

The Local Transport Plan 2 2006 / 2011



Consultation Responses June 2005

এই দলিলটি বুঝতে আপনার সাহায্যের দরকার হলে দয়া করে এই নম্বরে ফোন করুন: 01905 25121

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**Focus on
DELIVERY**

LTP 2 Draft Consultation Responses

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LTP 2 Draft Consultation Responses

Consultation Responses from Formal Bodies

LOCAL TRANSPORT PLAN 2

CONSULTATION RESPONSES

District Councils

Bromsgrove District Council

In providing a broad framework for action the LTP identifies themes of relevance to the District. However, the Plan does not bestow confidence that a coordinated approach to transport issues will either be followed or achieved. The LTP should acknowledge the government's desire to integrate the work of different bodies in delivering improvements and the opportunities that exist for supporting schemes and proposals through other documents and strategies.

Detailed comments are as follows:

In addition to the objectives listed in the LTP, the County Council should be encouraged to consider the following matters for inclusion in the plan:

Longbridge - There is a need to review overall access to this locality and ensure that the existing A38 corridor is included in any study.

Western Corridor - The LTP should acknowledge the possibility of long-term development opportunities on the western periphery of the town and the potential for a 'western bypass' to Bromsgrove.

Bromsgrove Urban Areas - Linked very closely to the above is the urgent requirement for a transport study on Bromsgrove Town area, linked to the Local Development Framework to influence the securing of developer funding for any highway infrastructure that would be directly associated with longer-term development plans.

Bromsgrove Town Centre - Reference should be made to proposals for Bromsgrove Town Centre Study and the identified proposals for improvements to the High Street and redevelopment of adjacent areas of the town centre.

Parking Strategy - the County Council should pursue the strategic objective of promoting decriminalised parking and identify specific funding contributions to the set up costs of decriminalised parking.

Bus and Information Strategy – There are 3 additional areas, which Bromsgrove would wish to see included in the LTP:

- The possibility of a Bus Quality Partnership for the district.
- Introduction of more Low floored Buses.
- Improved DDA facilities bus travellers, similar to those set out in the rail strategy.

Wythall Railway Station - The Council would wish to see the inclusion of their support to the Shakespeare Line Promotion Group in their attempts to secure a new car park for the station.

Bordesley Bypass - The District Council has previously acknowledged that a bypass would be essential if the Abbey Stadium development proposals were to go ahead. Subject to detailed work on road alignment, capacity and sizing the Council would, in principle, support such a road.

Walking and Cycle Networks - The Council supports the general thrust of the Sustainable Transport Strategy, however, it would ask that the following sites be considered in an area wide programme:

- Links for cyclists to the Town Centre from the Oakalls development.

- Links for cyclists to the Railway Station from the Town Centre.
- Links for cyclists to New College along the A38 corridor.

In Conclusion - The LTP highlights key issues, which will be of concern to many agencies, and more specifically identifies matters of relevance in Bromsgrove District. There are areas where the document fails to build adequately on opportunities to influence other plans directly e.g. local development frameworks as well as local transport issues of particular concern to residents. Bromsgrove District Council's view is that a transportation study is imperative if real improvements are to be secured. The broad approach of the LTP, however, should be endorsed subject to further consideration on the matters outlined above.

Malvern Hills District Council

MHDC recognises the compatibility between LTP2 and its own vision, values and strategic objectives, and will seek to influence LTP2 implementation by:

- Ensuring that transport implications and sustainable development issues are integral to MHDC decision making processes;
- Attempting to ensure that transport policies, development and investment reflect the needs of Malvern Hills District;
- Approaching all transport issues in spirit of innovation and creativity, and;
- Supporting the Joint Member Passenger Transport Forum.

MHDC has the following reservations about the scope and general content of the draft LTP2:

- Lack of a costed programme within LTP2 identifying how schemes will be brought forward;
- Lack of explicit links to the proposed Local Development Documents under the new planning system, and;
- The need for a transportation study for Malvern is not recognised by LTP2.

Detailed comments are as follows:

Worcester Transport Study – MHDC welcomes the proposal for the study but feels that the following aspects of the study should be clarified:

- Scope of study should include interaction with the national as well as local road network (i.e. M5 Junctions 6 & 7), and accessibility to other urban centres such as Malvern;
- Timing of study needs to link more closely with the proposed partial review of the Regional Spatial Strategy investigating the Worcester sub-Regional role – this implies completion of the Worcester Transportation Study by 2007;
- The degree of public consultation to be carried out as part of the study needs to be clarified, and;
- It is premature to identify only three options within LTP2 in advance of the generation of options within the proposed partial review of RSS.

Worcester Parkway – MHDC supports the development of Worcester Parkway.

Worcester Park & Ride Strategy / Project Express – MHDC wishes to be consulted more closely on the proposed Worcester West Park & Ride site, which may be physically located within the MHDC area.

A4440 Worcester Southern Link Road – MHDC welcomes the commitment to address congestion problems on the A4440, and would welcome early consultation on the junction improvements proposed. Any feasibility study for dualling the Southern Link will require an Environmental Impact Assessment and flood plain constraints to be addressed.

Malvern Hills Strategy General – MHDC has the following general points to make about the Malvern Hills strategy within the draft LTP2:

- LTP2 should stress the importance of resolving accessibility problems for Malvern for the delivery of the RSS objectives, especially the Regional Economic Strategy;
- MH Local Plan proposes that the LTP should make provision for a wide-ranging study on the accessibility needs of Malvern and its surrounding area;
- Consideration should be given within the LTP2 to the possible completion of the northern bypass around Worcester, although MHDC recognise that the provision of new infrastructure is likely to lead to increased use of the private car.

Malvern Science & Technology Park – rather than referring to expansion of the site, which suggests physical expansion, LTP2 should instead refer to rationalisation and redevelopment of the site. LTP2 should also highlight that the discussions on rationalisation are still subject to debate at the Local Plan Inquiry, and that junction improvements have not yet been formally agreed and will be subject to further public consultation. The wider sustainable transport measures associated with the MSTP should also be highlighted.

Great Malvern & Malvern Link Railway Stations – MHDC welcomes improvements at these stations, but feels that LTP2 should be more positive about the identification of opportunities for additional car parking at the stations. An emphasis should also be placed upon improved integration of bus and rail services.

Accessibility Mapping – MHDC welcomes the accessibility mapping work, and would like to see confirmation within LTP2 that support will be given to future public transport developments within the District.

Market Towns Transport Initiative – MHDC seeks clarification between the LTP2 strategy on Market Towns and the CA / AWM Market Towns programme which does not include Malvern, Tenbury or Upton. Strengthening public transport links serving these market towns, possibly through the identification of a strategic rural public transport network, could be a way of achieving such improvements. Specific comments are:

- Malvern – welcome inclusion of traffic management measures for Malvern town centre within LTP2;
- Upton-upon-Severn – MHDC would welcome measures to reduce the impact of HGV traffic upon Upton. Raising to level of the B4211 approach to the town to minimise the impact of flooding is also a major local issue. Re-development of the Riverside area is also an area of concern.
- Tenbury – freight management and traffic management on Market Street to allow improved flow of vehicles are issues needing to be addressed. The maintenance and refurbishment of the Teme Bridge has also been identified as a local issue.

A38 De-Trunking – WCC were to investigate traffic calming measures and other improvements along the A38 following de-Trunking of the route. What has happened to this work, and are any improvements programmed? LTP2 does not mention anything.

North Site – no mention of this site within LTP2.

Waterways – MHDC would welcome greater usage of waterways within the District for freight movement. Upton Marina development should be referred to within LTP2.

Access to Healthcare – the improvement of access to healthcare is one of MHDC main priorities. LTP2 should recognise the need to provide appropriate access to the proposed new Malvern Community Hospital, whilst MHDC is concerned over the lack of direct passenger transport access to Worcester Hospital.

Three Counties Showground – LTP2 should make reference to the traffic impact of the Three Counties Showground.

Design Guidance – MHDC is disappointed that WCC has not yet finalised the revised design guidance.

Decriminalised Parking Enforcement – MHDC are currently investigating the benefits / feasibility of introducing DPE.

Car Parking – MHDC are keen to work with WCC to share and implement best practice on car parking issues. West Malvern is seen as a priority area.

Passenger / Travel Information – MHDC support the improvement in availability of travel information, and improving accessibility and quality of transport information is a key priority for the District. MHDC also support the introduction of a county-wide concessionary fares scheme. MHDC are fully committed to the introduction of Smartcard technology.

Bus & Information Strategy – MHDC is concerned that cuts in rural bus services need to be addressed, and LTP2 should highlight how this can be achieved. MHDC are keen to see a co-ordinated approach to Community Transport across the whole District, and are keen to see the inclusion and development of car clubs, demand responsive transport, and taxi-buses. Current comprehensive public transport information is a key priority.

Taxi Service – LTP2 contains virtually no mention of the role of taxis, and this should be rectified. Taxi provision at interchange points and to improve accessibility should be referred to.

Economic Strategy Support – key issues identified by MHDC are capacity improvements on the A4440 / A449, and the package of junction and access improvements for the Science 7 Technology Park.

Rail Strategy – MHDC supports the continued lobbying of rail industry bodies to address the single line issue between Malvern and Hereford – provision of passing loops or sidings is required. Passenger priorities should be key to the rail strategy – provision of information, and issues such as security, parking and signage are important.

Walking & Cycling – MHDC support improvements to walking and cycling networks, but would want LTP2 to include clarification on the prioritisation process used to assess schemes. A comprehensive package of improvements should be included in LTP2 for use by MHDC when identifying potential developer contributions to developing the network. No mention in LTP2 of Sustrans route to Malvern.

Employer Travel Plans – MHDC support these through the development control process, and feel that financial support from LTP2 will help increase take up by employers.

Rights of Way Improvement Plan – MHDC welcome improvements to the rights of way network, and would wish to be fully consulted on network development and parish improvements.

School Travel Plans – MHDC supports this initiative, but would like to see a quicker roll-out than currently proposed. Public transport improvements for school travel should also be carried out.

Road Safety – MHDC Crime & Disorder Reduction Strategy has highlighted excessive road speed as a significant concern. MHDC would welcome a continuation of the focus on reducing speeds.

Transport Asset Management Plan – MHDC support the implementation of a TAMP, particularly in relation to bridge maintenance (Teme Bridge and Kyre Bridge in Tenbury are seen as a particular concern).

Street Clutter – MHDC would welcome the opportunity to work with WCC to remove or minimise street clutter.

Tourism – MHDC would like to see greater reference within LTP2 of traffic / transport requirements arising from tourism for Upton and Malvern.

Redditch Borough Council

RBC welcomes the strategy set out in the draft LTP2 and the opportunity to comment.

Congestion – RBC welcomes recognition that peak hour congestion is a problem, and has the following specific comments:

- Supports LTP2 recognition that the transport strategy for Abbey Stadium will prevent the worsening of congestion on the A441;
- Supports the importance of a strategy to reduce the impact of traffic on SE Redditch;
- RBC believes that school travel leads to significant local problems and nuisance for local residents and would like LTP2 to place a greater emphasis on this issue. In particular, a yellow bus scheme would be welcomed.
- RBC would like greater priority to be placed upon employer and school travel plans.
- RBC welcomes the commitment to work with Districts on DPE introduction.

Air Quality – RBC highlights a location on the A441 near to Alvechurch Highway where Nitrogen dioxide levels may exceed target levels – further monitoring is proposed, but RBC would like to see this potential air quality issue included in LTP2.

Accessibility – RBC welcomes the emphasis in LTP2 on improving accessibility. This is fundamental to achieving the objectives set out in the Redditch Community Strategy, and should be given greater emphasis in the Summary LTP2. Other comments are:

- LTP2 should include a policy commitment to equality.
- Accessibility for older people should not focus on health issues, but should include access to leisure, learning and social activities.
- Young people should be involved in initiatives to improve accessibility.
- RBC feel that access issues for people with disabilities should be prioritised. How much consultation has been undertaken with disability or access groups?
- Access to tourism sites in Redditch has not been covered in LTP2, and little information on tourism issues has been included.
- More emphasis should be placed upon public transport reliability.

Road Safety – RBC supports proposals for improved road safety, although believes that greater emphasis should be placed on speed reduction measures. A greater emphasis should also be placed upon community safety throughout the LTP2, especially with regard to initiatives to improve public transport infrastructure and access.

Public Transport – RBC has the following additional comments to make:

- A major concern to local people is the lack of evening and early morning bus services for employment and leisure journeys. RBC wish to see the night-time economy of the town develop, especially regarding the Abbey Stadium and Palace Theatre facilities.
- LTP2 should place more emphasis on community transport – significant investment will be required in services.
- There is a need to improve inter-urban services, particularly between Redditch and Worcester.
- LTP2 does not mention rail travel to / from Redditch.

Community Safety – RBC highlights major concerns over the safety of underpasses and the adopted footpath network within the town. RBC would like to see specific commitment within LTP2 to:

- Developing a comprehensive strategy to tackle the range of problems associated with underpasses.
- Developing a plan for improvements to adopted footpaths, prioritised by health and safety, community safety, anti-social behaviour, and environmental issues, and supporting RBC Estate Enhancement programme and LPSA2 targets.

Abbey Stadium – this development does not have outline planning permission as yet. Bordesley Bypass should be supported within LTP2 irrespective of the outcome of the Abbey Stadium development proposals. The Bromsgrove Area Strategy should also contain a reference to the Bordesley Bypass, which would benefit BDC residents in Bordesley.

Investment – RBC is disappointed by the indicative level of investment in transport infrastructure, given the high priority of transport identified in the Community Strategies across the County. Continued investment to support the work of the Redditch BQP is essential.

Worcester City Council

The City Council generally supports the content of the draft LTP2, but feels that more detail is required on some transport issues and proposals within Worcester. In particular, clear links need to be made between the LTP2 and the following:

- County / City Council City Centre Masterplan for Worcester;
- Visitor Economy Strategy, and;
- Tourism.

The City Council also recognises the need to provide partnership funding towards the cost of LTP2 implementation.

A4440 Worcester Southern Bypass – City Council supports increasing the capacity of this route.

Cathedral Square – this improvement should be included within LTP2.

High Street Refurbishment – a further phase should be included within LTP2 to cover the section of High Street between Pump Street and the Elgar Statue, and to include the re-paving of Church Street and Pump Street.

Pedestrian Priority Zone – LTP2 should include the introduction of physical controls to help enforce vehicle access restrictions.

Coaches – the Worcester South-east Park & Ride site should include a coach parking facility, and should incorporate an interchange with National Express coach services to replace the current facility on Wainwright Road. Additional coach pick up / set down facilities should be provided within the city centre.

Park & Ride – the two further Park and Ride sites should be completed at the earliest possible opportunity, although the location of the South-east site should be reviewed. City Council are still opposed to the Blind College site.

Pedestrian signing – pedestrian signing in the city centre should be reviewed and new signing provided as part of a new way finding strategy.

Bus Quality Partnership – a new BQP for the city should be established so that the City Council's continuing commitment to bus shelter provision is matched by works by WCC and bus operators.

Bus Priority – LTP2 should include completion of bus lanes and traffic management improvements on the Newtown Road corridor, to be funded by S 106 resources held by the City Council. Further investigation of bus priority potential around the New Road / Tybridge

Street gyratory, although the City Council oppose the proposal for a contraflow bus lane along New Road.

Street Scene – commitment to investment in the street scene through painting sign poles black and through the use of high quality materials for improvement schemes. To improve the care and replacement of trees within the highway.

Bridges – investigate potential pedestrian / cycle bridges across the River Severn at Diglis Weir and at Barbourne Brook.

Worcester Bridge – provide signal controlled pedestrian / cycle crossings across the A44 on both sides of Worcester Bridge, and an off road cycle route along New Road.

Cripplegate Park – remove lay-by on Hylton Road to allow improvement of Cripplegate Park.

Pedestrian Crossings – LTP2 should make a commitment to put pedestrians first by ensuring that all signalised pedestrian crossings are demand responsive as a minimum (outside peak periods).

Driver Information – provide variable message signing on major gateway routes into the city centre to give traffic information and advertise major events within the city.

Concessionary Fares – LTP2 should contain a commitment to work together on concessionary fares and to ensure additional funding requirements are met from central Government.

Passenger Transport – to consider pooling passenger transport budget (WCC & City Council) to realise better service provision.

Norton Parkway – to provide a robust business case to the SRA for the Parkway Station. When built, the Parkway Station should be linked by express bus services to the city centre via the South-east Park & Ride site and the Worcestershire Royal Infirmary.

Minor Improvements - to improve the relationship between highway maintenance and minor improvement works, taking advantage of opportunities to review street layouts and improve the quality of works within conservation areas.

Traffic Management – to link all traffic signals within the city through SCOOT to provide real time information for all bus services within the city.

Congestion Charging – the City Council is firmly against the introduction of congestion charging and would like to see LTP2 commit to this position.

Wychavon District Council

WDC highlight key projects within the LTP2 as being Droitwich Spa, Evesham and Pershore High Street improvements, Worcester (Norton) Parkway and Throckmorton Airfield. The major omission from LTP2 that is highlighted is the Western Link at Pinvin / Wyre Hill.

Market Towns – WDC top priorities are identified as Evesham High Street and Pershore High Street improvement schemes. Droitwich Spa is identified as also requiring inclusion. Evesham and Pershore should be identified as tourism attractions in their own right. LTP2 should also reflect that Evesham High Street improvement scheme is one of only 7 pilot projects identified by Transport 2000 nationally. Priority within the LTP2 Market Towns Initiative should be given to those projects where partnership funding has been identified and consultation well developed – notably Evesham and Pershore. WDC recognises that a more affordable scheme may need to be developed for Evesham.

Public Transport – WDC express concern that some commercial bus services operated by First Group are being withdrawn prematurely. WDC agree with the sentiment in LTP2 that investment in services can increase patronage, and urge WCC to engage with First to programme investment. WDC also feel that WCC should review the procurement of bus services – there is a view that value for money is not being achieved. LTP2 should place greater emphasis on the integration of public transport modes. With regard to bus stops, high quality facilities should be the target (rather than achieving a common standard).

Worcester (Norton) Parkway – LTP2 should recognise this as a scheme that will improve accessibility. It should also be identified as a scheme that is physically located within Wychavon District. WDC should be identified as a partner in this scheme.

Throckmorton Airfield – this site should be identified as a complementary site for the Central Technology Belt.

Wyre Piddle Western Link – LTP2 should include a reference to the Western Link.

A4440 Worcester Southern Link Road – no decision should be made to increase capacity on this route until the broad locations for future growth of Worcester City have been identified.

Vale of Evesham HGV Issues – LTP2 should include a reference to WDC SPG “Lorries in the Vale” as well as the Vale of Evesham FQP. It is unclear where the “Re-location Grant” referred to in LTP2 would come from – WDC recommend investigation of potential partnership funding from DEFRA for such grant aid.

Transport Asset Management Plan – WDC strongly agree that the TAMP must identify problems with bridges at an earlier stage to avoid problems such as that at Upton occurring again. Replacement streetlighting columns in conservation areas should be appropriate to the area – whilst standard columns may not be as good for pedestrians – design standards to be reviewed? The need to minimise street clutter is supported by WDC.

Rural Transport Partnerships – LTP2 does not specifically mention these, or provide any targets for specific improvements to public transport sources. Reference should also be made to the potential for utilising spare fleet capacity – such as in Evesham where “Gangmaster” minibuses were used to provide a shuttle service linking Evesham town centre with the Country Park.

Motorcycles – LTP2 does not refer to the County Motorcycle Forum. Mopeds should also be referred to.

Rail Strategy – LTP2 should include as a priority measures to improve car parking provision at Evesham, Pershore and Droitwich Spa stations. Improved bus linkage is also necessary. Improved reliability of services on the Cotswold Line, and improved capacity, are also priorities.

Wyre Forest District Council

A detailed schedule of comments has been provided by WFDC following consideration by the Environment & Economic Development Scrutiny Panel on 6th April, and Cabinet on 14th April.

Tourist Attractions – LTP2 should emphasise the need to promote sustainable transport modes to tourist attractions.

Community Strategies – this section of the LTP2 should be expanded to include coverage of each individual Local Strategic Partnership, and their priorities for transport. Within Wyre Forest, the Community Strategy contains the following key priorities in relation to transport:

- Improve public transport provision for both the District’s urban and rural communities;
- Improve facilities for cyclists and pedestrians in order to reduce reliance on the private motor car.

- Education of more sustainable modes of travel in such a way that people consider these options first;
- Reducing the need to travel through land use planning.

Worcestershire Economic Strategy – this section of the LTP2 should include a reference to supporting the Economic Development and Regeneration Strategy for Kidderminster. WFDC supports the development of an integrated transport strategy for the Stourport Road Employment Corridor and would seek to work in partnership with WCC to develop this, although WFDC would expect WCC to take the lead role.

Wyre Forest Schools Review – the transport implications of the Review will need to be carefully considered – WFDC wish to be involved in this debate. WFDC support the introduction of yellow buses and Travel Plans.

Kidderminster Station – LTP2 should stress the need for improvements at this station to reflect its status as the second busiest station within the County. WF Local Plan contains a policy that seeks to promote interchange improvements at the station (Policy TR2). WFDC support the promotion of better integration between the station and the town centre. WF Local Plan (Policy KTC3) deals with the Worcester Street site, and includes measures to improve connectivity with Comberton Hill.

Bus Services – WFDC do not agree that the Wyre Forest area has a comprehensive bus service network. It is patchy, and the lack of evening services does little to support the evening economy of the District.

Travel to Work Patterns – WFDC question the source of data, which shows strong flow between Kidderminster and Droitwich. **Note – this actually represents a high travel to work flow between Kidderminster and Hartlebury Trading Estate.**

Air Quality – WFDC support measures to tackle AQMA's, and urge LTP2 to seek to reduce traffic flows in areas with emerging air quality problems (Stourport and Kidderminster).

Horsefair, Kidderminster – AQMA scheme should take the opportunity to improve pedestrian crossing facilities across the Ring Road. WFDC are proposing to develop a Kidderminster Central Area Action Plan from 2006 which will include consideration of the regeneration potential of the Horsefair / Broadwaters areas of the town.

Stourport – a pedestrian crossing in Vale Road is urgently needed. WFDC has funding available to support this scheme. WFDC is extremely disappointed that Stourport Relief Road is not included within LTP2 – this scheme should be kept under active consideration. However, WFDC support improvements proposed through Market Towns Transport Initiative.

Wyre Forest Bus Quality Partnership – consideration of bus priority measures is needed, and the scheme to improve bus facilities in Blackwell Street / Coventry Street should be included within LTP2. WFDC consider that priority should be given to the submission of an Urban Bus Challenge bid for Wyre Forest. **Note – Bus Challenge funding has been stopped by Government.**

Town Centre Linkage – LTP2 should place a greater emphasis upon the need to reduce the barrier effect of the Ring Road upon pedestrian and cycle movements to / from the town centre. Alternatives to the subways should be developed.

Economic Development Regeneration Strategy for Kidderminster – WFDC have prepared this in liaison with GO-WM and AWM, and the LTP2 should refer to the strategy. A need for a targeted approach to combat social deprivation in the Horsefair / Broadwaters areas of Kidderminster is highlighted.

Parking – WFDC are currently examining the issues behind Decriminalised Parking Enforcement.

Intelligent Transport Systems – WFDC support the implementation of ITS within Wyre Forest. Real time passenger information on buses should be viewed as a priority.

Accessibility – WFDC support in principle the elements of the accessibility strategy, and highlights groups most affected by poor accessibility in Wyre Forest as being the elderly, the young, disabled, and rural residents without direct access to a car.

Community Transport – LTP2 should reflect the pressures experienced by Community Transport providers through increasing demand arising from withdrawn bus services. LTP2 will also need to identify funding to support community transport.

Rail Strategy – it is premature to include any reference to a Kidderminster Parkway station within LTP2 until Regional Planning Body has agreed broad locations for Strategic Park and Ride sites. LTP2 should consider enhancements to Blakedown station.

Sustainable Transport – LTP2 should include greater detail on proposed walk, cycle, quiet lane and Travel Plan strategies. In particular, Wyre Forest Cycle Strategy should be specifically mentioned.

Rights of Way Improvement Plan – WFDC support the inclusion of this within LTP2.

Freight – WFDC supports the overall freight strategy and has previously looked at potential lorry parking sites within the District – this is an important issue.

Minor Schemes – there are a number of locations within Wyre Forest that would benefit from traffic calming schemes. However, WFDC feel that the match funding requirement of 50% from local communities is not acceptable. This should be reviewed.

Transport Asset Management Plan – WFDC support this approach, but feel that the formula by which funding is allocated for highways maintenance schemes should be reviewed to give more weight to urban areas with heavily trafficked roads.

Parish / Town Councils

Shrawley Parish Council

SPC identifies a number of issues which it feels should be included within the LTP2.

Stourport Relief Road – SPC recognises financial constraints relating to this road, but believes that this new road should have a very high priority. Stourport is one of the few remaining towns where the main road goes through the centre. Provision of a new bridge crossing at Stourport will delay the need for a new bridge north of Worcester.

HGV Traffic – SPC are concerned at the volume of Heavy Goods Vehicles that use the B4196 through Shrawley, and the Shrawley Parish Plan has identified a need to reduce the volume of HGVs on the B4196. Signing of alternative routes should be promoted through the LTP2.

Air Transport – SPC feels that as air travel is the fastest growing transport sector, it is worthy of greater mention within LTP2.

Overall LTP2 Objective – SPC recommend that the overall LTP2 objective should be:

The safe, reliable and efficient movement of:

- People to and from work or educational establishment;
- Goods and services to meet the needs of business and the consumer;
- People in pursuit of their leisure and non-employment activities.

Tourism – there is a conflict between the RSS policy to reduce the need to travel, and the WCC policy to encourage tourism, as the latter increases travel demand.

Public Transport – WCC should consider more radical measures to reverse public transport usage, such as the provision of subsidised taxis for the old in rural areas.

Worcester Hospital – inadequate car parking provision have been highlighted through the Village Plan, as this creates significant problems for those travelling to the Hospital from rural areas.

Freight – is the use of rail for the transfer of freight realistic within Worcestershire?

Oldington & Foley Park Neighbourhood Pathfinder

This Neighbourhood Management Pathfinder is one of 12 Government sponsored projects and is located within the most deprived ward within Worcestershire. Comments on the LTP2 are as follows:

Car Ownership – currently 33.8% of households within the Oldington and Foley Park area do not have access to a car. However, if initiatives to improve the local economy succeed, car ownership is likely to increase.

Public Transport – the level of bus services has not responded to the low car ownership rate, and there is no evening bus service. Only 37% of local residents are satisfied with the local bus service. A high quality and affordable bus service is required, although this is difficult to achieve in a de-regulated environment.

Speed and Volume of Traffic – high traffic volumes on the A451 Stourport Road isolate the Birchen Coppice area due to congestion. Dial-a-ride services are reluctant to serve the Birchen Coppice area at peak periods due to the length of time taken to make the journey. Traffic speeds within residential areas are perceived to be a problem – traffic calming is needed on these roads.

Stourport Road Employment Corridor – investment is required in improving the access to this area and this should be a high priority. Unemployment in the Oldington and Foley Park area is running at 5% compared to the County average of 1.9%.

Climate Change Strategy – an excellent public transport system is required, as this would then reduce the need for car ownership – thereby helping to contribute towards achieving climate change targets.

Road Safety – the Pathfinder would like to see more detailed analysis of casualty patterns, and in particular whether more casualties occur in deprived areas such as Oldington and Foley Park. Another local issue is the number of illegal bikes on the road creating danger for other road users and pedestrians.

Transport Asset Management Plan – management of verges is a local problem. They become an eyesore when used for parking. Other problems are use of verges for car repair businesses, car sales etc. Can enforcement powers be used to prevent such use?

Leigh and Bransford Parish Council

Work on the Parish Plan has highlighted a number of transportation issues, as follows:

Streetlighting – there is a general desire within the Parish for no new streetlighting other than that required for the junction improvement at the A4103 / B4503 junction in Leigh Sinton (associated with the DERA North development in Malvern).

Road Safety – some locations across the Parish were identified that are perceived danger spots.

Sustainable Transport – there is a general desire for a shared use cycleway / footway along the B4503 linking Leigh Sinton with Malvern, with a similar facility between Bransford and

Leigh Sinton along the A4103 also being supported. The third desire line for a cycle route is between Leigh Sinton and the Memorial Hall.

Public Transport – the Parish Plan identified a desire for more bus services, particularly in the morning and evening. Key desire lines are:

- Leigh Sinton – Malvern
- Leigh / Bransford – Worcester

An opportunity may exist through the DERA North site development in Malvern.

Better information on bus travel is required.

Trains – local residents would use train services more if they were more reliable and of services to Worcester, Birmingham and London were more frequent. A new station on the Worcester to Malvern section of line at Bransford Road would be supported.

Walking Bus – some potential has been identified for a walking bus serving Leigh Sinton School.

St Peter the Great County Parish Council

The Parish Council covers a residential area on the south side of Worcester, and has submitted the following comments.

A4440 Worcester Southern Link Road – the Parish Council opposes any proposal to dual the southern Link Road, and would instead support the construction of a Worcester Northern Bypass. Rather than dualling of the Southern Link Road, any upgrade of the route south of Worcester should involve the provision of a new route to the south of Norton to reduce the environmental impact of the route on existing residential areas. Any junction improvements on the Southern Link Road should involve close consultation with the Parish Council.

Worcester Parkway – the Parish Council strongly supports the Parkway Station proposal. This should be combined with any Park and Ride facility on the south-eastern side of the city.

Public transport – provision to / from the city centre is good during the day, but is poor to other parts of the city or to other destinations such as Malvern. There is poor integration of bus and rail services – this could be improved at Shrub Hill and Foregate Street. Poor timetable information is provided at bus stops, and that provided only covers one bus operator (First) rather than all. Real time bus information would be useful. Bus journey times are too long due to too many stops and too many diversions. LTP2 should provide stronger evidence of how WCC propose to improve public transport.

Pedestrian / Cycle Routes – pedestrian and cycle routes too often finish at busy junctions – such as A38 Bath Road, Ketch Roundabout, Norton Roundabout. LTP2 should contain detailed proposals to improve walking and cycling routes, such as:

- St Peters – London Road / Redhill / Nunnery Wood High School / Sixth Form College / Hospital.
- St Peters – Norton via a bridge over A4440 Crookbarrow Way.
- Pedestrian Crossing on St Peters drive near Farne Avenue.
- Pedestrian / cycle bridge over A38 Ketch Roundabout.
- Improve route along River Severn to Cherry Orchard School and city centre.
- Provide a better route than the A38.
- Improved cycle parking in the city centre.

Wyre Piddle Parish Council

A meeting was held on 14 April attended by representatives and residents from Wyre Piddle, Hill & Moor, Pinvin and Fladbury Parish Councils, and by Pershore Town Council. The following comments were received.

Wyre Piddle Western Link – this scheme is essential to relieve Pinvin Crossroads and to remove traffic from Wyre Hill. LTP2 should include this scheme as a high priority.

Pershore High Street – weight restriction necessary to remove HGV traffic from Pershore High Street – one of the finest Georgian streets on the country.

Access to Worcester Hospital – public transport access to the Hospital is poor from the Pershore area – better services are needed.

Evesham Town Council

The Town Council provided the following comments.

Evesham High Street – ETC strongly support proposals to improve the High Street, and would urge LTP2 funding to be allocated for this scheme.

Tourism – ETC feels that Evesham is a tourism destination and should be included as such within the LTP2.

Public Transport – lack of information at bus stops is a problem. What information is provided is often out of date. Poor bus services to rural areas, particularly after 8 p.m., making links between the town and surrounding villages difficult.

Pershore Civic Society

Highest priority for PCS is the provision of a link road between Pershore town and the Wyre Piddle Bypass. This would remove traffic from Pinvin Crossroads and from Station Road outside Pershore High School.

Other Public / Private Sector Bodies

National Health Service – Worcestershire Primary Care Trusts

A joint response was submitted by South Worcestershire PCT on behalf of all Worcestershire PCTs.

LTP2 Vision – strongly supported by the PCTs.

Climate Change – PCTs acknowledge their role in travel planning and use of low emission vehicles.

School Travel Plans – LTP2 could strengthen the references to links between School Travel Plan development and the Healthy Schools Programme. PCTs feel that walking buses should be an element of all School Travel Plans, and the promotion of walking in this way would link with the NHS strategy to reduce obesity.

Air Quality – PCTs share concerns over air quality and would wish to be briefed on the AQMAs and on borderline sites.

Road Safety – PCTs would wish to be briefed on the links between deprived areas and road accident casualties as the conclusions contained in LTP2 do not appear to reflect the position elsewhere. The Safety Camera Partnership could be strengthened by the inclusion of the Herefordshire & Worcestershire Ambulance Trust. Village Speed Limits require greater enforcement. Proposed Safety Education Centre – more details required so that PCTs can

assess the potential scale of involvement. Danger Dodgers programme suggests that such a Centre may have strong potential.

Worcester Strategy – should contain reference to access to GP facilities rather than focussing on Worcestershire Royal Hospital. Project Express is welcomed. Worcester Transport Study should include a Health Impact Assessment.

Bromsgrove – support the upgrading of the railway station. Longbridge Link Road should be subject to a Health Impact Assessment.

Redditch – LTP2 makes no reference to the Alexandra Hospital as a generator of travel demand, or to access mapping carried out in Redditch for the PCT.

Wychavon – welcomes the proposal for Evesham High Street enhancement.

Wyre Forest – LTP2 should refer to the input to the BQP from the PCT, including chairing the BQP Steering Group. PCT would wish to be involved in the Wyre Forest Schools Review process.

UTMC – LTP2 should refer to the potential for UTMC to support emergency planning measures.

Accessibility – LTP2 should also cover the potential for moving facilities closer to people, thereby reducing the need to travel. Access for young people to healthcare can be as problematic as for the elderly. Greater use needs to be made of developer funding for public transport services, and the Bus & Information Strategy needs to be able to respond to bus service changes more quickly.

Access mapping should include all primary care facilities, and access to retail sources of fresh foods.

Community transport should include patient transport services operated directly for the NHS – these could be better integrated with other forms of public transport.

Malvern Link Station – LTP2 scheme could include better signing to the new Community Hospital.

Market Towns – these often form a local centre for healthcare, and therefore access from the hinterland is crucial.

Sustainable Transport – should refer to access to all hospital sites not just the Worcester Royal Hospital.

Rights of Way Improvement Plan – the aims and objectives are strongly supported by the PCTs. Signage, which is based on times rather than distances could be considered.

CTC

CTC provided comments on the accessibility and safety chapters of the draft LTP2.

Cycle Routes – many cycle routes are incomplete, and better resourcing and greater commitment is needed in comparison to LTP1. Required measures are:

- Better liaison with Local Planning Authorities to ensure opportunities for cycle improvements linked to new development are not lost.
- Tackling narrow carriageways through use of cycle symbols to alert drivers, or the use of footways.
- Roundabouts can be a major problem for cyclists – especially large roundabouts such as those on Kidderminster Ring Road. Bridges over ring road rather than subways would be preferred.

- Absolute minimum width for cycle lanes should be 1.5 metres.
- Cycle lanes should be mandatory rather than advisory – as the latter can be obstructed by parked cars.

Safety – cyclists and pedestrians have as much right to use the highway as car drivers. Following measures required:

- Default 20 m.p.h. speed limit in all residential areas.
- Road safety measures should always be checked to ensure they encourage cycling.
- LTP2 should seek to improve cycle accessibility by seeking solutions in accordance with hierarchy of provision set out in LTN 1 / 04. These are prioritising measures to reduce traffic volumes and speeds, junction improvements and road space reallocation.

Wyre Forest Friends of the Earth

Comments provided on behalf of Wyre Forest FoE.

Stourport Road Employment Corridor – a Southern Link Road between the A451 and A449 would have a profoundly damaging effect on Wilden Marsh SSSI. Alternatives should be considered, including a Park and Ride scheme (based at Stadium Close, Kidderminster?). Access for cyclists could also be improved through the widening of Stourport Road at the railway bridge to provide a cycleway. This would require removal of the footway, which would in turn require the provision of a separate footbridge.

Pedestrian Access – pelican / toucan crossings should be made demand responsive to cut down waiting time for pedestrians. Replacement of subways on Kidderminster Ring Road with overbridges should be considered. Pedestrianisation within Kidderminster should be extended to include the east end of Worcester Street and Marlborough Street as part of the area redevelopment.

Kidderminster Railway Station – major alteration of the Comberton Hill roundabout with the Ting Road is required to improve cycle and pedestrian access – this requires a foot / cycle bridge (see above). Bus services to the railway station need improvement, including a shuttle bus to the town centre. Better cycle parking and a footbridge linking the two platforms at the station are also required.

Blackwell Street – this area is unpleasant and dangerous for pedestrians and cyclists. Access to Blackwell Street between Bromsgrove Street and the Swan Centre car park should be restricted to buses, cyclists, taxis, and delivery vehicles only.

Parking Strategy – Co-ordination of charging is essential. Proposed two-storey car park in New Street should not be built – provide subsidised transport for staff and students instead. There should be better development control of car parking provision at supermarkets.

Cycle parking should be provided at all commercial developments.

Air Quality – measures outlined in LTP2 are unlikely to make a significant contribution to the county target of CO2 reduction. Need to reduce traffic volumes, and this will require congestion charging, road pricing, reduction in parking spaces, and provision of cheap and frequent public transport.

Accessibility – need to improve people's knowledge and confidence of making journeys on foot or by bike – e.g. through cycle training provision.

Bus & Information Strategy – need a fleet of modern buses, well publicised timetables and good quality bus shelters to attract passengers. Need improved frequency and cheaper services – too many areas in Wyre Forest have poor services in evenings.

Real time information should be provided at all major bus stops.

Greater Council subsidy required to support more services. County should lobby the Government for re-regulation of bus services.

Rail Strategy – Worcester Shrub Hill and Foregate Street stations should be upgraded to meet the requirements of the Disability Discrimination Act. Stourport should be re-connected to the main railway line instead of building the Relief Road.

Freight Strategy – Hartlebury Trading Estate should be re-connected to the main line. Waste should be transported by rail rather than road.

Speed Management – 20 m.p.h. zones should be introduced in all residential areas.

Asset Management – as streetlighting is replaced, new systems should be ones using renewable energy.

Summary – a piecemeal, under-resourced approach will not produce desired effect of modal shift away from the car.

Vision 21 – Malvern Hills Local Strategic Partnership

Vision 21 is the Local Strategic Partnership for the Malvern Hills, and this response reflects the collective views of a range of organisations representing the public, private, community and voluntary sectors.

General Comments – LTP2 should take the opportunity to consider longer term innovative strategic solutions to traffic problems and to support vibrant economic development for the County through improved transport infrastructure. Vision 21 is happy to actively work with the County Council and other organisations to seek more funding for transport initiatives within Worcestershire.

Vision – LTP2 vision should include the following references:

- Transport means a range of alternatives – not merely car travel.
- Sustainable travel should be clearly defined and should include economic as well as environmental factors.
- Importance of transport as a “real driver” for prosperity, viability and sustainability should be emphasised.

Congestion – the following initiatives are proposed:

- A park & ride scheme for Malvern to Worcester travel.
- Effective use of car parks in urban and rural areas should be explored.
- Improved rail facilities and timetables between key locations combined with improved car parking at stations.
- Incentives for employers to adopt travel plans and flexible working patterns.

V21 supports

- The need for studies to identify solutions to congestion on the A4440 Worcester Southern Link Road.
- Progressive proposals for increasing public transport use.
- More co-ordinated solutions to create sustainable villages.
- The movement of goods should be properly managed and controlled.
- Opportunities should be taken when undertaking local developments or town enhancements to require the developer / local authority to solve transport issues through Section 106 contributions.

Accessibility – LTP2 should address some of the conflicts that exist between economic development and local communities – e.g. Three Counties Showground, tourism.

Road Safety – insufficient research has been carried out on the cause and effect of reduced fatalities or serious injuries – has this led to more slight injuries? Financial savings for emergency services arising from casualty reduction should be re-invested in other transport related projects.

There should be greater sharing of road traffic accident data between emergency services.

Air Quality – greater emphasis should be placed upon reducing CO2 emissions, such as schemes encouraging local authorities to switch to more fuel efficient vehicles.

Shakespeare Line Promotion Group

LTP2 should include provision for improved car parking facilities at Wythall Station.

Stratford-upon-Avon Rail Transport Group

Concern that LTP2 does not contain a reference to the reinstatement of the Stratford – Honeybourne – Oxford / Broadway – Cheltenham railway.

Cotswolds Conservation Board

Aim is for a common approach across all authority areas covering the Area of Outstanding Natural Beauty (AONB).

Herefordshire & Worcestershire Chamber of Commerce

The Chamber of Commerce represents businesses across Worcestershire, and transport is a high priority for CoC members. The following comments have been produced after extensive discussion within the CoC membership.

General – welcomes the general thrust of LTP2.

Tourism – most of the tourism facilities within Worcestershire are primarily accessible by car. LTP2 should give greater emphasis to this sector. Review of signage for motorists and pedestrians across the County would be useful.

Capital Investment – major investment is needed in the following schemes:

- Another strategic river crossing
- Dualling the Worcester Southern Link Road
- Feasibility study into the Worcester Northern Link Road
- Enhancement of the Bromsgrove – Birmingham corridor in the light of changes around Longbridge.
- New access road into the former British Sugar site on Stourport Road, Kidderminster.

County organisations should get together to jointly lobby central government for capital funding to support the County's needs and ambitions.

Regional Spatial Strategy – capital investment in the above schemes is essential to allow Worcester to fulfil its sub-Regional role. Other issues are:

- Members support continuing investment in Worcester city centre, notably Cathedral Square and completion of High Street enhancement.
- UCW city centre site is important and will need appropriate transport network to get people and goods in and out of the city.
- Central Technology Belt should cover the whole County, and will require improved access to Malvern.

- Parkway station at Norton is supported.
- Improved access to the Wyre Forest District vital for the development of Kidderminster.

Worcestershire Economic Development strategy – Abbey Stadium in Redditch will require co-ordinated transport investment.

Worcestershire Climate Change Strategy – support the general principle, but public transport improvements must be in place before any car restraint measures are adopted.

Freight – moving goods easily must be seen as a high priority. Chamber supports the FQP, both County-wide and Vale of Evesham. Vital for retail centres of towns and cities to have lorry / van access, but the tensions with traffic restraint are recognised. Work with local businesses to resolve issues on a case by case basis.

Intelligent Transport Systems – chamber supports this initiative. Variable Message signs at gateways and real time bus information initiatives are welcomed.

Education – Chamber supports School Travel Plans and Safer Routes to School. Private schools in Worcester should be targeted.

River Crossings – priority is for another crossing of the River Severn.

Flooding – better information on road closures should be given to minimise loss of trade to businesses.

Rail network – support Parkway, and would want good quality public transport links to the city centre – either Park and Ride buses or a rail link. Services should link to Wychavon communities as well as Worcester.

Members are frustrated at the failure to invest in new signalling between Worcester and Droitwich.

Major investment is also needed to relieve congestion in the bottleneck at Birmingham New Street.

Worcester – London line should be upgraded to twin track along its whole length.

Better integration between modes at railway stations would be supported.

Investment in better facilities at Bromsgrove should be supported by better services.

Bus and Information Strategy – Bus Quality Partnerships will be supported, but a step change in investment is needed. Review of bus service delivery is also required, with links to Park and Ride sites.

Opportunity Bewdley

Opportunity Bewdley is the market town partnership for Bewdley, and has previously established a Town Movement Strategy group. The Opportunity Bewdley Board has written generally supporting the draft LTP2, and making the following comments:

Bus services – ensure continued funding for local bus services, and reduce waiting time for bus services linking Bewdley to Kidderminster railway station.

Pedestrian Safety – concern over pedestrian safety at town centre junctions creates extra traffic as parents drive their children to school instead of letting them walk. The bridge over the River Severn is a major concern.

Pollution – it is essential to tackle pollution problems in the Air Quality Management Areas.

Accessibility – LTP2 should make provision for vehicle renewal for community transport schemes and Wheels to Work project.

Public Transport Infrastructure – high standard infrastructure such as shelters is required to enhance public transport attractiveness.

Traffic management measures in the town should not harm the local economy. A balance between economic needs, pollution control, pedestrian and cycle safety, and service delivery needs is needed.

A package of measures is proposed by Opportunity Bewdley including the following:

Short-term – town centre 20 m.p.h. zone, review and improve signage, bus shelter / stop improvements, and introduction of Decriminalised Parking Enforcement.

Medium-term – formalise Park and Ride service, improve pedestrian environment, better provision for cyclists, review servicing arrangements, including HGV ban, personalised travel planning programme, and review junctions on Bypass.

Long-term – Bewdley Northern Bypass to take Dowles Road traffic out of town centre, construction of a pedestrian bridge over the River Severn, and consider a car park on the east side of the river.

Worcester College of Technology

LTP2 should make reference to the role that further education facilities such as the College of Technology has, with around 50,000 students across the County attending such facilities.

South East Worcestershire Transport Forum

South East Worcestershire residents highlight HGV traffic as a major concern in their daily lives. The area is a national centre for the transshipment of fruit and vegetables. Many of these operations are around the clock, and generates large numbers of HGV movements, including foreign vehicles. This leads to concern over safety, wear and tear of the highways and verges, damage to infrastructure, environmental disruption, and general inconvenience.

The existing major operations need to be re-located to areas closer to main trunk routes.

Pershore High School

Consideration should be given to using Pershore High School as a Park and Ride site for Pershore at weekends.

LTP 2 Draft Consultation Responses

Consultation Letters from the Public

Serial	Date	Address	Comments
001	280205	Bevere Worcester	<ul style="list-style-type: none"> • Route Congestion on River Crossings in Worcester City. • Ombersley road traffic levels, especially peak times. • Object to Northern Route & Bridge.
002	180205	Tutbury Row Worcester	<ul style="list-style-type: none"> • Expansive seven page answer to the questions on the questionnaire. • Suggestions on Bus service improvements including two diagrams.
003	090205	Copperfields Worcester	<ul style="list-style-type: none"> • Speeding on School Routes, cameras required on Timberdine Avenue Battenhall Avenue and London Road. • Buses dirty irregular and expensive. • Integrated school bus service for all like the American Yellow bus system. • Less car parks more open spaces with increased network of bus lanes and restricted traffic in the medieval centre. • Traffic Wardens to patrol outside schools
004	010305	Marlbrook Bromsgrove	<ul style="list-style-type: none"> • Too much foliage allowed to grow over footways. • Parked cars and vans obstructing footways especially Braces Lane and Linehouse Lane.
005	120205	Comberton Avenue Kidderminster Worcestershire	<ul style="list-style-type: none"> • Four page letter with five plans on Comberton and Offmore Farm area. A448 A449 A456 • Village Speed Initiative – speeds to low in certain areas. • Parking in Cycle Lanes – too many incidences. • Traffic Congestion West Hagley – suggestions to improve flows.
006	190205	Waterloo Bredon Tewkesbury	<ul style="list-style-type: none"> • 540 Bus Service amendments have left insufficient shopping time and move of Cheltenham stop has increased walk by 250yds (91 years young). • Lack of Blue Badge Parking in Cheltenham.
007	210205	Clifton-on-Teme Worcestershire	<ul style="list-style-type: none"> • Consider Disabled, Elderly and Young Mums with pushchairs. • Removing cars from City Centres will cause shops to die. • Planners remember you to will get old, possibly infirm, and will need to access the city.
008		Offmore Farm Kidderminster	<ul style="list-style-type: none"> • Bus Service extremely poor, units need replacing. • No 7 Service hourly is more like ninety minutes and may shortly be scheduled to two hourly, which is totally unacceptable. • No 3 Service has spare capacity, which should be used to alleviate problems on other services.
009	030305	Cales Avenue Malvern Worcestershire	<ul style="list-style-type: none"> • Annoyance at wrong date in paper and Transport problems for the disabled. • No Flexilink Timetable, must phone. • Ramps on buses failing to work and being left at bus stop. • Ramps failing in transit and everyone having to abandon the bus. • Why don't all buses have ramps like the flexi buses, it makes life so much easier. • Drivers not wishing to make journey to Barnards Green and return. • Drivers failing to park next to the kerb. • Dial a Ride Drivers uncooperative and late arriving. Use of cars impractical in my case.

			<ul style="list-style-type: none"> • After 6pm no buses nearer than Link Top, so I am therefore virtually housebound. • Taxi in and around Malvern is £4-5.50, which is too expensive for me to do more than once a week. • Getting to the meeting would mean using taxi as lunchtime service not applicable and cost £8, shame on those making me waste my time, money and effort.
010	010305	Buckley's Green Alvechurch Birmingham	<ul style="list-style-type: none"> • Letters dated 29Nov03, 31Dec03 and 06Jan04 to Julie Kirkbride and responses from Pete Brown and Julie Kirkbride on lack of bus service to Selly Oak Hospital.
011	020205	Website Only	<ul style="list-style-type: none"> • Intelligent Transport and use of Electric Scooters
012	010205	Meadowhill Crescent Redditch	<ul style="list-style-type: none"> • Joined up transport network for Redditch, Bromsgrove, Kidderminster and Worcester to Birmingham.
013	010205	N/K	<ul style="list-style-type: none"> • Reducing transport resources at the time when hospitals and schools are consolidating further from their community is ridiculous. • Disabled Parking restrictions of 1 Hour and lack of spaces for suitable access to the amenities. • Stores not recognising Orange Badge Holders entitlement to 3 Hours parking, some now say 1-2 hours only. • Couldn't care less attitude of the Public Services.
014	040205	Badsey Worcestershire	<ul style="list-style-type: none"> • Article from Awake Magazine on ' On Which Side of the Road Do You Drive' and Newspaper clipping on £885m Blitz on Truancy.
015	050205	Worcester Road Great Malvern	<ul style="list-style-type: none"> • Restrictions, or not on traffic, may not be suitable in all cases. PCT's seem determined to move medical facilities out of town and parking then becomes impossible, e.g. Worcester Royal. • Road narrowing, cross hatching / cycle lanes etc, together with alterations such as Bowling Green add to the congestion and frustration of motorists, whilst providing a mediocre cycle facility for the few. • Dual Southern Orbital, provide suitable parking in town and pedestrianise the centre like the scheme in Exhibition Road, London. • Lack of public transport, especially when compared to old residence in London, couple are in 70's and may be unable to use car in the future.
016	060205	Crofter's Way Droitwich Spa Worcestershire	<ul style="list-style-type: none"> • A38 Technology Corridor, cannot progress without the A38 being dual carriageway from M5 to beyond Droitwich and the Bromsgrove Eastern Bypass widened. • Request alternative Rail routes be made available to help with commuter traffic, i.e. Droitwich – Alvechurch. • Car parking charges for town centres is driving business away to Mauls with free parking. • Road Safety needs to be improved by better training of both drivers and pedestrians, especially children. Don't put it all on the driver.
017	050205	Wordsworth Avenue Worcester	<ul style="list-style-type: none"> • No Sunday Buses. • Bus Unreliability. • Lack of transport choice for the disabled.
018	170305	The Green Hallow Worcester	<ul style="list-style-type: none"> • Do not want Hallow to become a suburb of Worcester. • Work together to create a good road structure with the minimum of disruption to both householders and environment. North Western bypass is a necessity and forms a part of this new network.

020	160305	Martley Road Worcester	<ul style="list-style-type: none"> Fully support the building of the northwestern bypass.
021	110305	St John's Worcester	<ul style="list-style-type: none"> Fully support the building of the northwestern bypass.
022	110305	Dines Green Worcester	<ul style="list-style-type: none"> Fantastic news that this subject is back on the agenda, people are really waiting for this road. Fully support the building of the northwestern bypass.
023	110305	The Common Lower Broadheath Worcester	<ul style="list-style-type: none"> Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
024	110305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
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026	110305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
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028	110305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.

029	110305	Broadheath Common Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
030	080305	Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
031	070305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
032	070305	Laylocks Lane Broadheath Common Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
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038	100305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
039	100305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
040	100305	Crown East Rushwick Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
041	080305	Crown East Rushwick Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
042	100305	Jacomb Drive Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
043	080305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
044	080305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.

045	090305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
046	090305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
047	070305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
048	080305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
049	090305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
050	080305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
051	080305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
052	080305	Bell Lane Lower Broadheath Worcestershire	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.

053	080305	Lower Broadheath Common Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
054	080305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
055	070305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
056	070305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
057	070305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
058	080305	Crown East Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
059	080305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
060	070305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.

061	080305	Sling Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
062	070305	Martley Road Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
063	070305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
064	090305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
065	070205	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
066	070305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
067	070305	Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
068	060305	Crown East Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.

069	040305	Broadheath Common Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
070	210305	Bevere Green Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the local Transport Plan 2.
071	210305	Ferndale Close Bevere Worcester	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
072	180305	Whinfield Road Worcester	<ul style="list-style-type: none"> • I strongly object to the proposal to include once more the Worcester Northern Bypass and Bridge in the Local Transport Plan 2. Wherever it is projected it will destroy the countryside atmosphere of the area and obliterate the quietness and appreciativeness of walking space in the area. The City will be caged by increased motoring traffic. Please delete this item from the plan.
073	180305	Ombersley Road Beuene Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
074	180305	Cornmeadow Lane Claines Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
075	170305	Leabank Drive Bevere Worcester	<ul style="list-style-type: none"> • I strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
076	210305	Lucene Close Worcester	<ul style="list-style-type: none"> • I strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
077	210305	Lucerne Close Worcester	<ul style="list-style-type: none"> • I strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
078	180305	Whinfield Road Claines Worcester	<ul style="list-style-type: none"> • I strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
079	210305	Oakleigh Heath Hallow Worcester	<ul style="list-style-type: none"> • We strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
080	170305	Meadow Road Claines	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

		Worcester	
081	170305	Sheldon Park Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
082	210305	Lucerne Close Northwick Worcester	<ul style="list-style-type: none"> I do object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
083	140305	Bever Green Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
084	180305	Meadow Road Claines Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
085	170305	Southall Avenue Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
086	170305	Southall Avenue Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
087	190305	Lea Close Claines Worcester	<ul style="list-style-type: none"> I strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. Personally, I believe the riverside scenery, and valley north of Worcester should be considered as an area of outstanding natural beauty. It should be developed, if anything, for greater leisure needs of the Worcester community, and not desecrated by the building of a major road, which would shatter the peace of the area for ever.
088	190305	Nelson Road St John's Worcester	<ul style="list-style-type: none"> I strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. I believe by building this bypass, it will open the infill land to development by either industrial or housing and that in turn will destroy the peace and tranquillity of the area, as well as wildlife habitat. The noise generated by these bypasses and motorways is well known but the ensuing pollution can be worse, having lived in an area of outstanding beauty on the edge of the Mendips, we experienced severe noise pollution and air pollution both during the building and the running of the M5 motorway.
089	150305	Leabank Drive Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
090	150305	Leabank Drive Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
091	160305	Green Lane Bever	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

		Worcester	
092	150305	Northwick Road Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
093	180305	Bevere Drive Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
094	160305	Northwick Road Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. It is not needed, improve what we have would be a better plan.
095	180305	Leabank Drive Bevere Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
096	160305	St Moritz Close Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2.
097	150305	Leabank Drive Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2.
098	160305	Northwick Road Bevere Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
099	170305	Willowslea Road Bevere Worcester	<ul style="list-style-type: none"> Referring to the above, I most strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2, and wonder why it has been resurrected again. I request it is immediately withdrawn from the plan, and assure you I will continue to contend it with the uttermost vigour.
100	170305	Seymour Avenue Northwick Worcester	<ul style="list-style-type: none"> I have heard proposals are once again being considered for a Worcester Northern Bypass and Bridge I would like it to be recorded that: I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
101	150305	Northwick Road Worcester	<ul style="list-style-type: none"> We have been informed that a plan to construct a Northern Orbital road has been revived. In our view enough environmental damage has already been done by road building and the emphasis should be on public transport. We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
102	170305	Bevere Green Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
103	160305	Constance Road Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
104	120305	Bevere Close South Worcester	<ul style="list-style-type: none"> I am writing to let you know that my wife and I object to Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.

105	120305	Tudor Way Dines Green Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
106	130305	Linley Close Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2.
107	130305	Linley Close Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2.
108	120305	Lugano Road Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
109	120305	Lambourne Crescent Henwick Park Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
110	150305	N/K	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
111	150305	Beechwood House Bever Green Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
112	150305	Lugano Road Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
113	110305	Grange Avenue Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
114	110305	Bever Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
115	140305	Constance Road Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. Reasons:- Our Farmers are being encouraged and paid to promote and care for wild life and our countryside, but still new roads are proposed. We are asked to use cars less and use public transport, so why not invest in better bus routes – not necessarily into town centre but increased circular routes. Please maintain not destroy our lovely rural setting around Worcester. Don't let this plan go through and encourage more development around our City.
116	150305	Lucerne Close Northwick	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.

		Worcester	
117	130305	Bevere Close Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • 50% of the traffic entering Worcester do not wish to cross the river and the road at Lower Broadheath is unable to cope even at present. It would be a complete catastrophe causing extra expense to build roads on the other side of the river.
118	120305	Willowslea Road Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • Considering the adverse impact it would have on the environment generally and the tranquil riverside area in particular, I'm surprised that it has been resurrected. I strongly request its removal from the County council Transport Plans.
119	150305	Main Road Hallow Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
120	140305	St Moritz Close Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
121	120305	Northwick Road Bevere Worcester	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
122	170305	Constance Road Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
123	150305	Northwick Road Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
124	160305	Lucerne Close Old Northwick Lane Worcester	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
125	160305	Southal Avenue Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • WCC is one of the councils mentioned in recent news that has exceeded its land development agreement. The proposed bypass would open up land for industrial development, which we have got more than our fair share of. Worcester City has been reduced to another shopping centre – no character, hardly any historic buildings left. Anything of interest has been demolished or changed out of recognition. (The Golden Lion pub now a coffee house). To call it an Historic City is a joke. We haven't even got a museum of any substance. It is getting more and more difficult to get to the countryside with out using the car. Children need fresh air and recreation in unpolluted air. The fields round the River Severn provides pleasure for many people – we don't want this area desecrated it is a home for wildlife. We have a right to object after all we live here.
126	160305	Waterford Close	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request

		Northwick Worcester	its deletion.
127	170305	Beaconhill Drive Severn Rise Hallow Road Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
128	160305	Northwick Close Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
129	130305	Leabank Drive Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
130	170305	Bevere Green Bevere	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
131	150305	Constance Road Northwick Worcester	<ul style="list-style-type: none"> I am writing to you regarding the proposal of the Northern Bypass. I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. I do not want any Bypass roads near my residency.
132	150305	Constance Road Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. I do not want any Bypass roads near my residency.
133	160305	Willowslea Road Bevere Worcester	<ul style="list-style-type: none"> In view of the resulting damage to the local environment, that the construction of a Northern By Pass and Bridge across the River severn at bevere would cause, I strongly object to the proposal. Consequently I would stress the importance of NOT including such a scheme in the Local Transport Plan 2 and I request its deletion.
134	170305	Millbrook Close Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
135	160305	Eastbank Drive Northwick Worcester	<ul style="list-style-type: none"> I understand that the Local Transport Plan 2 includes a North Worcester bypass plan, which includes a major network of new roads and three new bridges across the river in the Northwick and Bevere area. I wish to object in the strongest possible terms to this development being included in any of your current or future plans and request that these plans are deleted and <u>never</u> re-installed. The reasons for my objections are as follows: <ul style="list-style-type: none"> Total destruction of the natural environment within the river valley, currently a haven for wildlife and leisure activities. The proposed development would open the floodgates for a huge expansion of housing and perhaps industry, in what is now green belt. What other reason can there be for the two southerly bridges and their associated network of roads?

			<ul style="list-style-type: none"> o Serious traffic noise and pollution for residents of Hallow and Northwick. o The astronomic cost would inevitably be reflected in yet further unjustified increases in Council tax. Considering how long the Council took to fund the necessary 'new' bridge across the river at Powick, how can it possibly even consider an unnecessary project costing three times as much, unless we are not being told the whole story? o There is clearly far more to this project than merely possible improvement to traffic flow. I cannot be persuaded that there is no 'hidden' agenda.
136	140305	Willowslea Road Bever Worcester	<ul style="list-style-type: none"> • I am writing to you in connection with some information we have received about the proposal of the Worcester Northern Bypass. • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • This will ruin the peace and tranquillity of the whole area and will have a devastating effect on the local wildlife.
137	160305	Geneva Close Northwick Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
138	160305	Bever Court Northwick Road Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
139	160305	Constance Road Northwick Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • I prefer for the government to make public transport prompt and reliable and also for more car sharing to be encouraged. • I would add though that litterbins need to be put if this river area is to be kept at its best.
140	160305	Tudor Way Worcester	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
141	150305	Eastbank Drive Worcester	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
142	140305	Greenhill Lane Hallow Worcestershire	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
143	140305	Bever House Bever Green Worcester	<ul style="list-style-type: none"> • I am writing to lodge my objection to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • It will be a sin to permanently and irreparably destroy this beautiful and historic area of the Worcestershire countryside. It certainly would not represent sensible progress!!
144	140305	Bever House Bever Green	<ul style="list-style-type: none"> • I am writing to say that I <u>strongly</u> object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

		Worcester	<ul style="list-style-type: none"> I hope you are able to listen and respond to the many letters of objection you are bound to receive.
145	140305	Hallow Worcester	<ul style="list-style-type: none"> With reference to the above we the undersigned object to it being included in the local Transport Plan 2. We request its deletion.
146	140305	Old Northwick Lane Worcester	<ul style="list-style-type: none"> I am writing to object <u>most strongly</u> to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2 and, I request its <u>deletion</u>. A dual carriageway and bridge would desecrate this beautiful area destroying the peace and tranquillity and wildlife of the river and walks in this area.
147	160305	Northwick Road Worcester	<ul style="list-style-type: none"> I am just writing to inform you that I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request deletion.
148	160305	Geneva Close Northwick Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
149	150305	Sheldon Park Road Bever Worcester	<ul style="list-style-type: none"> We strongly object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2., and request its deletion.
150	130305	Old Northwick Lane Worcester	<ul style="list-style-type: none"> I object to: <u>Worcester Northern Bypass and Bridge</u> being included in the <u>Local Transport Plan 2</u>. I request its deletion.
151	160305	Hillcrest Rise Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
152	130305	Hillcrest Rise Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
153	140305	Bever Green Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
154	140305	Bever Green Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
155	140205	Lucerne Close Worcester	<ul style="list-style-type: none"> I object to the <u>Worcester Northern Bypass and Bridge</u> being included in the <u>Local Transport Plan 2</u>. I request <u>its deletion</u>.
156	140305	Old Northwick Lane Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
157	140305	Eastbank Drive	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request

		Northwick Worcester	its deletion.
158	140305	Church Lane Hallow Worcester	<ul style="list-style-type: none"> I wish to record my objection to the Northern Bypass being included in the Local Transport Plan and request its deletion.
159	140305	Geneva Close Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
160	140305	Geneva close Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
161	150305	Northwick Close Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
162	130305	Bell Close Church Lane Hallow Worcester	<ul style="list-style-type: none"> I am writing to object to Worcester Northern Bypass being included in the Local Transport Plan 2. I request its deletion.
163	150305	Bevere Court Bevere Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
164	140305	Beaconhill Drive Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion. The bypass would have a serious impact on the community and physical environment.
165	110305	Oakleigh Heath Hallow Worcester	<ul style="list-style-type: none"> I am writing to make my opinion known on this subject. I suffer from asthma and had moved to the area around 19 years ago to have a little better quality of life. If plans for this ring road go ahead, the result would be more traffic pollution and health problems for people like me and, where would people like me go then? Perhaps become a burden on the society through ill health, NHS etc. The village atmosphere will be destroyed, there would be builders wanting to built more homes, crime rate may increase, it will no longer be "Hallow". I object vehemently to Worcester Northern Bypass being included in the local transport plan 2. I request its deletion.
166	130305	Linley Close Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
167	130305	Linley Close Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

168	130305	Linley Close Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
169	130305	Linley Close Northwick Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
170	120305	Old Northwick Lane Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
171	110305	Northwick Road Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
172	110305	Lynwood Northwick Road Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2.
173	100305	Tudor Way Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. Lets have no more destruction of the green fields in this area. The southern Bypass is a fine example of How NOT to solve the traffic problem, it's single carriageway should be upgraded as a priority.
174	130305	Greenhill Lane Hallow Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
175	140305	Tudor Way Dines Green Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
176	110305	Bever Manor South Bever Green Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
177	110305	75 Tudor Way Dines Green Worcester	<ul style="list-style-type: none"> It has been brought to my attention that planning permission had been resurrected. As a homeowner in Tudor Way, I OBJECT TO THE NORTHERN BYPASS BEING INCLUDED IN THE LOCAL TRANSPORT PLAN 2. I THEREFORE REQUEST ITS DELETION.
178	120305	16 Oakleigh Avenue Hallow Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

179	140305	189 Tudor Way Dines Green Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
180	190305	190 Northwick Road Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
181	200305	20 Constance Road Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
182	210305	Little Orchard 3a Beckett Road Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
183	190305	19 Newbury Road St Johns Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
184	160305	8 Sheldon Park Road Bever Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
185	160305	8 Sheldon Park Road Bever Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
186	230305	5 Lambourne Crescent Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
187	210305	13 Millbrook Close Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
188	210305	10 Bever Court Northwick Road Bever Worcester	<ul style="list-style-type: none"> • I am lead to believe that the County Council, at the behest of Rushwick Parish Council, are considering the inclusion of a Northern Orbital road in the Local Transport Plan 2. • As the need for the road has never been proven (e.g. by the diversions of large quantities of HGV from Worcester City), and the main beneficiaries being commuters from Malvern area travelling to the M5 who could live nearer their work, it would be madness to build what would be a very expensive section of roadway remembering also the problems of floods 3 – 4 years ago that would necessitate a large section of viaduct. • I request the deletion of the proposal from the Local Transport Plan 2.
189	210305	38 Colin Road Claines Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2.
190	230305	160 Northwick Road Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

191	180305	213 Northwick Road Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
192	210305	32 Constance Road Northwick Park Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. I may be wrong but there seems to be an element of Euro political phenomena in this resurrection of an officially rejected proposal. The unelected bureaucrat-tyrant repeatedly bashes people over their heads with his unacceptable proposals until they are forced to accept them. This may work in some European countries but not in the mother country of Parliamentary Democracy.
193	200305	81 Tudor Way Dines Green Worcester	<ul style="list-style-type: none"> As you can see from our address we live in Tudor Way, we bought this property 19 years ago because of the beauty of the outlook to the rear. We campaigned against the Orbital Road when it was brought to public attention the first time. We believe you <u>need to strike any plan from the Worcester Northern Bypass from the Local Transport Plan 2 or any other future Transport Plans.</u> This plan will not be good for Worcester, the damage it will do to the environment Will far outweigh the benefits, and we all know it is not the answer anyway. (Apart it seems from you). Please stop wasting our money keeping considering this idea. Spend our money on more worthwhile projects, for example, Pressurising the Bus Companies to give good reliable services and improving their equipment to encourage regular use by the public. Improve roads we have to stop the bottlenecks, as Richard Udall suggested an Over pass at the "Ketch Junction" on the A38. You should hear the noise and see the light pollution and dead wildlife we already have from the Road as far as it has come to date. We do not want the continuation of this road. Please spend your time and our money on more effective solutions to Worcester's congestion issues. Please tell me why people come to cities if it is not for business and shopping etc. Humans have had towns from the start and they are busy congested places. We will NEVER prevent this. STOP taking the congestion into the countryside leave it where it is and let us deal and cope with it.
194	230305	34 Southall Avenue Worcester	<ul style="list-style-type: none"> My wife and I both object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan No 2. We request its deletion.
195	220305	Altair Parkfield Lane Hallow Worcester	<ul style="list-style-type: none"> We recently attended the consultation meeting in Hallow village hall where we had hoped to gain more information about any proposed Northern Bypass. We would strongly object to a Northern Bypass, as we firmly believe building would then increase bringing more traffic to our area. Our preferred action would be to make the Southern Bypass dual carriageway and thus alleviate the current congestion. We object to the Worcester Northern Bypass being included in the local transport plan 2 and request its deletion.
196	220305	5 Bankside Close Worcester	<ul style="list-style-type: none"> I write to object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2 and request that it be deleted
197	220305	42 Southall Avenue Worcester	<ul style="list-style-type: none"> I understand that plans to construct this new major roadway across the River Severn, passing over land in an area lying between Hallow and Northwick towards Claines Island are included in Local Transport provisions. As this is a valuable area of natural beauty, much enjoyed by the local population, we wish to have our objection to the Worcester Northern Bypass and bridge being included in the Local Transport Plan 2 and request its deletion.

198	270305	8 Constance Road Worcester	<ul style="list-style-type: none"> • It is our understanding that the above plan is expected to include a proposed Worcester northern orbital bypass and bridge. • Since it is impossible to assess how the huge environmental damage this would undoubtedly create could possibly be offset by any gain, particularly to local residents and taxpayers, we wish to register our strong objection and request its unconditional withdrawal from your plan. • At this point we believe you need no further detail but would expect your reply should the case be otherwise.
199	210305	Kintyre 16 Bevere Drive Claines Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • I first came to Worcester in 1950 from Essex when I married a Regular Disabled Soldier from Worcester. He took me all round Claines, Northwick and Bevere and I thought it was such a lovely and peaceful area, we settled in Elizabeth Avenue. Sadly he died quite young and I was left with two children. I eventually married a widower with a family of two who lived in the area and we settled in Bevere Drive. This area is so peaceful. • In my 80th year I now love looking out in the garden and we have lots of lovely birds, great finches, sparrows, robins, woodpeckers, blackbirds, the not so welcome ones, and a few squirrels. • I fear that once the roads and bridge have been built that houses will follow. Although the planning will not affect me (I expect to be in a very quiet place) I am thinking of future generations.
200	220305	Lawrence Cottage Greenhill Lane Hallow Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
201	220305	8 Seymour Avenue Northwick Worcester	<ul style="list-style-type: none"> • I write to register my objection to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I strongly request that it be deleted. • I find it quite incredible that Rushwick Parish Council can suggest subjecting another Parish to the possibility.
202	210305	8 Fitcher Close Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
203	210305	Apt 4, Severn Grange Northwick Road Bevere Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
204	220305	Rose Lawn Main Road Hallow Worcester	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
205	210305	8 St Moritz Close Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

206	180305	14 Lea Close Claines Worcester	<ul style="list-style-type: none"> We the undersigned, object to Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
207	210305	51 Southall Avenue Worcester	<ul style="list-style-type: none"> I am writing to you to voice my strong objection to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I would like to request that the proposal is deleted and any future proposals for a Northern Bypass be promptly rejected.
208	180305	Green Park Greenhill Lane Hallow Worcester	<ul style="list-style-type: none"> I wish to object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. Last night's meeting at Hallow Village Hall made it obvious that this road is an excuse to aid development in our area, which will then <u>increase</u> traffic rather than <u>decrease</u> it. I do not want our village and our river walks ruined just to line some developers' pockets.
209	200305	3 Willowslea Road Bevere Worcester	<ul style="list-style-type: none"> Please be kind enough to lodge the following objection: We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
210	210305	8 St Moritz Close Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
211	200305	Apartment 5 Severn Grange Northwick Road Worcester	<ul style="list-style-type: none"> As a resident and homeowner who would be greatly affected by such a road system I object most strongly to this plan being included in the Local Transport Plan 2. I request its deletion.
212	180305	46 southall Avenue Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
213	250305	15 Lucerne Close Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
214	270305	96 Cornmeadow Lane Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
215	290305	4 Old Northwick Lane Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
216	230305	1 Park View Terrace Riverside Worcester	<ul style="list-style-type: none"> We are writing to strongly object to proposals for a Worcester Northern Bypass being included in the Local Transport Plan 2. We request its deletion please. There is a phenomenal amount of traffic already coming into Worcester from that side of town, and the noise and congestion are already at a very high level. The number of huge lorries thundering up and down is far too high at the moment without introducing more. It is already very difficult to turn from the side roads into the main road because of the volume of traffic and the proposed bypass would exacerbate this. The countryside would also be spoilt and what is at the moment a peaceful part of the riverside would be

			<p>severely spoilt by the sight, noise and pollution from the new road and traffic.</p> <ul style="list-style-type: none"> • We would appreciate a reply to this objection, so that we are up to date with what is going on.
217	230305	28 Whinfield Road Claines Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
218	240305	Highland House Bevere Green Worcester	<ul style="list-style-type: none"> • Just a brief note to register the fact that:- • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
219	290305	N/K	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
220	290305	7 Lambourne Crescent Henwick Park St John's Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
221	270305	12 Leslie Avenue Claines Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
222	280305	1 Seymour Avenue Northwick Worcester	<ul style="list-style-type: none"> • Having received information regarding the Northern Orbital. I wish to forward my objection to the scheme. I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • Thank you for your co-operation in this matter.
223	240305	18 Courtland Close Bevere Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
224	100305	Wolverton House Laylocks Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
225	100305	Moorcroft The Common Lower Broadheath Worcester	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. • I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
226	110305	Conifers Broadheath Common	<ul style="list-style-type: none"> • Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem.

		Near Worcester	<ul style="list-style-type: none"> I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
227	110305	September House Broadheath Common Lower Broadheath Worcester	<ul style="list-style-type: none"> Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
228	090305	West Meadow Bell Lane Lower Broadheath Worcester	<ul style="list-style-type: none"> Volume of traffic using narrow lanes in Lower Broadheath are to get to Crown East has grown substantially since the southern orbital link opened. This has particularly affected Bell Lane and Crown East Lane, extending the orbital route to least Hallow Road would do much to relieve this problem. I wish to add my support to press for action in extending the Worcester Southern Link to at least as far as Hallow Road.
229	230305	27 Meadow Road Worcester	<ul style="list-style-type: none"> Anyone who lives in Worcester is aware of the chronic traffic problems in the town centre, caused by sheer volume of traffic. The only practical way of improving this is to keep as many vehicles out of town as possible: certainly all those whose destination is not Worcester itself. The Southern Orbital helped, certainly with Malvern Bound traffic and it is already very busy, showing that it succeeded in its aim. The other half of the problem is overdue implementation, namely the "Northern Orbital". Those who oppose this development, which is to cure a town problem from which we all suffer, do so for selfish reasons only. NIMBYism at its most selfish. They are a small, if vocal, minority whose selfish interests must be overruled for the greater good of the great majority of Worcester citizens. PRESS ON WITH THE PROJECT. Annotation on Terri Simms flyer. - - I live just south of the Claines roundabout – Yes! – This will open up access to the West and allow traffic to bypass the town, alleviating the town centre problem.
230	310305	N/K	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
231	290305	9 Northwick Close Claines Worcester	<ul style="list-style-type: none"> I write to inform you that my family and I object most strongly to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion
232	300305	19 Lea Close Claines Worcester	<ul style="list-style-type: none"> We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
233	300305	Farm Close Cottage Ombersley Road Bevere Worcester	<ul style="list-style-type: none"> We attended a meeting at the Guildhall in Worcester on February 28th and were pleased to hear that there is no money available for a possible Northern Orbital route, which we understand could cross the River Severn from Hallow through to Bevere. We would strongly object to the proposal, as we have seen a map, showing that parts of Bevere are designated as an area of outstanding natural beauty, and therefore it should not be included in the Local Transport Plan 2.

234	240305	54a Hanbury Road Stoke Heath Bromsgrove	<ul style="list-style-type: none"> • Cars are prime polluters and the roads are overcrowded with them. Buses are not an effective substitute. Cycles and walking to dangerous. The railway station is a mile from the town centre and further for many residential districts. • What Bromsgrove needs is integrated rail transport. Part of the idea of this is a standard gauge light rail system. The added dimensions are integrating this with Heavy Rail and using the network for off-peak freight. • How do we get people from Stoke Prior to Bromsgrove centre? How do we get the people from Bromsgrove to the developing employment centres of Stoke Prior. • The way to solve these problems is integrating rail. A light rail system could start by the railway line near Bowling Green Inn and follow it, either as a separate line or using the heavy rail metals, to Stoke Works junction. It would need a stop near Shaw Lane. From there it would continue to the Navigation Bridge, where it would need another stop. Next would come a Park & Ride stop serving a car park off Stoke Pound Lane. It would continue to and call at Bromsgrove Station, making connections for stations to Birmingham and Hereford. It would continue along the shared / widened line to cross the A448 and then branch West to cross the Eastern Bypass at the NEW college island and follow School Drive to the town centre. • Some of the running on this route would be main line on reserved tracks, subject to railway signalling and control. Some would be on street, and the stops would need to be appropriate to the environment of the line. • If the yard to the South of Bromsgrove station was not used for car parking, it could be a freight interchange between the heavy rail and the light rail. Containers could be lifted between the two systems if the light rail was made to accept ISO containers. These could then be delivered to shop and factory doors in the early hours of the morning, and quite possibly unloaded by forklift truck. If the yard accepted road interchange the light rail could deliver a substantial proportion of Bromsgrove's local freight. The on-street light rail system could deliver into traders' premises. • Meanwhile the passengers could be dropped off at the bus station, and collected there for transit to employment in Stoke Prior. • It would be possible to commute by light rail/ heavy rail integration (Integrated Rail) from semi-rural Stoke Prior to Central Birmingham. This scheme should be combined with lengthening the Bromsgrove heavy rail platform to take at least six coach trains, which the scheme could fill at peak hours. • Traction for the light rail network could be diesel to cut initial investment, though electric cars and freight units would be cleaner. • One problem, one solution: integrated rail.
235	310305	15 Meadow Road Claines Worcester	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. We request its deletion.
236	010405	Cynan Neweys Hill Northwick Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

237	010405	4 Hillcrest Rise Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
238	020405	Le Petit Chene La Rue de la Botellerie St Ouen Jersey	<ul style="list-style-type: none"> From far away as Jersey, I should like to object to Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. If I May, I should like to request its deletion. The water meadows in this area are quite beautiful – and it seems shame that yet another exquisite part of England looks as though it is to be desecrated. There is never any going back once the damage is done – and perhaps your department might consider an alternative.
239	030405	5 Pearmain Close Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
240	030405	7 Pearmain Close Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
241	040405	12 Severn Grange Northwick Road Worcester	<ul style="list-style-type: none"> I would like to register my objection to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
242	310305	55 Southall Avenue Worcester	<ul style="list-style-type: none"> I would like to register my objection to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
243	310305	21 Lucerne Close Old Northwick Lane Worcester	<ul style="list-style-type: none"> I would like to register my objection to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. Look forward to hearing from you
244	270305	25 Sheldon Park Road Bever Worcester	<ul style="list-style-type: none"> I would like to register my objection to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
245	310305	55 Southall Avenue Worcester	<ul style="list-style-type: none"> I would like to register my objection to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
246	060405	Severn Grange Cottage The Farm Northwick Road Bever Worcester	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion and would like to express my extreme disappointment at the County Council, once again, re-hatching the North Worcester bypass plan. This present proposal would destroy a large tract of riverside land which is an area enjoyed by huge numbers of families on a regular basis. What other city has the advantage of a beautiful river walk so close to the inner city? From the plan we see that three bridges are proposed, this would destroy the maximum amount of wildlife habitat, bring the Air Quality levels to an all time low and completely ring Worcester with pollution. Apart from the 24-hour traffic noise we would experience from these three roadways, our quality of life would be significantly diminished.

			<ul style="list-style-type: none"> • It appears that once again the Councils aim is to destroy green belt in the name of progress. If this road were absolutely essential to Worcester's continued growth, wouldn't one bridge, directly across the river, farther north from the proposed area be less obtrusive, more economically viable and less disruptive to wildlife habitat? • Our family have lived in the area of Claines for at least a century and our property contains large number of native wildlife, some almost driven to extinction by County Council progress! As a part farming family we have always strived to keep a balance between making a living and the wildlife that shares our environment. • We sincerely hope that an enlightened council will put the proposed plan once and for all, to bed never to resurface in its present form.
247	070405	8 Bankside Close Worcester	<ul style="list-style-type: none"> • Re' Northern Orbital Road. I object to Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
248	070405	36 Southall Avenue Worcester	<ul style="list-style-type: none"> • I feel strong support for those who object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. My wife and neighbours also support this objection. I request its deletion.
249	070405	5 Sabrina Walk Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion. • I believe that everyone in Worcester enjoys the beautiful countryside that would be ruined by this road and bridge
250	080405	10 Lucerne Close Northwick Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
251	130405	28 Southall Avenue Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
252	140405	21 Constance Road Northwick Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
253	130405	Acrefield 4 Green Lane Bevere Worcester	<ul style="list-style-type: none"> • I together with my family wish to register our objection to the Worcester Northern Bypass and Bridge included in the Local Transport Plan 2. We request its deletion.
254	140405	35 Bevere Close Worcester	<ul style="list-style-type: none"> • I live in the peaceful, beautiful area of Bevere and am horrified at the thought of it being destroyed. • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
255	130405	Lyncroft Wyre Hill Wyre Piddle	<ul style="list-style-type: none"> • I understand that you will soon be submitting your 5 year local transport plan proposals and, as residents of Wyre Hill, Wyre Piddle, we do hope that building the link road between the bypass and the Keytec 7 Business Park will be one of your priorities. • When the bypass was built, residents of Wyre Piddle were filled with hope that this would put an end to the misery caused by the heavy, speeding traffic. And whilst shutting the village at Upper Moor end indeed seems

			<p>to have made a huge difference to the central village, the lives of those on Wyre Hill have been made MORE intolerable! Now Wyre Hill carries more traffic than ever:- those that would have turned off toward Pershore and the business park now have to come round the bypass and down Wyre Hill. As a consequence the traffic is heavier, heavy lorries shake the houses as they pass (often far too fast) and I have lost count of the number of times cars have nearly hit the back of mine and my partner's cars as they speed past us (overtaking on solid white lines). Getting off the drive each day can prove difficult. The speeds people drive up and down the hill at is quite frightening and with no cameras or traffic calming, there is no deterrent. Not only this but I have noticed the increase in traffic at Pinvin lights, as have others, who then, to avoid this route, choose Wyre Hill.</p> <ul style="list-style-type: none"> • The link road would solve many of the traffic problems we are experiencing. I do hope you will listen to those residents of Pinvin and Wtre Hill who are desperate for something to be done.
256	131204	18 Church Road Malvern Worcestershire	<ul style="list-style-type: none"> • I heard today on Radio Hereford & Worcester that you are at the moment considering future proposals for relieving traffic congestion in Worcester and looking at such things as a 3rd river crossing. • I don't know if you are inviting comments from the public at this stage, but here goes! • Much of the traffic on the southern link including the "New Bridge" must come via the A449 from Malvern. Again much of this must be traffic attempting to reach the M5, including heavy lorries from the developing Malvern Industrial Estates. This traffic is set to increase with the proposed large residential developments at "North Site". • Why not relieve the A449 and Southern Link and, at the same time, bring Malvern into the 21st Century by providing Malvern with a better link to the motorway system? • I am suggesting that a link be made from the B4211 at the Rhydd, crossing the River Severn to join the M5 at a new Junction 7A, a reasonably short length, incorporating a junction with the A38. • This would provide Malvern with a much more direct link to the Motorway system, but would have to be accompanied by extending Townsend Way to the B4211, by-passing the bottlenecks at North End Lane and Barnard's Green. A by-pass of Guarford Village might also be desirable. • The extra junction on the M5 would also be a help to the M5 traffic from both safety and diversion route perspectives. At the moment it is 9 miles from J7 to J8 which is not an entry/exit junction, and a total of 13 miles from J7 to J9, or 10 miles to J1 of the M50, - a long way for emergency vehicles to reach an accident occurring in the middle. • Also heavy traffic from Malvern wishing to travel South Wales might be persuaded to use this link, down the M5 to J8 and hence West on the M50 rather than using the present torturous route through the narrow roads of Herefordshire, particularly Ledbury. • I appreciate there would be many environmental issues to be considered, but I wondered if the County Council had considered the option of the 3rd river crossing to be as stated above rather than in Worcester itself.
257	270405	8 Collings Avenue Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
258	270405	13 Bankside Close Worcester	<ul style="list-style-type: none"> • We object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2.
259	090505	82 Cardinal Drive	<ul style="list-style-type: none"> • Every year the council tries to entice us, for one day, to "leave the car at home". Every year, the only day that

		Kidderminster	<p>sees noticeably less private transport on the roads is Christmas Day.</p> <ul style="list-style-type: none"> • This county could be pioneering; it could set an example to the rest of the Country. Possibly even the Western World. But all we are asked to do is “think” about walking and cycling. Do people not have enough to think about? • Who if anyone, is reading this? Is it someone who has driven five, ten, maybe fifteen miles to work? And has had to face the usual Peak Time congestion on the roads? Or someone who cycled to the Railway Station, travelled by train and either walked or cycled to work? Why do I guess the former? • Presently there is little incentive to use alternatives to the car. • What if the Council provided its employees with good, safe cycle storage facilities, showers, free meals, and financial incentives, if they cycle or walk to work? Bus or Train passes for use on Public Transport in getting to and from work? • And what if the people “at the top” set the example? • Likewise with schools; if members of staff are seen to travel other than by car, surely no better example can be set to Pupils? Surley schoolchildren would be the ideal target for incentives and rewards for using environmentally sound forms of transport, instead of sitting at a desk being told about sustainability they could be LIVING it: making their education part of the real world. • In Worcestershire, at present, there is a vicious circle operating in which public transport is being reduced due to lack of use. This leads to price increases and further lack of use. So there are more cars on the road. • Make it easier to use Public Transport, and more difficult to use the car and people will not need to think. The choice will be obvious. • Please send a non standard reply to the address listed.
260	010505	1 Beckett Close Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
261	110505	8 Millbrook Close Worcester	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
262	090505	Windy House Wyre Hill Wyre Piddle Pershore	<ul style="list-style-type: none"> • I was appalled to hear that there are no plans for the Western Link to be completed. I am sure that if you lived on Wyre Hill then things would be different. • Since the completion of the Bypass there is obviously a reduction in traffic but what has got worse is the speed of the vehicles going up and down the hill and the noise / vibrations from the lorries as they accelerate up the hill. We are now suffering from extensive cracks appearing in the plasterwork of our house and these have only started to appear since the vibrations caused by the traffic shuddering up the hill. • I urge you to reconsider the plans for the link road and would welcome a visit from yourself to experience the problems that we are suffering from. I look forward to your early reply.
263	050505	4 Church Farm Worcester Road Wyre Piddle Pershore	<ul style="list-style-type: none"> • Please add the Western Link to your Transport Plan. • I had a very terrifying experience recently while approaching the village down Wyre Hill on my bicycle. As I reached the mini island at the bottom a large truck turned out of Wyre Lane and I had to mount the grass verge to avoid being run over. I do not blame the driver, as he had no option due to the size, terrain and layout of the road. • I feel there is an accident waiting to happen and it was nearly me that time.

			<ul style="list-style-type: none"> • Also I feel I am taking a risk each time I cross over the railway bridge at the top of Wyre Hill, meeting large trucks going the opposite way. • Please, please build the Western Link.
264	070505	19 Avon Green Wyre Piddle Persnore	<ul style="list-style-type: none"> • I understand that the above plan had been under consideration recently, but that no mention was made regarding the possible construction of what, for the last thirty years or so. Has been referred to as “The Western Link”, a link road originally included in the plan for the construction of the Wyre Piddle Bypass, between the roundabouts known as Wyre Piddle West and KeyTech Estate. Such a link was intended to ameliorate the situation arising from the closure of the main road through Wyre Piddle, and consequent increase of traffic up and down Wyre Hill to the trading estate. It had been included in all discussions, Public Inquiries etc. until shortly before construction of the Bypass was commenced. • I attended the last public inquiry (having made prior verbal and written representations) and as I have lived at Avon Green, Wyre since 1976, I believe I can claim to be aware of the danger of heavy traffic from the Western Roundabout, turning down Wyre Hill, encountering the potentially dangerous mini roundabout by Wyre Bridge, then proceeding towards the Trading Estate or Persnore via the pumping station, Travis Perkins’ builders yard, and finally joining the busy Northern part of station Road. • At the time of the Public Inquiry and subsequent Public Participation Exercise in Wyre Village Hall, mention was made that the so-called Western Link could not be included in the Bypass main scheme on grounds of lack of funding because the Department of Transport would not regard it as a ‘Main Road’ for the purpose of the Bypass, Nevertheless, an indication was given – borne out by the existence of ‘spurs’ at both roundabouts - that it would be constructed in due course. I am not aware that any such indication was given in writing (I would not have expected that anyway), but to be given to understand that it was not even mentioned in the recent discussions leaves one with the suspicion that the ‘ indication ’, to say the least, was in the nature of a palliative: I sincerely hope not. • I should much appreciate any observations you may feel able to give me on this matter, with, hopefully, an assurance that the Western Link has not been consigned to the Departmental dustbin!
265	100505	1 Poplar Avenue Wyre Piddle Persnore	<ul style="list-style-type: none"> • On hearing that there was no mention of, let alone provision for, the Western Link in the current Draft Plan. I am writing in support of the provision of the western link to help relieve the traffic problems caused mainly by HGV’s within the parishes and town. The number and speed of vehicles means that Wyre Hill is still particularly affected. The mini roundabout at the bottom of the hill is not effective, especially where HGV’s are concerned, because of their size, as they are on your side of the road whilst turning. • I have witnessed lorries indicating right when travelling down Wyre Hill which leads one to believe they are proceeding up Wyre Road, only to find they are doing a turn around at the mini roundabout back up Wyre Hill. We desperately need this Western Link.
266	100505	Elm Croft Wyre Hill Persnore	<ul style="list-style-type: none"> • We are writing with reference to planning applications W/05/00505/CU and W/05/00535/out. • As regards the first there is a visual intrusion in the area, most of which is market garden land, also it is very unfair to us householders who have to obtain planning permission through the usual channels to erect any buildings on our own land, it also adds extra traffic on our already busy roads, which is also the case with the second application, since the long awaited bypass has been built, the traffic on our hill has increased quite considerably, as apart from the new estate in the village increased motor traffic as the road has been closed rather than a weight restriction at the bridge, most people wanting to go to Evesham or from this side of

			<p>Pershore , rather than queue at Pinvin crossroads come along the Wyre road and up Wyre Hill, we also have many lorries from the trading estate coming from the KeyTech roundabout, most of which cannot get round the mini roundabout at the bottom of the hill and often come right across to the opposite pavement to do so.</p> <ul style="list-style-type: none"> • Therefore the only way to improve matters before there is an bad accident is to finish the job and build the Western Link. • Also the fact that we need footpaths both along the Wyre Road and from our Railway Bridge to Pinvin.
267	120505	The Willows 1 Brook Way Wyre Piddle Pershore	<ul style="list-style-type: none"> • I understand that there is no provision in the above plan for the provision of the critically important 'Western Link' !!! • Millions of pounds were spent on the Wyre Piddle Bypass which has achieved the objective ogf taking the traffic out of Wyre Village. • But large lorries from KeyTech Business Park still use Wyre Hill to gain access to the Bypass. • It is only a matter of time before there is a major accident at this junction. It means that the village of Wyre is still not completely free of traffic. • The Western Link would eliminate this and reduce the traffic going out of Pershore to the Pinvin traffic lights, and also reduce major vehicles from Pershore High Street. • The money spent on the traffic lights and cameras, which are still not working, could have been better used being put towards the Western Link. • The job is half done, lets see the Western Link put into the plan please.
268	130505	7 Poplar Avenue Wyre Piddle Pershore	<ul style="list-style-type: none"> • We were surprised to learn, from the Wyre Piddle Parish Council, that there are no plans to complete the Wyre Piddle Bypass by providing a Western Link to the industrial estate. • This would seem to us to be an elementary essential, given the present problems with the additional traffic on the Wyre road. There is a large volume of traffic using Wyre Road rather than Station Road and the Pinvin traffic lights. • Unfortunately, a large number of those that do so are not treating the mini roundabout at the bottom of the hill in the proper way. Part of the problem is that there is a lack of vision in the approaches to the roundabout from all three directions. There have been many near misses and we ourselves have experienced several instances where the other drivers have not been operating in accordance with the Highway Code. • If there is not to be a Western Link we would seriously urge that action be taken to avoid possible accidents by, either re-sighting the roundabout to improve the visual approaches, or by the use of Halt or Give Way signs, or traffic lights.
269	220505	Waterside House Church Street Wyre Piddle Pershore	<ul style="list-style-type: none"> • I understand that this plan makes no provision for the completion of the Wyre Piddle bypass by including the Western Link. This is despite the construction of the island at Pinvin and the forming of the access to the Western Link. • I believe that this is a glaring omission and typical of only part completion of a job. Pinvin and Wyre would benefit greatly by construction of the Western Link, taking HGV's out of the village and onto roads intended for such vehicles. • I urge you to reconsider and include the Western Link in this plan.
270	220305	Unknown	<ul style="list-style-type: none"> • I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.

271	220305	Unknown	<ul style="list-style-type: none"> I object to the Worcester Northern Bypass and Bridge being included in the Local Transport Plan 2. I request its deletion.
272	200405	21 Lambourne Crescent Henwick Park Worcester	<ul style="list-style-type: none"> We are writing in objection of the Northern Bypass in the Local Transport Plan 2. there are a number of points, of which I am sure you are aware, that on balance would mean that the bypass, (should it be built), would have a negative effect on the environment of Worcester. This, of course will be reflected in the “well being” of the people of Worcester and the people from outside the city who wish to visit . Of particular importance is the detriment that the construction of a major road would have on one of the most beautiful and ecologically rich parts of the County. The dissection and development of this area of Worcestershire would mean the deformation of a beautiful part of the county, which includes rolling countryside between the outskirts of the city and the villages of Lower Broadheath and Hallow. This area encompasses spectacular countryside on either side of the Laughern Brook characterised by small woodlands and rolling pasture and flood plains and finally rising over Hallow Mount to the Severn Valley. The latter is one of the richest resources of wildlife and recreation in the County. This is a mere summary of the ecological, intrinsic and recreational value that this area supports. There are also other features including an ancient historic park that would potentially suffer from the proposed development. We also feel that, as for many towns, we are at the point where we understand and realise the failures of road building programmes. This is why sustainable transport has been, quite correctly, adopted as an integral mechanism within the Local Transport Plans and recognised as a component that helps redress the balance, instead of equating continual growth with prosperity and quality of life. Sustainable transport will inevitably become much more important in the future. However, the effectiveness and the degree to which sustainable transport is adopted locally and nationally depends on the will of the people and those empowered to orchestrate changes. We feel, as do so many people that enjoy the local environment and want to retain it for future generations, that the sooner we adopt such measures the better the quality of life we, and future generations will have. It is of no doubt that the quality of the local environment is integral to quality of life. We hope that you are able to play a part in preventing the construction of a bypass that would be of “short term gain” for many people who will largely remain unaffected by the development, whilst irreversibly destroying one of the most intrinsic and ecologically rich areas of Worcester <u>in an attempt to improve the flow of traffic</u>. Therefore we request the deletion of the Northern Bypass from the Local Transport Plan 2

LTP 2 Draft Consultation Responses

Analysis of the Responses to the April Questionnaire

Local Transport Plan 2 Survey

Analysis of Results May 2005

Overview

The object of this survey was to find out about the transport issues people face in Worcestershire. The results will inform the Local Transport Plan. The survey was published in the Worcestershire Beacon at the beginning of 2005 and was also available to fill in online.

In total, 585 completed surveys were returned.

Q1 What are the 3 main transport issues that you face in your everyday life?

1st Transport Issue

Transport Issue	Frequency
Congestion	123
Lack of buses	49
Availability and reliability of trains	26
Poor public transport	26
Bad driving/speeding	24
Lack of evening buses	22
Unreliable bus service	20
Not enough cycle paths	20
Parking problems	20
Condition of roads	17
Pollution	10
School run congestion	9
Hospital visits	9
Lorries	8
Parking on pavements	8
Safety concern for pedestrians/cyclists	8
Road works	6

Most people mentioned congestion as being their 1st main transport issue in Worcestershire, followed by 49 people who said a lack of buses.

For a full list of responses see Appendix 1

2nd Transport Issue

Transport Issue	Freq
Congestion	73
Poor/unreliable bus services	59
Lack of evening public transport	55
Availability/cost of car parking	46
Condition of roads	33
Road Safety	32
Poor/unreliable train services	27
Availability/condition of cycle routes	27
Inappropriate traffic calming measures	21
Safety concern for pedestrians and cyclists	21
Cost of public transport	19
School run congestion	15
Parking on pavements	14
No alternatives to the private car	9
No disabled access or access for buggies/prams on public transport	9
Cost of motoring	7
Environmental concerns	6

The most people said that congestion was their 2nd transport issue in Worcestershire, followed by 59 people who mentioned poor and unreliable bus services.

For a full list of responses see Appendix 2

3rd Transport Issue

Transport Issue	Frequency
Poor/unreliable bus service	62
Poor/unreliable train service	42
Congestion	34
Car Parking	34
Road Safety	30
Expensive public transport	29
Lack of cycle routes	28
Road maintenance	25
Safety concern for cyclists/pedestrians	22
Parking on pavements	16
Inappropriate traffic claming	13
Lack of information about public transport	13
School run congestion	12
Pollution	9
Cost of motoring	6
Car is cheaper more efficient than public transport	6
More footpaths	5

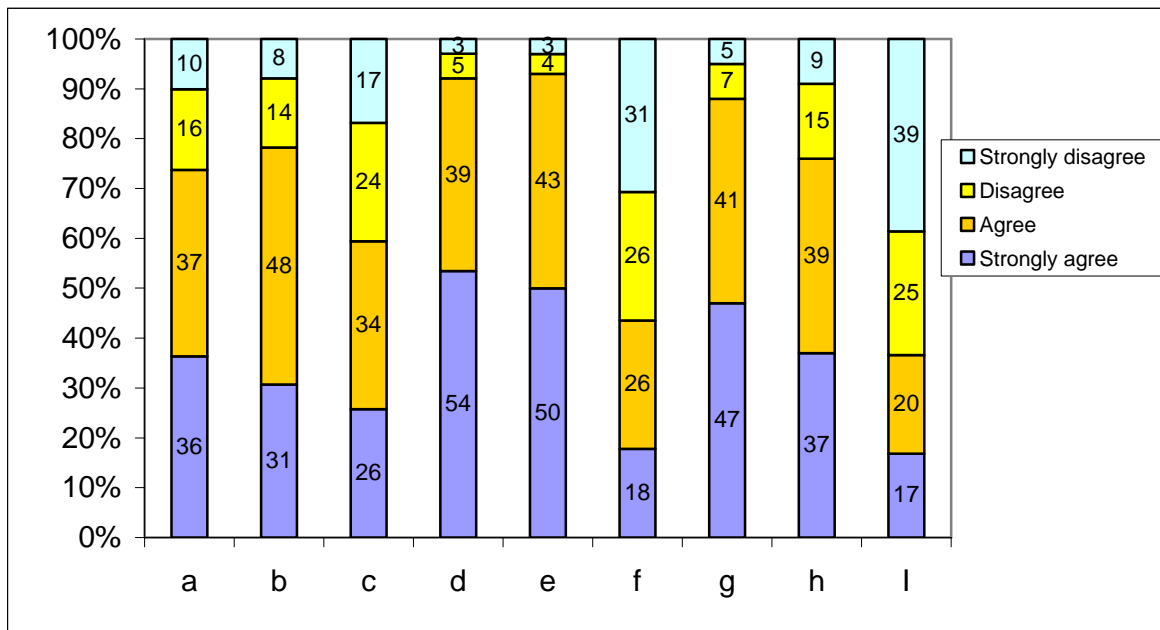
Poor and unreliable bus and train services were mentioned the most by respondents in regards to their 3rd main transport issue in Worcestershire.

For a full list of responses see Appendix 3

Q2 Please rank the following 10 statements

(Tick ONE only)

- We should restrict traffic in the urban centres to create clean, safe and attractive environments for pedestrians and cyclists
- We should promote more park and ride sites to combine the advantages of the private car and the bus
- We should allocate more road space to buses in order to give them genuine journey time savings over the private car
- We should seek to take a more pro-active role in working with bus operators to reduce fares and improve reliability
- We should deliver better bus and train information, presented to the passenger in a timely and accurate way
- We should reduce the amount of central car parking spaces, and increase the cost of long stay car parking to encourage greater take up of park and ride/conventional bus services
- We should work with schools and employers to encourage greater use of alternatives to the private car
- We should invest in a wider network of dedicated cycle routes and secure cycle parking, and promote these widely
- We should create more road capacity to accommodate unrestrained traffic growth



Respondents were in agreement the most with options d) seeking a more pro-active role with bus operators to reduce fares and e) improve reliability and delivering better bus and train information. 54% of respondents strongly agreed with option d) and 50% agreed with option e). Just under 50% of respondents strongly agreed that work should be carried out with schools and employers to encourage greater use of alternatives to the private car (option g).

Respondents were least in favour of option I, creating more road capacity to accommodate unrestrained traffic growth and f) reducing the amount of central

car parking spaces and increasing the cost of long stay parking. Just 17% of respondents strongly agreed with option l) and 18% strongly agreed with option f).

Q3 Please identify the areas where you feel transport investment is best placed?

Where to invest?	Mean Score
Improving public transport	25
Tackling congestion	20.2
Maintenance of roads and bridges	19.3
Improving road safety	13.2
Developing walking and cycling networks	12.8
Improving the environment	12.1

Respondents were asked to identify where they thought transport investment was best placed, they did this by splitting a total of 100 between the 6 options. The highest amount was allocated to the area where they thought it was most important to invest.

The mean score shows the average amount that was allocated by the total respondents to each of the options above. Respondents allocated the highest percentage of investment to improving public transport (25%), followed by tackling congestion (20%). Respondents allocated less investment to developing walking and cycling routes (12.8%) and improving the environment (12.1%).

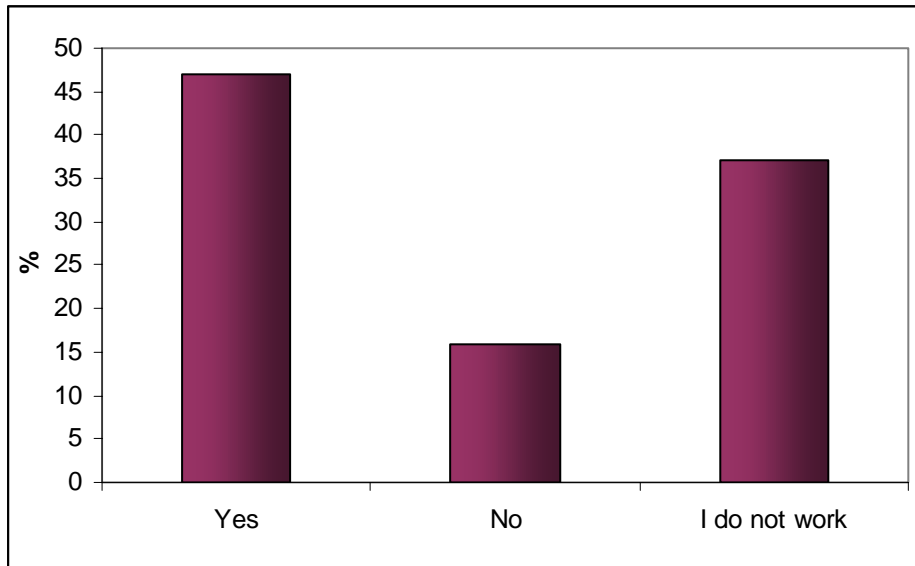
Q4 Where do you live?

Place of residence	Number of respondents
Worcester	176
Bromsgrove	71
Redditch	70
Malvern	66
Kidderminster	52
Evesham	42
Droitwich Spa	24
Stourport upon Severn	22
Pershore	20
Bewdley	10
Upton upon Severn	8
Tenbury	2

30% of respondents (176 people) were from Worcester. A similar number of respondents were from Bromsgrove and Redditch (71 and 70 respectively).

Respondents who answered other gave more exact locations of where they lived rather than the nearest town.

Q5 Do you work in Worcestershire?



47% of respondents worked in Worcestershire and 16% worked out of Worcestershire. 37% of respondents did not work.

Q6 In which of the following towns in Worcestershire do you work?

Place of work in Worcestershire	Number of respondents
Worcester	117
Bromsgrove	31
Redditch	30
Malvern	22
Kidderminster	18
Evesham	17
Droitwich Spa	11
Pershore	6
Bewdley	5
Upton upon Severn	4
Stourport upon Severn	2
Tenbury	0

Of those respondents who work in Worcestershire, the highest number work in Worcester (117 people), followed by 31 who work in Bromsgrove.

Q7 In which of the following towns outside of Worcestershire do you work?

Place of work outside of Worcestershire	Number of respondents
West Midlands	48
Gloucestershire	11
Warwickshire	10
Herefordshire	4
London	4
Oxfordshire	1
Shropshire	1
Staffordshire	1

Of those respondents who work outside Worcestershire, the highest number work in the West Midlands.

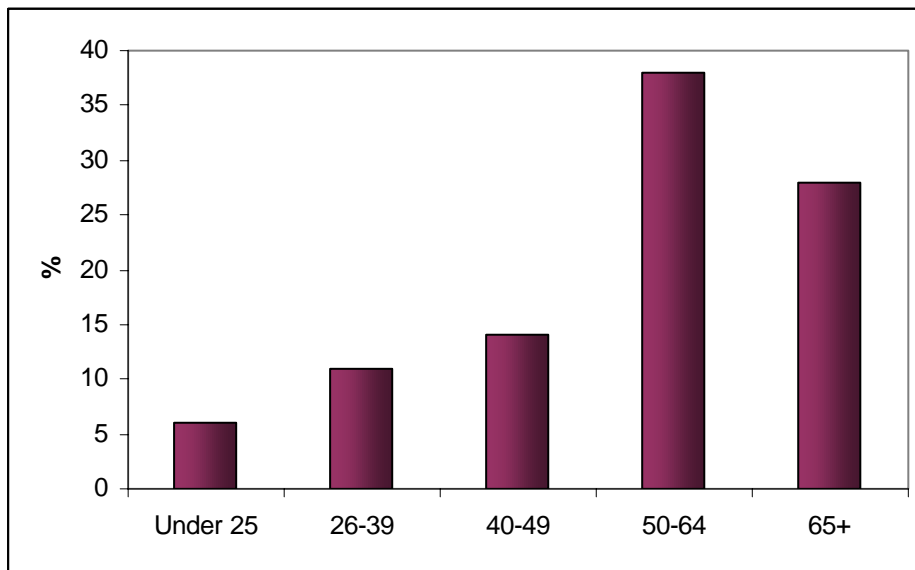
Respondents who said other said they worked in Bristol, Milton Keynes, Chester, Berkshire, Nationally and Internationally.

Q8 How do you travel to work?

Method of travel	%
Drive a car or van	60
Bicycle	10
On foot	10
Bus	7
Work at home	4
Passenger in a car	3
Train	3
Motorcycle	1
Other	1

The majority of respondents travel to work by driving a car or van (60%), this compares to 64% of the population of Worcestershire who travel to work by driving a car or van (2001 Census). However, the average number of people who travel to work by driving a car or van in England and Wales is 56%. Just 3% of respondents travel to work by train.

Q9 How old are you?

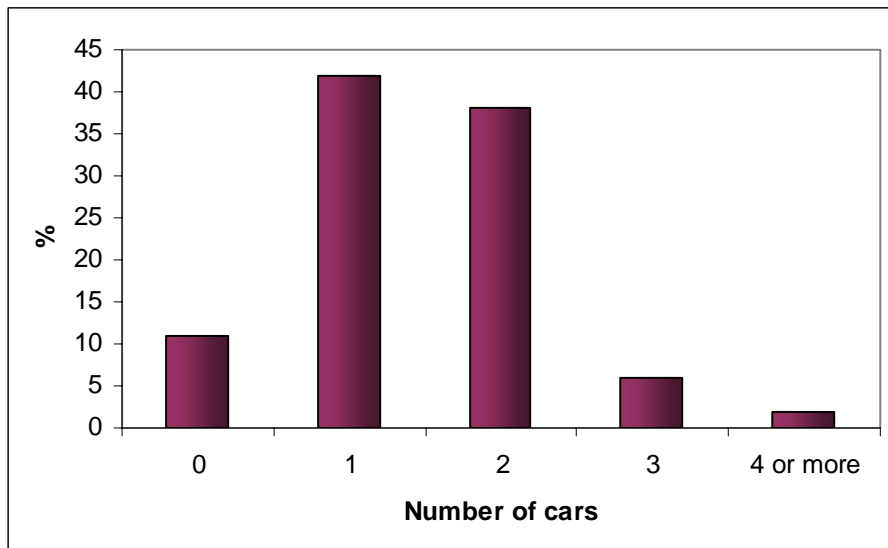


38% of respondents were aged between 50-64 yrs old and 28% were over 65 years old. Just 6% of respondents were under 25 years old, 11% were 26-39 years old and 14% were aged 40-49 years old.

Q10 Are you..?

60% of respondents were male and 40% were female

Q11 How many cars are in your household?



The highest percentage of respondents (42%) had one car per household, followed by 38% who had two cars. 6% of respondents had 3 cars per household and 2% had 4 or more cars per household. 11% of respondents said they had no car in their household.

This is broadly reflective of the number of cars per household in Worcestershire.

Any other comments?

Many respondents wrote detailed comments in the free text question at the end of the survey.

Comments focused around congestion, road maintenance, the poor quality of public transport, the need to have an integrated public transport system, the high cost of public transport and the lack of services especially in the evening. Some respondents were in favour of ring roads and bypasses being built to prevent town centre congestion, ideas included a new river crossing in Worcester and a bypass in Stourport upon Severn. Another common response was the cost of car parking and the inconvenience caused by illegal parking on cycle paths and pavements.

Respondents were concerned about their safety when walking or cycling on rights of way and although some respondents thought that public rights of way should be improved, others thought that investing in cycle routes was a waste of money because of the lack of use.

Some respondents thought that the park and ride scheme was a good idea, the need for more park and rides was mentioned. A specific concern was the lack of access to hospitals, many people were concerned they could not reach hospitals via public transport, it was suggested a park and ride scheme to the hospital would be a good idea.

Comments were also made about road safety, especially speeding and inconsiderate drivers, however some respondents thought that traffic calming measures such as speed cameras, speed bumps were inappropriate and ineffective. Speed cameras were seen as a source of revenue rather than a traffic-calming device. A lot of respondents mentioned their concern over the proposal to reduce the speed limit on the Redditch dual carriageways – it was considered by many that this will just lead to congestion and traffic jams and many respondents saw no problem with the current speed limit. Many respondents were concerned that there are no real alternatives to the private car available and therefore money should be invested in making improvements for the car driver, however other respondents were concerned about pollution and the environment and the awareness that building more and more roads was perhaps not the solution.

Some comments include:

- Park and Ride – best thing since sliced bread. Park and Ride Kidderminster – more advertising.
- Reliability and journey time are the main factors that decide how I travel. I gave up going to Birmingham airport by train because it took several hours to travel just 45 miles.
- Child bus fares rose dramatically last year – this does not encourage use of public transport.
- Worcestershire needs to catch up with other areas that provide cheap, modern public transport
- In Malvern the bus operators change routes and services so often we never know where they are going or when!!

- I regularly feel threatened on my bike by motorists. I believe the reason is ignorance rather than bad will. Could driving schools be encouraged to make a point of teaching how to handle cyclists on the road?
- It is vital that public transport is made more reliable and cheap so that people are encouraged to use it. Trains, which I use regularly, are late 90% of the time and buses are unpredictable.
- Public transport needs to be joined up. E.g. buses need to frequently go to and from Shrub Hill to areas of the city.
- Do not penalise private car use when there is no regular alternative.
- Cycle routes need to be expanded to actually connect major towns and cities without having to come into contact with other traffic.
- As regard to changing speed limits on Redditch highways I think this is a very poor idea. Redditch has a very good record of safety on these roads and traffic moves quickly and easily. The roads were produced with these limits in mind. If people choose to walk and cross these roads then more should be done to provide bridges or underpasses or address who people are walking on main roads. Why is it always the motorist who should suffer?
- It is about time the main road user was thought about in any transport plan. Instead of wasting money on bus lanes and cycle routes, why not invest the money on free car parks and removing congestion causing traffic lights. The speed camera partnership is not working. It has been shown numerous times that its main aim is to raise revenue, with safety as a side issue.
- Need comfortable, sheltered bus and train waiting areas, with refreshment and toilets in bus and train stations. Need more staff around in stations for safety and queries.
- Public transport has a key role to play in improving the environment by tackling climate change. However it must be safe, frequent, reliable and affordable.
- I agree with speed limits however in my opinion the County Council has applied 30mph speed limits on many sections of road where 40mph should be appropriate.
- A park and ride site on the Pershore side of Worcester would be good, plus a minibus service to Worcester Royal Hospital from the park and ride site.
- My wife and I have use bicycles regularly to commute to work since 1989. The deterioration in the state of the roads is very noticeable. Also the increase in traffic on rural roads, in particular heavy lorries. We try to cycle through winter but the damage to our bicycles through potholes is very worrying.

A full list of comments can be found in Appendix 4

