments made will be considered when producing the Action Plan, and that a copy of the letter was being forwarded to WCC for point 3 of the letter.

5 Warwick Air Quality Management Area Proposed Extension – Comments

- 5.1 No respondent objects to the AQMA declaration, in fact a number express their support. A number refer to the need to reduce traffic flows as the main criteria. Some highlight the “bottleneck” at Northgate / The Butts junction as being a major problem causing stationary traffic, particularly at peak hours

The comments received by Warwick consultees on the proposed extension, are shown in **Appendix D**

WDC Observations ~ No respondent objects to the AQMA declaration, in fact a number express their support. A number refer to the need to reduce traffic flows as the main criteria. Some highlight the “bottleneck” at Northgate / The Butts junction as being a major problem causing stationary traffic, particularly at peak hours

Appendices

13 respondents queried either what was meant by “traffic management”, or were unable to answer without further information as to what was proposed.

8 Respondents advised that they travel “off peak”, don’t travel regularly or at times when there is reduced traffic levels.

8 respondents referred to concerns related to health, and the affects of air pollution

Other comments (edited where needed for clarity and brevity) are listed below:

- 1) May result in less traffic through the town, and therefore a less stressful journey;
- 2) Changes so far made to the lower end of town (*Leamington Spa*) are nonsense. Pavements have been widened thus reducing from two lanes to one, coming out of Leam Terrace, causing a build up of traffic. Now the Church has got even more pavement, traffic waiting to turn right at this junction cannot do so until traffic waiting has turned left;
- 3) Dependant on measures, a reduction of traffic would improve journey , conversely if route made ‘one-way’ could make journey longer;
- 4) Would improve pavement use and less fumes in the house;
- 5) Cycle paths with very few cycles using them and road humps are a waste of money. Parking needs proper control in the side streets;
- 6) If traffic was managed, buses would be more regular and cycling safer;
- 7) Llewellyn Road (*Leamington Spa*) – cycle every day to Sydenham taking daughter to school, return home and then take Clemens Street / High Street / Victoria Terrace route to Dormer Place. A cycle-friendly route is needed in Brunswick Street / Clemens Street;
- 8) Travel by cycle in area of railway bridge, High Street (*Leamington Spa*) is awful following recent “improvements”. Worse with cars parking in the cycle lanes and conflict when lanes merge. Bath Street is also poor;
- 9) Cyclists are given second priority at junctions which slows the journey down;
- 10) Reduce congestion in street particularly during school term time;
- 11) The School Run appears to generate the most traffic congestion;
- 12) Prohibit the daily school run and make the existing (*bus?*) routes cheaper or free;
- 13) Experience severe delay at various poorly designed junctions in Leamington Spa, which could be remedied by traffic management;
- 14) If they ARE improvements they MUST effect daily journeys;
- 15) Especially A46 / M40 improvements;
- 16) I travel A46 to Leamington Spa via Warwick, since motorway in place rather than risk entering motorway only to exit c1-2 miles further on. Takes as long to travel from Longbridge to L/Spa as from home to Longbridge due to congestion;
- 17) The junctions are now dangerous on the bypass and trying to cross the A429 to visit Wasperton and Westham Lane with children is lethal;
- 18) It might be a good idea to increase parking from 1 hour to 2,3 or 4 allowing cars to park once, and then not having to drive around looking for new spaces would reduce pollution within town centres or making areas outside centre longer parking;
- 19) Lowering the amount of traffic through town is the only way to improve air quality;
- 20) Reduces mobility and takes extra time;
- 21) Remove trucks from The Parade;
- 22) Jury Street and West Street (*Warwick*) are very congested at certain times of day;
- 23) (*Improved*) if traffic were reduced – especially very large articulated HGV’s;
- 24) Main problem is through traffic not using the A46;
- 25) Park and ride would be good, if not going to the supermarket.

- 1) Impossible as total journey 40+ miles and need car for work;
- 2) Unable to use due to health problems;
- 3) Buses are not – and are unlikely to ever be – convenient or practical. For health reasons, cycling/walking would be too demanding over the distances involved;
- 4) The roads are not safe for cycles, plus they get stolen;
- 5) Live too far from the workplace;
- 6) Journey to work includes the school run, making the journey route too complicated to use a bus or bike;
- 7) I cannot think of a variant that would offer an incentive;
- 8) Need the car for my job – Emergency Service Provider;
- 9) Car is a working tool;
- 10) Require car for work, Travelling from outside the District, any alternative would be too difficult;
- 11) I run a business(es), so have to travel between them;
- 12) Business involves having to use a car regularly;
- 13) Travel with six of my staff in a minibus;
- 14) We have a business vehicle, used to carry items from supplier. Unable to use public transport for this reason;
- 15) Work requirements;
- 16) Job requires I use my car for work;
- 17) Walk within the village, do not cycle. Difficult to use public transport due to complexity of our journeys;
- 18) Buses are inconvenient, I cannot cycle and walking is too far;
- 19) Only if I lived closer to my work (25 miles);
- 20) Impractical both as regards journey to work and nature of job;
- 21) Buses are OK if you want to go somewhere on the route, otherwise car is the only choice. Unable to cycle;
- 22) Live in Whitnash, and use car or motorcycle. Buses pollute and obstruct traffic, both when moving and stopping/at bus stop. Expensive to use; where are they when you want one? , and buses stink. Cycling or Walking not practical for carrying shopping, especially heavy loads;
- 23) My schedule varies from day to day and I have huge time constraints;
- 24) Already walk around town; journeys beyond would be impractical without a car.

These responses have been further segregated into 'Means of Transport'

A) Buses and public transport

- 1) Buses must be cheaper than cost of using a car, and should be more frequent. Cycling to work from Coventry would take too long;
- 2) Mediterranean weather!;
- 3) (i) Lower bus prices – still cheaper to drive in Warwick (ii) Bus to my work place!;
- 4) Cheaper public transport;
- 5) Cost / reliability;
- 6) Already use the bus, but takes ages. Quicker to walk in the summer;
- 7) If bus journey was shortened and isn't (have) so many stops;
- 8) Better and more frequent services to/from Radford Semele with bus shelters and seats at the "White Lion", Southam Road;
- 9) Shorter journey time (e.g. less waiting to cross road, and bus priority) Better safety – more separation from cars, slower traffic;
- 10) Cut prices, and run at times that suit my work pattern;
- 11) Buses running on time; cleaner. Walk: Better lit areas / Myton Road;
- 12) (i) Better security, (ii) More frequency, (iii) Where ARE the bus stops?;
- 13) Bus, if it went where I wanted to go. Cycle (no walk) if I could;
- 14) Re-route bus services down Rugby Road;
- 15) Cheap and excellent bus service;
- 16) Frequent direct buses;
- 17) Offering a better public transport system;
- 18) Improved bus service;
- 19) Frequency of service – availability;
- 20) Depends on bus services as well as how reliable it is. Walking is best if destination not far;
- 21) Easily obtained timetables;
- 22) Already walk. Buses are expensive, not punctual and don't go where I want to go;
- 23) Cheaper bus prices / tickets / passes. Safer cycle lanes etc;
- 24) Bus routes straight to Leamington Spa, with separate round-area buses as an option for others;
- 25) Cheaper fares on buses;
- 26) Free transportation;
- 27) Better service, especially in the evenings. Existing service very good for going to Leamington in the day, not so good for anything else;
- 28) Regular and convenient buses. Increased cycle lanes;
- 29) This is a loaded question. How about free travel;
- 30) Making bus fares cheaper – it's currently cheaper to drive between Warwick and Leamington than to take a bus, which is nearly £4 return;
- 31) Bus or train timetables to fit my work hours. Simple;
- 32) With regards to public transport; making fares realistic rather than exorbitant;
- 33) Frequency of (*bus?*) service;
- 34) Improve long distance bus services;
- 35) Better safe bus services, especially evenings/night time. Arrival times / waiting time indications at bus stops;
- 36) Bus service to where I walk that doesn't take 2½ hours, plus a tram / bus *journey* Shorter than 1½ hours (drive 25 minutes);
- 37) Buses if they were free, clean, comfortable and actually convenient to use. Cycling and walking if segregation was abandoned. And if the streets were equally accessible to all transport modes;
- 38) Buses and cycles should be given priority for road use, rather than current lip service they enjoy. Cycle lanes designed by cyclists are what is needed!;

- 39) Buses if they were free, clean, comfortable and actually convenient to use. Cycling and walking if segregation was abandoned. And if the streets were equally accessible to all transport modes.

B) Bicycles

- 40) Better cycling facilities Reliable buses, more night buses;
41) Better cycle facilities;
42) More cycle friendly routes. Undercover bicycle sheds in town;
43) Designated areas away from vehicles for walking/cycling. Perhaps cheaper buses;
44) Cycle routes;
45) More cycle facilities e.g. secure cycle parking around the town (there is virtually none currently) and more cycle lanes. Also there needs to be a map of cycle facilities in the town;
46) More cycle lanes;
47) Free bikes;
48) Any local routes I walk/cycle. Any further changes would not alter amount I do e.g. further cycle lanes;
49) Better cycle routes. Pedestrianise town centres;
50) Better cycle routes, parking for bikes with shelter from rain. Buses are currently more £ (costly) than driving;
51) Better cycle lanes. Better train service between Leamington and Coventry;
52) Cycle routes stopping people, clogging up Warwick to get to Leamington;
53) At 64 need help to purchase a suitable bicycle. Would only use in good weather due to arthritis (just had knee replacement) but would like to cycle;
54) Make sure the **** things join up. Cycle lanes suddenly stopping is ***** and dangerous;
55) I walk for short journeys. Cycles seem unsafe due to high traffic volume in ancient narrow roads;
56) Good cycle paths;
57) Cycles – less car traffic/pollution. Buses – cheaper fares;
58) More cycle tracks and wider roads. Cycling on many roads is scary because they are so narrow.

C) Other and / or multiple suggestions

- 59) Parking Congestion costs;
60) Improvement in road safety – especially effective enforcement of town speed limits;
61) Really good lock (up?) points at long stay drop offs. e.g. Coventry / Birmingham Airports, Rail Stations plus town centre;
62) Better education for drivers, making them aware of cyclists, especially at busy junctions/roundabouts;
63) Where possible I walk. If I am on my own I cycle, (but) if with my children I use car due to unsafe cycle routes and inconvenient public transport;
64) Probably cost;
65) Greater incentive to overcome lifetime car habit;
66) Office in South Leamington but travel throughout the Coventry (area?);
67) Safer, slower traffic on A429 between Wasperton and Sherbourne;
68) As I live 20 minutes away and in Spencer Street I would love to walk, but cannot because I would have a parking ticket and I refuse to buy a permit, as no spaces available;
69) If I thought you really meant that traffic would be limited in the central area;
70) Wider pavements, slower traffic, bicycle lanes;
71) Priority given to people on foot. Most of the centre of Warwick is increasingly residential, with an increasing elderly population;
72) Lighting improvements on High Street and in canal routes. Would use train if cheaper and I could park my car at home for FREE;

- 73) More choice of cycle paths. Safer walking route from Warwick town centre to Warwick Parkway Station, or better bus service;
- 74) Bus service improved recently. Cycling dangerous with the amount of traffic on roads. Walking OK if sufficient time to get from A to B;
- 75) Shorter working day;
- 76) Driving Ban / loss of my driving licence.

(These comments appear with minimal editing, only used to clarify)

- 1) Purchase and use of LPG or low emission (highest Euro Standard) buses. Pedestrian zone in Warwick Town Centre;
- 2) It would be interesting to see the "before and after" statistics after the introduction of the traffic calming measures (so called speed humps). Everything I have read seems to indicate that slowing and accelerating in low gear (due to negotiating of speed humps) causes an increase in exhaust pollution. If this is so then the solutions would appear to be :-
 - (i) Accept the situation as is (unlikely);
 - (ii) Remove the speed humps and police speed, possibly using cameras (unlikely);
 - (iii) Ban all traffic, a "politically correct" solution, although this would probably be the death knell for businesses in the area. It would also transfer the problem elsewhere as traffic would use alternative routes;
- 3) In the lower end of town you have a continuation of buses both opposite the post office and around the corner in High Street. When they arrive at the bus stop, usually all together, they hold up the traffic a lot of the time. In High Street, they take up one of the lanes of traffic (by Jordan's Firework shop) completely and this builds up in rush hour to an extreme that when the lights go green, cars can go nowhere because of the amount of buses in the traffic lane. My office is above the bus stop in Victoria Terrace and there is always one bus below me with its engine running so in the summer we cannot open the windows, sometimes there are three at one time and the noise pollution is disgusting. If you had the bus stops scattered instead of two or three in one place, you wouldn't get so many buses. Too much pavement and not enough road space. Especially now you are introducing a zero tolerance of parking on the pavement down lower end of town, which I understand but you took away the parking bays, so where do people go like Securicor or the delivery lorries??;
- 4) As a non-resident any comments are somewhat skewed. I require my car for work and travel into the District so any restriction in traffic flows I would be generally against. I am somewhat suspicious of the push to Buses as they are often the worst polluters and are frequently nearly empty. Park & Ride schemes work in only limited ways as they do not go from or to where you would like and still entails struggling with bags for some distance. Car sharing is basically a non-starter unless you are in a small relatively closed environment. Like cycling but impractical for work and existing cycle lanes are still not safe. Parking, personally, is a pain as I need to visit many inner city areas and the parking restrictions make this difficult;
- 5) End through traffic. Urge J. Sainsbury to use smaller trucks, to fit under 13'6" rail bridge on Birmingham Road, to preclude 6 p/d (except Xmas day & Easter Day) coming up Cape Road, around Northgate & down Saltisford;
- 6) Public multi-storey car park by station & park & ride into Victoria Terrace & Parade etc;
- 7) To reduce speed limits will create more exhaust fumes & in any case they are not monitored. It appears Warks C.C. do not promote car sharing in their staff programmes as it does not provide a positive reason for doing so. They have far too many parking spaces in the town;
- 8) What does "continuation of sustainable parking strategy" mean? Most questions are clear, but this is jargon - could be something I do or don't believe in, but you don't define it?? Plant trees. Congestion charge (my wife doesn't want one though);
- 9) What is sustainable parking strategy?;
- 10) Pedestrians only on Jury Street High Street;
- 11) Better school transport at 3:30 - 5pm. Traffic is very hectic - more public transport direct. i.e. Warwick to Leamington, not round Woodloes. Takes ¾ hour on 66 buses to get home. Takes 1 hour to walk. Cost £35 pound a month;

- 12) Leamington Bridge (railway) is most polluted place in Leamington Spa;
- 13) Comment re bus routes: They are very good anyway No smoking in public places;
- 14) Enforce a 30 mph speed limit on Radford Road to discourage speeding and reduce emissions;
- 15) Promote the use of electric / hybrid solutions such as Honda Prius;
- 16) Kings High School, Warwick School & Myton (to a lesser degree) are among the main culprits in creating traffic congestion, hence pollution. Schools should be made to have a transport policy so that parents don't drive their children to door of the school. There should be drop off points and children should walk or go on a shuttle bus or be encouraged to use public transport & trains. The same applies to the Council's office workers;
- 17) Streets must be made more pedestrian friendly with less ugly signs for cars and more trees and plants. Residential streets should have resident's only permits. All big cars should pay a congestion charge. Car clubs should be organised by the District also bike hire as on the continent, especially Paris. Bus lanes wherever possible and finally our Councillors should give the example and use public transport. Buses still have a bad image amongst the middle classes and the young. Bravo for the 66 Gold Line; we need more;
- 18) I live on the Saltisford, my house is relatively close to the road. The windows are double glazed in white plastic finish material. They are continually covered in a film of black powder which I assume is carbon as it looks like soot. I can only remove this by using copious amounts of hot soapy water. I assume also that this is caused by the traffic using Saltisford, which in the six years I have lived this has almost quadrupled;
- 19) There is a serious problem of pollution on Radford Road. A solution require: a) Diversion of HGV's b) Enforcement of existing speed limits c) Reduction of speed limits. Radford Road is a residential road which carries a disproportionate amount of HGV traffic (much of it breaking the speed limit and generating fumes etc). Your plan makes no reference to these aspects of the pollution problem.
- 20) M40 improvements would encourage more traffic and more total pollution. Just moves problem. Focus on LESS traffic and SLOWER traffic. Cycle priority lights at junctions More separation of bikes and cars. Most so called cycle facilities are too narrow and not joined up. Quicker response of traffic lights to pedestrian button - why do we have to wait for all the roads to go before the green man? Park and ride would only reduce traffic if very little parking allowed in town. Otherwise it is just more car parking and more traffic;
- 21) Route HGV's out of area - de trunk A425. Introduce cleaner lorry proposals, like inner London. Close the Parade to cars. Provide proper joined up continuous cycle routes and impose 20MPH speed limit over all town - and police it. Remove parked cars from cycle lanes - enforce forward stop lines stop cars entering cycle boxes. Remove parking on pavements. Consider congestion charge for affected areas;
- 22) Why not do something radical and effective, which will maximise the utility of our streets, whilst simultaneously reducing air pollution, reducing congestion, reducing road casualties. Try the beautifully simple, sustainable, and intrinsically fair "traffic management" technique of removing kerbs, lines, signs, traffic signals, parking restrictions and charges from our public streets and open spaces, as demonstrated and promoted by the European Shared Space initiative at <http://www.shared-space.org> See also http://uk.youtube.com/watch?v=r_YV3Cru7aE;
- 23) An expensive Warwick by-pass could help!;
- 24) A cycle path running along Brunswick Street to the traffic lights would be a good idea. I have had several near misses with cars overtaking me in unsafe conditions. If there is a cycle friendly path, more people may use this rather than their cars. While I am here, can I just say that the traffic either needs calming or a cycle path putting in along Berrington Road on Sydenham Industrial Estate. My nine year old daughter and I cycle to school. We cut through Black Bridge (the state of the path under the bridge is atrocious might I add), from Waverley Road and because I am trying to encourage her not to break the law, we ride along Berrington Road. There are many lorries, speeding cars, motorbikes and forklift trucks that cause us no

end of problems. We have tried going on the path along that road, but there are so many curbs to contend it is more unsafe (there are no disabled friendly curbs around there). There are other cyclists that take their children to school via this route, some are too scared to let their children ride the bike to school and often see parents ride to collect their children from school, but walk back with them rather than let them go on the road;

- 25) This questionnaire considered car sharing as a viable alternative. Something I have tried looking into in Leamington without much success at the moment. It hasn't analysed all lifestyle options for travel. Leamington is only a small town, most healthy people are within reasonable walking distance of the town centre, something that I do regularly. Promotion of walking is something that could be considered. Also, an alternative to car sharing that I use is to hire a car, from a sustainable location by the rail station and only use it when I need it, weekend rates for rental make car sharing look expensive;
- 26) Provide additional SECURE parking for MOTORCYCLES AND BICYCLES. A bank of contiguous parking spaces on level ground, near the centre of town with a sturdy rail to chain-up to, lit, and with CCTV coverage would be a GREAT help. Maybe it will encourage the young and old (I'm 51) to use a non-polluting, free-flowing method of transport. Encourage out-of-town development of Banks and Shops (large and small) to reduce the need to go to town. Keep the buses from the centre of towns to encourage free-flow of traffic. Keep the current parking meter scheme;
- 27) When stopping for more than a minute - vehicles turn their engines off - Ban traffic from Warwick Town Centre;
- 28) I have started walking from Leamington to Warwick (work) every morning Mon-Friday. It will help if the bike-riders stick to the "allocated" path. They use both pavements making it dangerous. The leaves on the pavements make it slippery when raining (does anyone clear them?) and at night it's extremely dark and, as a woman, I feel nervous walking back!! The buses are NEVER on time and very, very, dirty;
- 29) Cycle & bus routes should be better than routes available to cars, otherwise people will take the easier option;
- 30) Maybe like in London have a fee to go into towns/cities (congestion charges) that might help; or provide freedom passes (freedom pass is free bus/train pass) for the sick/elderly and mother and fathers so that they use public transport rather than vehicles. A cheaper alternative - even money off travelling as a reward (public transport). Also send people a wake-up call information leaflet to show them what they are doing to the sick & the earth! We are killing ourselves and the world we live in;
- 31) The obvious measure is to pedestrianise High Street and relocate pass-thro' traffic in Jury Street, with a view to pedestrianisation of Jury Street;
- 32) 1. Route traffic coming down Parade right at Victoria Terrace as a main route to Warwick 2. Route traffic left down Priory Terrace for Radford Semele / Southam / Offchurch etc. 3. Have single-lane waiting. Double traffic lanes give: a) impression of less traffic b) concentration of fumes 4. A "traffic queues ahead, turn left for M40/Warwick/Shires Retail Estate" sign at Sydenham turn off on Radford Road (can be signal operated light up sign?) 5. Restrict HGV's through High Street - because of restrictions cause flow slow down & congestion at all hours 6. Construct a cycleway using existing discussed infrastructure from the railway station to the National Cycle Network. The school lottery system will put more cars on the road. My children have to travel to school by bus because there are no suitable / quality schools near home. This survey is aimed entirely at car owners - there should be most encouragement for those who do not drive or who choose not to have a car. I work in education & get criticized for not driving! (The survey is not designed in a very user friendly way!) You need better information designers - this could be so much clearer;

- 33) It is only during school term time that the big problems occur. Keep all school traffic outside the town centres with some sort of school park + ride service and the residents would have a far better standard of living overall;
- 34) Implement traffic management at problem junctions to keep traffic moving and prevent queues of stationary idling traffic e.g. Victoria Terrace/Priory Terrace; Adelaide Road/Avenue Road roundabout; High St/Bath St; High St/Church St; Bath St/Regent Place; Princes Drive/Park Drive roundabout. Consider a Leamington bypass/alternative route to take through traffic away from High Street;
- 35) The main reason I took this survey was to 'moan' about the cycle routes put in. The national cycle route along Myton Road is a joke. At every single side road that meets Myton Road any user on the path would have to stop and give way to a car that would like to pull out on Myton Road. Therefore almost every single cyclist travelling along Myton Road chooses to use the road instead. The priority should be given to the cyclist who is travelling along the road, not to the car who has to stop for the junction 2m away. This is just one example of a much needed cycle route being designed by an idiot of an engineer who does not cycle. Why waste the tax payer's money by installing something incorrectly?;
- 36) I have never owned a car. Always walked or cycled. My children walked to school (the length of the Radford Rd.) I am not able to cycle now as I am 78 and disabled through arthritis & have to use bus or taxi or shopping trolley. I cannot get on buses with high step. Low ones do not come down Radford Rd cyclists riding on footpaths are dangerous to pedestrians - Clemens St, High St & Bath St. This practice should be discouraged;
- 37) A Park & Ride scheme to Warwick prep and Warwick Boys Schools would relieve congestion. The car park would not require surfacing as they are mainly 4x4 vehicles doing the 'school run';
- 38) The Butts: (i) Reduce traffic speed (to cut down "revving") (ii) Heavy lorries still use Butts as through-road despite tonnage limit;
- 39) Traffic Control at West Street / Bowling Green Street / High Street junction. Friars Street - no right turn into Bowling Green Street. Mop/run away Mop & an all HGV's into town centre Dutch flower lorries & an entrance into town centre. Make trading take place in an out-of-town lorry park / St. Mary's Fields Car park;
- 40) Fiscal incentives to reduce the size of cars. Much higher petrol prices. Road charging;
- 41) I feel cyclists, by riding on pavements, cycling on pedestrian crossings, and against traffic streams already abuse the system. Sustainable parking I am dubious about, the district council cannot police parking adequately anyway I have seen a warden once in George St since the inception of decriminalised parking whilst Radford Rd is continually occupied by builders and skips. Students meanwhile abuse systems by parking and my invalid patients are left with a long walk;
- 42) We moved into the Butts one year ago and the speed of the traffic and the amount of traffic in such a confined space makes us wonder whether anyone from the Council has ever been to spend any time in this conservation area. Speed restrictions, one way traffic, removal of lorries, speed bumps. Traffic lights at the top of the Butts;
- 43) Removal of traffic lights by Globe Hotel - instead have mini roundabout to stop lorries and buses engines idling in Theatre Street creating much dirt (and noise);
- 44) Strongly, and with purpose, enforce the ban on huge heavy lorries using the run from the M40 to Leamington Spa. Dozens of these vehicles clog the High Street every day spewing fumes, clatter and noise onto passing school children;
- 45) Pedestrianise town centres - ban all cars from centres. Better cycle routes. Enforce parking restrictions & provide more car parks on Town edges;
- 46) What is a sustainable Parking Strategy? Focus on improving cycle routes and making the bus cheaper than the car. I would currently never consider using the bus a) because it's too expensive b) because they take longer & c) in past experiences they have been incredibly unreliable;
- 47) Monitor condition of vehicles used by local firms - especially taxis;

- 48) Improve the car parking to stop locals driving round looking for a 'free' space. Out of town visitors will just follow the parking signs. Re-route heavy trucks away from old town High Street. Make bus companies use greener buses. (*Introduce*) Free old town to Newtown buses (*when*) using LPG bus or Hybrid fuel;
- 49) Give allowances to pupils who are willing to travel by bus by giving them bus passes or reduced price. People who can walk to work should be encouraged by giving free waterproof jackets or footwear or brollies, so this way less traffic for people who have to use their own transport;
- 50) Glad to see the new cycle routes being developed. Uncertain how much a 'Walk to School' scheme will work. The two main private schools in the area account for such a large amount of traffic in term time; getting that to change will be an uphill battle. Also as a business owner in Smith Street I am cautious that any development does not affect the number of customers visiting the area;
- 51) Your questionnaire is total nonsensical as all of the questions relate to people travelling through the area in question and yet you have wasted good money and time asking people who live in the area to fill it in;
- 52) Improved Bus Services - Providing environmentally clean buses are used. Better train services between Warwick & Coventry;
- 53) "Continuation of a sustainable parking strategy"- whatever the question means! Introduce lower speed limits in AQMA's. Introduce more 'hazards' to dissolve through traffic;
- 54) Cycle routes are a complete waste of time & money. The majority of cyclists, in my experience, continue to use pavements rather than cycle lanes;
- 55) Since you put in cycle lane in Clemens Street, has seriously delayed traffic at lights with High Street backing up the traffic at peak times for 300 yards or more, as it forces traffic into single lane rather than the two as it was. Also you have narrowed Spencer Street junction to one vehicle, also causing chaos at Bath Street junction. P.S. Never seen a cyclist in cycle lane, they are a menace by using footpath which will result in a serious accident one day soon. Q8 - what is "sustainable Parking Strategy"?
- 56) (*Barford area*) The pollution on Wellesbourne Road is greatly improved BUT the air quality on the surrounding A429 is worse due to the speed - often over 60mph that vehicles now travel on the bypass. I estimate it would increase driver time by just 40 seconds to decrease the speed limit to 40 mph between Wasperton & Sherbourne but this would have a massive impact on air, noise pollution & safety can anyone justify a 40 second delay if even one accident was prevented?;
- 57) I think to encourage people to walk to work, school, especially those whose live in a five mile radius is very good. I used to when I was at school, and as at Question 7 I would love to walk to work, but cannot afford to get parking tickets. I'm sorry but I also refuse to 'buy' a non existing space in any street or surrounding area - so its stalemate!!;
- 58) Stricter control of HGV's into town centre area, Saltisford West Street, Bowling Green Street etc and circular directives for those vehicles via Woodloes (open area) or J15 and into next off to Leamington / Warwick, Emscote Road / Coventry Road junction / needs to be avoided by HGV with other roads as a cut through;
- 59) Keep delivery vehicles out of the town except after 7pm. PEDESTRIANIZE THE PARADE IN LEAMINGTON (if Chester can do it);
- 60) Please stop the continued parking of vehicles small and large on the cycle path in High Street, This is dangerous to motorist, cyclists & pedestrians also wheelchair users;
- 61) Divert traffic away from old, narrow routes in town centres and congestion charge for those living *outside* town;
- 62) Reducing the number of 4x4's especially when being used on the school run!!;
- 63) What is a 'sustainable parking strategy'? Sustainable means in relation to economical/population growth capable of being maintained at a set level (Chambers 21st Century dictionary). What level of need or use has been set?;
- 64) Park and ride - increase traffic control in central Warwick until it hurts!!;

- 65) Park & ride is the only way to stop cars coming into towns & especially parents driving children into town centre schools i.e. Kings Girls School - the Headmistress was looking into a drop off & bus scheme for pupils & parents but nothing has come of it. Lowering the speed of traffic thru' town centres does not help pollution - lowering the number of vehicles will;
- 66) 1. Wider pavements - there are many streets in Warwick where there are inadequate pavements making pedestrians vulnerable. These narrow pavements confirm the priority given to cars at the expense of walkers. 2. Reduce the speed limit throughout the town. As well as making pedestrians and cyclists feel safer this may deter some motorists from using the town as a through route. 3. The main congestion occurs twice a day caused by Council Officer employees and parents or teachers accessing schools. Reduce the parking available for these people and provide park and ride facilities;
- 67) In the centre of Warwick, High Street and Jury Street are substantially residential, yet they share only ONE pedestrian crossing in between West Gate and East Gate. Many more are needed, to keep the traffic calm and slow. Although there must always be traffic, the priority should be clearly given to people on foot;
- 68) The existing parking strategy has resulted in cars parked on Coventry Road from Lakin Road nearly to Guy's Cliffe. This is a main road and these cars produce obstructions which are potentially dangerous. Parking should be restricted here. Pavements are wide and possibly parking bays could be made. The presence of these cars does make the approach to Warwick slow and inconvenient which I accept must be part of the AQMA system;
- 69) We seem to have very few buses at night. For instance the Tachbrook Park area, despite having a late night Sainsbury and companies that work at night, has no late night bus route. The same area is also not pedestrian friendly, encouraging people to drive. I live above a restaurant and see a truck coming daily to drop off a few loaves of bread, then another for greens and another for dry vegetables. It is too much;
- 70) As we all know the school run greatly increases the number of vehicles on the road at that given time. Cheaper or free travel on all buses at these times;
- 71) Cheap bus travel between Warwick and Leamington with more direct routes and routes that serve suburban area. Cheap and more frequent bus service between villages such as Barford and Wellesbourne (currently a return bus journey from Wellesbourne to Warwick costs around £5). The bus service between Kenilworth and Warwick needs to be improved as journey time is around 1 hour and far too long considering the short distance between the two places;
- 72) Shuttle bus / 'drop off' and 'ride in' for school bus run especially for Warwick & Kings High;
- 73) We oppose any measure to increase costs or make difficult parking for our clients and staff;
- 74) Simple - we need more bus and train routes. I am bus & train user. If you change or add more buses people will use them. Bus time table is not good; do some change;
- 75) I will have to move out of High Street at the end of my tenancy in March 2007 because of Health Issues in living here due to pollution and allergies caused by nail boutique below my flat. The irony is that the air quality in my home is poor but is not deemed serious enough to get extra points for my Council application! WDC commitment to air quality in the District does not extend to flats and homes affected by surroundings. Why not??;
- 76) Cleaner buses i.e. Hybrid etc;
- 77) Promote School drop off & bus to school schemes. Discourage through traffic;
- 78) There definitely needs to be an improvement in the bus service available to Warwick Parkway Station - very limited and the walk to the Station along the main road is not particularly attractive. Improved train service between Warwick & Stratford - very few rush hour trains available - what a waste!!!;
- 79) Cleaner buses i.e. Hybrid etc;
- 80) Promote School drop off & bus to school schemes. Discourage through traffic;

- 81) I live in the BUTTS - ONE WAY VERY NECESSARY. (*Cutting back by at least a metre the hedge in front of WDC Flats 38, 36, 34, 32. The foot path from No.40 in front of hedge now reduced to 12ins!*);
- 82) Less traffic. More spontaneous checks on car emissions (particularly older/noisier vehicles). Living on Jury Street/West Street in Warwick I would obviously support any methods/schemes suggested for the decrease of NO₂ levels in this area;
- 83) What Park & Ride? Most people I know coming to Leamington during the day are business people not going to the centre of Leamington so are not going to use the Scheme as it will just take longer for them. I support encouraging people to car-share but only to an economic degree, cycle tracks are there own advertisement. What sustainable parking? I would just be happy to find parking near to my house. I live in an AQMA area any air quality improvement would be appreciated;
- 84) I live on High Street, Warwick. The overwhelming problem for us is the frequent use of the High Street as a through-route by traffic not intending to stop in the town (70% of traffic is through-traffic!). Large diesel lorries are a particular problem for air pollution. The measures you describe above merely tinker at the edges of the issue. Until this fact is faced, you don't have a prayer. By the way, none of us know what a "sustainable" parking strategy is. You must explain your buzz-phrases. 1. Enforcement of the 7.5tonne weight limit would be an excellent starting point. 2. Deliveries to shops carried out within certain agreed times - preferably not before 6.00am, as on the continent;
- 85) Concerned that Park & Ride introduced at Stratford has been a dismal failure. Would need to ascertain why, before introducing here - what incentive to use? Charges as per London? (Unacceptable to many). Free parking out of towns with small charge for bus fare? Warwick congestion occurs at either end of The Butts bottleneck due to very narrow road not able, near the pub, to take two-way traffic. Apart from taking part of the pub access to widen the road, I would suggest consideration of: WARWICK 1. One way in The Butts from Police station down towards Jury Street. 2. One way Jury Street / High Street towards Stratford Road 3. Computer controlled traffic lights at West Gate, related to traffic flow plus link to traffic lights at other end of Jury Street. 4. Computer controlled traffic lights related to speed limit from St John's all along Emscote Road to L/Spa. Currently stop-start system means standing traffic, increasing pollution and defeating free-flow of traffic. 5. Restrict deliveries in Jury Street to set times outside rush hours, to prevent hold ups by lorries which block the narrow road parking on the pavement, with cars parking on other side. 6. Traffic lights ditto at Saltisford roundabout junction (near Northgate) to control rush hour congestion traffic flow. LEAMINGTON SPA Much has been done to improve flow in centre by The Parade, apart from Bath Street area. 1. Perhaps consider closing Bath Street to through traffic (and change surrounding "rat run" roads to access only) and divert through traffic Fosse Way area along Willes Road, with necessary traffic lights or roundabout at junction with Radford Road 2. Ensure all other through traffic in L/Spa passes over Adelaide Bridge to "Ford" roundabout where it can join Old Warwick Road going east or Myton Road west or straight on for motorway etc;
- 86) Ideally, Warwick needs another ring road to take through traffic;
- 87) Living at Haseley, my daughter drives to Hampton Magna, and then cycles to Heathcote Rehab Hospital daily to work. No cycle ways in Country so uses footpaths where available (which is actually illegal) also uses canal towpath from Hatton in good weather. My son works at BMW Warwick and usually cycles to work which is quicker at rush hour than going in the car;
- 88) Bus Routes: I do not know what is meant by "improved bus routes", but obviously if they are a genuine improvement - i.e. encourage bus use - then I would support that as, hopefully, reducing car traffic. Park & Ride: I do not support park and ride as this does not tackle the root problem of excessive car ownership and use. It just relocates the problem and results in development in the countryside, already under so much threat, and does not improve the quality of air in these places. Cycle Routes: Cycle routes in the UK are hardly any value. They are thin stretches of track, not particularly continuous. They are seldom off road or if off road then

usually obviously for leisure routes rather than for the practical purpose of getting from A to B. Cars always have the right of way at junctions; etc. The Netherlands has to be visited to see how cycle ways in the UK have a huge way to go before they can really be considered to encourage cycling. Walk to school: If you can really promote walking to school, and then you may well to a large extent crack the problem of car congestion. The difference in road use during school holidays illustrates this dramatically. Buses travel much more easily too at these periods. If this were the norm it could perhaps, then, encourage more use of buses too. Car sharing: Yes, car sharing schemes would clearly improve air quality if they were enforceable or had very strong incentives attached. History shows that no requests to voluntary reduction of use of cars have any effect whatever, nor does the use of modest financial incentives (these are really just token political gestures, e.g. the small increases in car tax for certain types of cars, which increases the owners of small cars can easily afford to pay). Economics shows that there is very little elasticity of demand for cars. No amount of petrol price increases has so far affected use or ownership, for example. Therefore dramatic measures are required if the public authorities are serious about improving the quality of the environment. Parking Strategy: I do not know what a "sustainable parking strategy" is. But obviously, the more car parking that is available the more people will use their cars, which is obviously counter-productive to air quality. Additional Comments: As a general comment, I would say that most measures, unless radically enforced, are just tinkering with the problem, rather than providing anything like a serious remedy. I think only dramatic increases in taxes affecting cars (including congestion charges, etc), and creating an obviously significant financial benefit in using public transport, will help the environmental aims. Constantly educating people to feel they could help towards working towards a better environment may also assist;

- 89) In my view, air quality will only be improved at the High Street, Clemens Street and Bath Street junction if the number of vehicles waiting at the lights in all three roads is reduced, and in particular, if the number of very large HGV's travelling east/west along High Street and Radford Road is reduced. The number of these vehicles has increased significantly in the last 15 years or so. Many go to ASDA and the Sydenham industrial estate but many others clearly use the road as a through route. I presume that these enormous lorries emit far more toxic gases than cars therefore the volume of this sort of traffic must be reduced. This would have an additional beneficial effect on the quality of life of residents of Radford Road and High Street (and other users) which are plagued by heavy traffic (particularly at rush hours) which often exceeds the speed limit. Any measures taken to reduce the speed of traffic along these roads such as the sleeping policemen along Clemens Street would be greatly appreciated and might have the effect of deterring some traffic as well;
- 90) Taking measures to ensure that the current Warwick By-pass is used for its original purpose. Taking steps to limit the number of commercial vehicles passing through Warwick Town Centre. Check weight limit of vehicles passing through the town. Stop building flats/houses. Make people use garages to store cars in;
- 91) I suggest that the High Street/ Radford Road would attract fewer 'through' vehicles if they were not an A road;
- 92) Parking: I do not think that further parking restrictions would be helpful. This would only cause drivers to circle round, looking in vain for spaces. You will not reduce air pollution unless you reduce the number of cars and the waiting in traffic queues. Buses: Bus services need to be radically improved for long and short journeys and at off peak times e.g.: between Leamington, Warwick and Kenilworth on Saturday evenings. I do not accept that it is difficult to provide for some of the villages and that those who live there may have no alternative to driving. Cycling: Your problems would be solved if there as a significant switch to cycling. This will happen only if the cyclist's entire route is safe. Cycle paths are welcome but expensive to provide. 20mph speed limits could be introduced on many residential streets as in Portsmouth but this would still leave many dangerous sections for

cyclists to negotiate. We should have a blanket 20mph speed limit in the whole of Leamington and Warwick. This would be cheaper than the approach used in Portsmouth, and much less confusing for the motorist. There could be zero tolerance of cycling on pavements, with the exception of small children with their carers. If you think this is unacceptable, think again. We are facing problems not only of air pollution in certain streets but of peak oil and climate change. Why not bite the bullet?

- 1) Why not do something radical and effective, which will maximise the utility of our streets, whilst simultaneously reducing air pollution, reducing congestion, reducing road casualties. Try the beautifully simple, sustainable, and intrinsically fair "traffic management" technique of removing kerbs, lines, signs, traffic signals, parking restrictions and charges from our public streets and open spaces, as demonstrated and promoted by the European Shared Space initiative at <http://www.shared-space.org> (NB This duplicates same persons comment made in AQAP survey);
- 2) I strongly support the extension of Warwick AQMA to include Saltisford. From my observation, traffic levels in High Street / Jury Street are no worse than in the extended area. My concern would be that efforts to improve one would make the situation worse in others. I can see the pollution in the form of a fine spray of petro-carbon on my window – and only those facing the road. We should not forget the beneficial effect of the trees. We are fortunate here to have several. Despite the damage done to footpaths and the cost of autumnal clear up, they should be greatly valued. I note that Victoria Street is slowly losing its trees. The parking arrangements have made a big difference already;
- 3) I support the extension to the Area since my home is now in it. The poor air quality causes ill health and damages property, and has been a problem for as long as I can remember. Nothing can be done about the geography of the area, so the only solution is a reduction in traffic flow;
- 4) The traffic now at peak morning and evening periods is often stationary for quite long periods due to congestion at the top of the Butts; traffic turning into Cape Road (especially buses and Sainsbury's articulated lorries) and turning into Northgate. In my opinion, a sensible and feasible traffic management plan is urgently required. I cannot see that the money spent on pseudo cycle lanes (Emscote Road) will in any way contribute to Air Quality Management;
- 5) (Comments from Councillor) 6th Traffic Forum on 19/11/07 will decide on central Warwick traffic plans for consideration by Warwick Area Committee of WCC in January 2008. 20mph in town centre by re-engineering roads. Big demand for 30mph from Stanks Island junction and from Severn Trent junction on Stratford Road. Once traffic is slower, it will be possible for walkers to cross roads instead of having to be fleet of foot. Through traffic will be discouraged by down-grading roads from A to B (This may be aspirational only, as Warwick is a primary route destination). Most fumes enter my house when traffic is stationary, so the Butts/Northgate junction MUST be re-engineered to allow two-way traffic. Chapel Street will be uphill only which will cut out 700 vehicles/hour exiting Castle Hill roundabout at peak hours, which holds up St Nicholas Church Street, Emscote Road, St Johns and Coventry Road. Admittedly, those 700 vehicles / hour will have to go down Priory Road and along St Nicholas Church Street. It is hoped they will go around the by-pass. Again this is aspirational as by-pass; Junction 13 M40 and Europa Way are "full" at peak hours. Road pricing is being considered to discourage through traffic;
- 6) There are people living on Castle Hill – i.e. The Almshouses, whose lives are also adversely affected by noise and air pollution, but this area is not being mentioned;
- 7) Penalise over-weight lorries having no business in the areas, particularly at night;
- 8) (Mr Morrison) I have a copy of 'Warwick, its Preservation and Redevelopment' by Patrick Abercrombie MA; FRIBA – a plan for Warwick Borough Council, published 1949. This book shows inner ring road plans to combat pollution and improve traffic flows. Only 60 years ago. Any interest?;
- 9) Strongly support the proposed extension – the whole of the centre of Warwick town is (increasingly) residential, and much of the new building is bringing in many more elderly/retired people to the centre;
- 10) I am surprised it has taken so long to realise that Warwick is experiencing increasing development demanding the "freeing up" in the central area calling for

supporting “outer” road construction. Our house collects vehicle dust and “particles” on the windows requiring me to ‘scrub down’ almost daily – the wall and pavement need power washing twice annually and the window fronting onto the road remains permanently shut – when living at Theatre Street, I generally nailed the windows to the frame before double glazing for ?? grime had been unsolvable;

- 11) The situation will worsen with the switch to bus travel and Theatre Street is the main entrance for the bus to central Warwick – the only entrance to my knowledge. So what do we need?... As the town stretches outward so most (of) the roads will more and more *consist*? Of central traffic, depending in the end on “feeder” bus routes from the boundary;
- 12) The questionnaire is aimed at motorists, not at residents and the other users of the town centre who have to suffer the effects of pollution. The WDC & WCC have to grasp some essential facts about the causes of pollution in Warwick Town Centre Which are: (1) At peak hours there is about 20% more traffic trying to access the town than the streets can absorb – hence congestion. (2) Severe congestion, even gridlock, occurs regularly at peak hours in the Northgate, St Nic’s & Castle Hill. (3) 70% of peak hour traffic is simply passing through the town centre, at least in part because the quickest way by far to cross the river system is via the town centre. The preferred measures (direct and indirect) while laudable would be inadequate to deal with the fundamental problems. The AQMA objectives will only be achieved by ensuring, through active traffic management measures that: (a) there are no cued vehicles in the town centre at any time (except limited queues at traffic lights - one’ cycle’ worth at most) (b) transit speed is maximised subject to safety and pedestrian needs (c) overall demand for our road space is reduced by some form of rationing (gating or road pricing);
- 13) We live in Theatre Street and have seen an increase in the amount of traffic, especially lorries, HGV’s and delivery wagons. No one seems to monitor this sort of traffic or stop it from using the town centre as a short cut. The car park recently built on the Henley Road is always empty but could easily be used for a park and ride into Warwick town centre. It would certainly be a bonus for people who work in the town and now cannot park as easily on the streets.

(Original Public Consultation Questionnaire (as sent))..... **Appendix E**

(See overleaf...)



Warwick District Council

PUBLIC CONSULTATION – AIR QUALITY

ACTION PLAN

In December 2004 Warwick District Council declared three Air Quality Management Areas (AQMA) due to levels of Nitrogen Dioxide (NO₂), mainly associated with traffic related pollution.

The three areas currently designated are:

1. **Leamington Spa** – centred on High Street, Clemens Street, and Bath Street
2. **Warwick** – High Street, and Jury Street,
3. **Barford** – Bridge Street and Wellesbourne Road

Following the Local Air Quality Management (LAQM) 'Further Assessment Report' published in September 2006 the Warwick AQMA is to be extended. The following streets are to be included into the Warwick AQMA;

1 Which 'AQMA' do you travel to / through the most?

Leamington Spa..... ☐

Warwick..... ☐

Barford..... ☐

1a Are you a frequent user of the road networks that run through this AQMA?

Every day..... ☐ Occasionally.... ☐

At least once a week..... ☐ Never..... ☐

1b What is your primary purpose for using this route which passes through an AQMA?

Route to work (short journey still within the District).. ☐

Route to work (long journey outside the District)..... ☐

School Run..... ☐

Other..... ☐

(Please specify)

2 Would improvements to traffic management within the AQMA's affect your daily journeys?

Greatly improve..... ☐

Improve a little..... ☐

Not improve at all..... ☐

(Please comment)

3 How frequently do you use public transport within Warwick District?

Every day..... ☐ At least once a month..... ☐

At least once a week.. ☐ Less than monthly / Never.. ☐

4 How frequently do you use the cycle facilities provided within the District?

Every day..... ☐ At least once a month..... ☐

At least once a week.. ☐ Less than monthly / Never.. ☐

5 Do you take part in any car sharing schemes, whether just sharing driving duties with a friend / colleague, or as part of a formal scheme such as a Car Club?

Yes..... ☐ No..... ☐

5a If No, for what reason? (tick all that apply)

Impractical or inconvenient..... ☐

Nobody to car share with..... ☐

Job requires me to travel alone..... ☐

Hadn't considered the option..... ☐

6 Could you accept delays in your journey, or a slightly longer journey, if it means that air quality is improved within the AQMA areas?

Yes..... ☐ No..... ☐

Maybe / Undecided..... ☐

7 What would encourage you to use buses / cycles / walk rather than using your vehicle?

(Please comment)

8 How do you feel about the following proposed measures to improve air quality within Warwick District? (Please refer to the Executive Summary enclosed with this letter or the Full Report)

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose
Improved Bus Routes.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Implementation of a Park & Ride Scheme.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Development of new cycle routes.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promotion of 'Walk to School' schemes.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promotion of car-sharing schemes.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Continuation of a sustainable Parking Strategy.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Warwick – The Butts, St. Nicholas Church Street, Bowling Green Street, Northgate, Theatre Street, Smith Street & The Saltisford

Warwick District Council, in conjunction with Warwickshire County Council, has now produced a draft Air Quality Action Plan (AQAP) for the District. The Government requires that we formulate the final draft in consultation with local residents, business, other organisations and statutory bodies. We would therefore like to hear your views on our draft plan and the issues that affect you, and would appreciate you taking 5 minutes to complete the questionnaire overleaf.

The Executive Summary of the Draft Action Plan and plans showing the extent of the AQMA's are enclosed in this pack. A full version of the Action Plan can be accessed on our website www.warwickdc.gov.uk/aqap. Paper versions of the full plan can be viewed at 'Warwickshire Direct' within Kenilworth Library; 'Warwick Connection' within Warwick Library; Leamington Spa Library (opening times for these premises can be found on the website stated above); WDC Offices at Riverside House; or a copy can be obtained from the Environmental Protection Team at the address given below.

Your views are important to us and we will keep them confidential at all times.

I would be grateful if you could complete the questionnaire / comment sheet and return to the Council by **14th December 2007**.

If you have any queries on the plan, or the consultation process, please contact the Council on **(01926) 456701** where you can leave your details and you will be contacted by the Environmental Protection Team; you may also email any queries to; **ehpollution@warwickdc.gov.uk**

Name (Optional)..... -----
Postcode (Optional)..... -----

Thank you for taking time to complete this questionnaire (overleaf). Please hand it to a member of staff at the Riverside House Main Reception or return it to:

Warwick District Council
Environmental Health,
Riverside House, Milverton Hill,
Royal Leamington Spa, CV32 5QF.

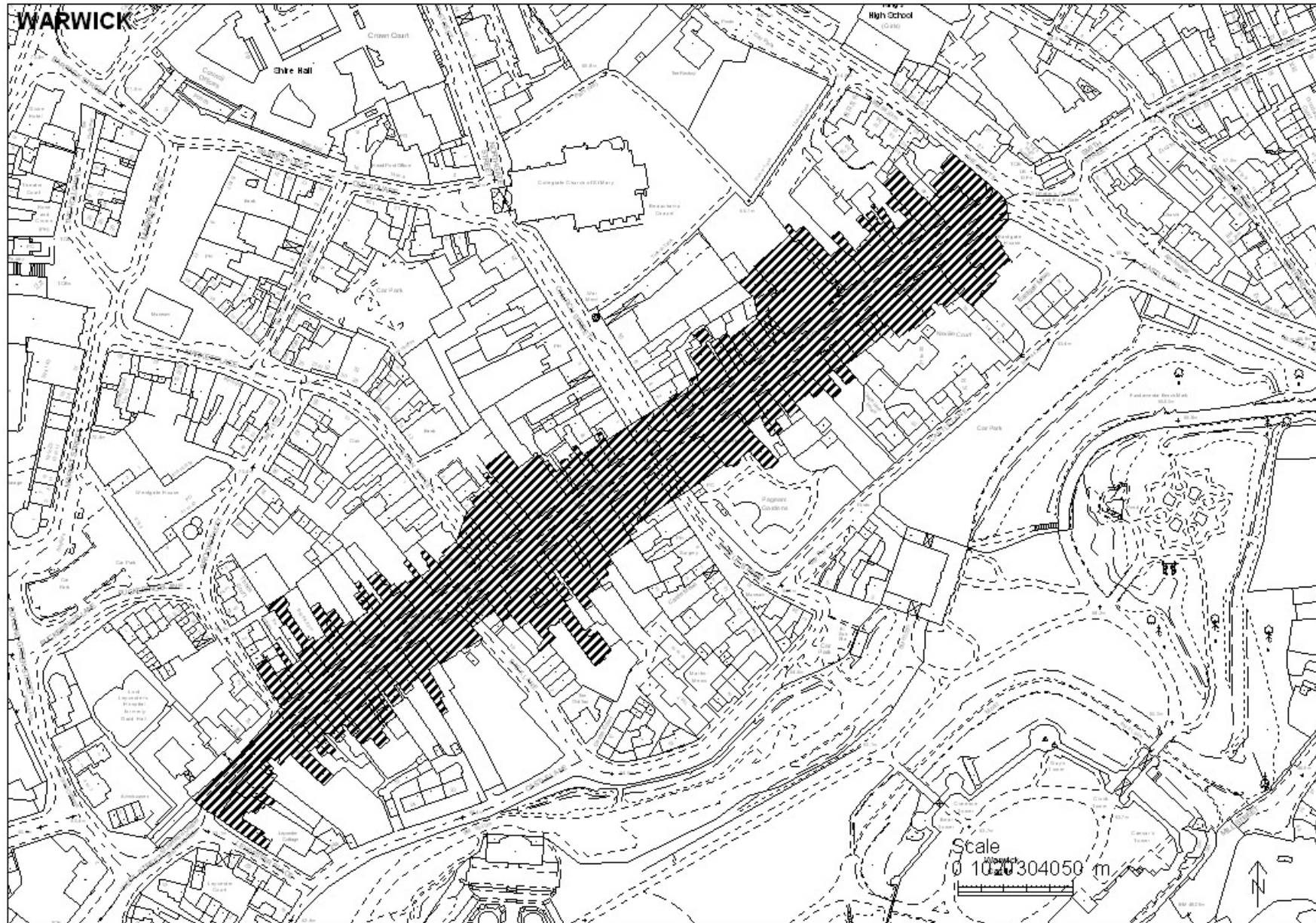
If you would like to receive a full copy of the Draft Air Quality Action Plan or any other Air Quality information please contact a member of the Environmental Protection Team on the numbers quoted above.

Please indicate by ticking the boxes below the options which reflect your personal circumstances, and whether you would support in principle or would use the measures set out if they were introduced within Warwick District.

Please use the space below (or an additional sheet) to provide any additional comments or suggestions that may be realistically considered to improve air quality within Warwick District

Map 1 - EXISTING

WARWICK AIR QUALITY MANAGEMENT AREA



Map 2 - PROPOSED

WARWICK AIR QUALITY MANAGEMENT AREA

