

Cabinet Meeting 28/06/07
Appendix 2

Wyre Forest District Council: Schedule of Responses to Draft Worcestershire Integrated Passenger Transport Strategy.

Relevant Section	Head of Planning Health & Environment's Comments
<u>Introduction - Pages 10 – 11.</u>	
P.10. Paragraph 5.	Support for the forward thinking approach and timescale of the Strategy.
P.10 Paragraph 8.	Support for effective partnership working to deliver cross boundary services.
P.11. IPTS Objective 1	It is considered that the first objective for promoting a public transport network should also refer to safety and convenience factors.
<u>Background – Pages 12 – 21</u>	
P.12. Paragraph 6	Note the reference to and links with the West Midlands Regional Spatial Strategy.
P.13. Paragraph 2	Support for the framework for investment in, and action to improve, the public transport network over the next five years.
P.15 - Section 1.3 – Sustainability and Environment. Paragraph 2.	Note the reference to the Strategic Environmental Assessment (SEA). Also the statement that where appropriate the SEA recommendations have been considered in the production of the Draft IPTS. Would suggest that this evidence should be made publicly available in a supporting document under the requirements of the SEA Directive.
Page 17 – 18. Section 1.5 – Approach to Regulation. Paragraph 2.	Support for infrastructure improvements such as bus priority measures to generate more income that can be reinvested in newer buses, more frequent services and/or new routes.
P.17. Last paragraph.	Note the reference to the Transport Act 2000 and the formal powers to intervene in the operation of commercial bus services. In particular the use of Statutory Bus Quality Partnerships. It is considered that more effective use of these powers should be made within the Wyre Forest District where the influence of the Bus Quality Partnership has

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P.18. Paragraph 2.	lessened in recent years. WCC's preference for a voluntary approach is noted. However, the effectiveness of this approach should be carefully considered for the future timescale of the Strategy.
P.18. Paragraph 4.	Support for the expansion of WCC's in house fleet. Particularly where it might be used to provide local bus and school services.
Page 19. Section 1.6 Partnership and Consultation. Paragraph 1.	Note the legal duty to provide free school transport at the start and end of the day for all children attending secondary schools from September 2008. This is considered to be very important for the Wyre Forest District in light of the 2007 Wyre Forest Schools Review.
P. 20. Integration.	Note the reference to the Worcestershire Accessibility Partnership. The District Council would wish to be involved in this.
Page 20. Performance management and monitoring.	Integration between transport provision and land use planning will be a key consideration in the development of the District's Local Development Framework.
Page 20. Performance management and monitoring.	Support for this overall approach. However, note again the reference to the Worcestershire Accessibility Partnership. It is considered that more details are required on this within the final strategy document. It is also essential to involve all of the Worcestershire District's in this partnership.
<u>Section 2 – Vision and Objectives</u>	
Page 22	Support for the overall Strategy vision.
<u>Section 3 – Strategy and Actions</u>	
Page 26.	Support for the modular approach proposed in the strategy. This conveys a holistic and integrated approach.

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Page 30. Module 1 – Stage 1: Performance Appraisal and Proposal Development. Paragraph 2	Note reference to the Accessibility Strategy. The Wyre Forest District Adopted Planning Obligations Supplementary Planning Document uses accessibility mapping as a basis for securing developer contributions towards the Accessibility Strategy. Perhaps this section should include a reference to this approach?
Page 31. Area Reviews (1) Appraisal of Existing Performance.	Note the reference to the area reviews as a mechanism for appraising the performance of the transport network and as a means of developing enhancement measures. A network review has already been undertaken for the Wyre Forest District in 2006/07. Therefore, the District Council fully anticipates some enhancement measures to come forward for the District within the near future.
Page 32. Joint Members Forum Approval	Full support for this approach.
Page 33. Module 2 – Integrated Passenger Transport Strategy Schemes: Development & Design.	It is considered that more details on partnership working and consultation on the design of schemes are required here.
Page 42. Module 3 – Establish a Delivery Process and Programme.	The full Strategy should include more details relating to partnership working, with an emphasis on consultation process.
Page 45. Module 4 – Procurement & Funding.	Support for a possible partnership approach with suppliers.
Page 51 – Other Funding Bodies. Paragraph 7.	Note the reference to District and Borough Councils here. It is considered that the reference to the “Development Control Strategy” needs updating to reflect Wyre Forest District Council’s Adopted Planning Obligations Supplementary Planning Document. This sets out the District Council’s approach to negotiating contributions towards the Accessibility Strategy from new developments.
<u>General Comments</u>	
<ul style="list-style-type: none"> • Resources 	Will the Strategy be needs led or budget led? The principle of the strategy is valid and

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<ul style="list-style-type: none"> • Links with rail services • Wyre Forest Bus Services • Social Inclusion • Information Provision • Sheltered Housing 	<p>appropriate but will be expensive to produce.</p> <p>Increasing the number of buses that serve Kidderminster Rail Station. This will help to alleviate increasing parking problems around the station and reduce disruption to local residents.</p> <p>Wyre Forest District would appear to be unfairly under funded. To obtain funding from AWM a proper case will need to be put together for infrastructure schemes.</p> <p>Direct routes to the hospital. Lack of evening bus services for Kidderminster's night time economy. There are no buses available for people working early or late shifts.</p> <p>There have been many changes to bus times and routes; therefore people are confused as to what services are available. In particular there have been many changes in the rural areas and problems are worsening. There is a real need for regular and reliable services.</p> <p>Elderly residents in sheltered housing are afraid of losing their public transport. Reduced services are causing problems with people arranging surgery appointments.</p>