



## Report for LTP2 Questionnaires:

October 2005

Prepared by Transport Policy, Environment and Transport Directorate – December 2005



## Suffolk County Council Local Transport Plan 2006 - 2011 Questionnaire

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This report details the results of the questionnaires distributed for Suffolk's second Local Transport Plan (LTP2). Of 1200 questionnaires distributed 200 were returned providing a response rate of 16.7%.

### Summary of Results

- Vehicle ownership was determined and despite the cycle ownership rate being the highest, the modal share of daily vehicle usage resulted in the car being four times that of the cycle.
- There was a good proportion of 'daily' sustainable modal share, with the car accounting for only 44%.  
*(This is very favourable compared to the 74% car share obtained from the 2005 'Travel to Work' survey, which involved over 5000 respondents across seven organisations.)*
- Improving Public Transport was ranked top with improving road safety and maintenance ranked second and third respectively.
- The top five ranked transport investments include Lowestoft first and second, with Bury St Edmunds third, fourth and fifth. The first to fourth placing regard congestion and facilities for cyclists and pedestrians for these two towns.  
*(It was intriguing that this should be the case and further investigation of the 'spread' of responses from across the county proved the responses not to be biased in this way. Page 3 illustrates.)*
- The 'relieving' of congestion prioritised capacity improvements and parking restrictions over modal shift focused solutions.
- Public Transport improvements prioritised demand responsive services in rural areas followed by improvements in information and cost. Bus priority measures ranked fourth with connections between services ranked last in the list of ten solutions.  
*(This contradicts the Transport Forum result, which ranked Accessibility via public transport, surrounding the poor co-ordination of services at interchanges and the lack of 'through-ticketing' options' in the top five specific issues).*
- Shared Space ranked top for improving cycling and walking facilities, which involves mixing non-motorised users (NMUs) with motorised traffic. Segregation of NMUs and interchanges for NMUs followed 'shared space' in the rankings with road safety concerns ranked lowest of the options.  
*(This contradicts the Transport Forum result, which ranks road safety concerns for cyclists, pedestrians, older people and children as the top priority issue.)*
- Road Safety measures ranked speed and driver training over facility provision for cyclists, with the targeting of junctions with high accident rates ranked ninth out of ten.
- The introduction of HGV parking measures were considered the most important in reducing the impact of freight transportation, whilst encouraging the movement of freight by rail was ranked the lowest.
- The maintenance of Suffolk's road network was prioritised in reverse order of hierarchy, therefore minor roads were considered the most important roads down to main roads as the least important.  
*(This could be interpreted as SCC successfully maintaining the main roads and therefore the perception is that the minor roads require more attention than the main roads.)*
- Measures aimed at helping people living in rural areas to travel prioritised demand responsive transport over pedestrian movements via Rights of Way and pavements. The restriction of lorries to the most 'appropriate' roads was ranked lowest.
- Quality of Life transport proposals prioritised 'Shared Space' followed by the restriction of cars in residential areas, with speeding vehicles and the negative impacts of traffic ranked lower. Improving air quality was ranked eighth out of nine and the restriction of lorry movements ranked the lowest in terms of quality of life.

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## Detailed Results

Average vehicle ownership of respondents: -

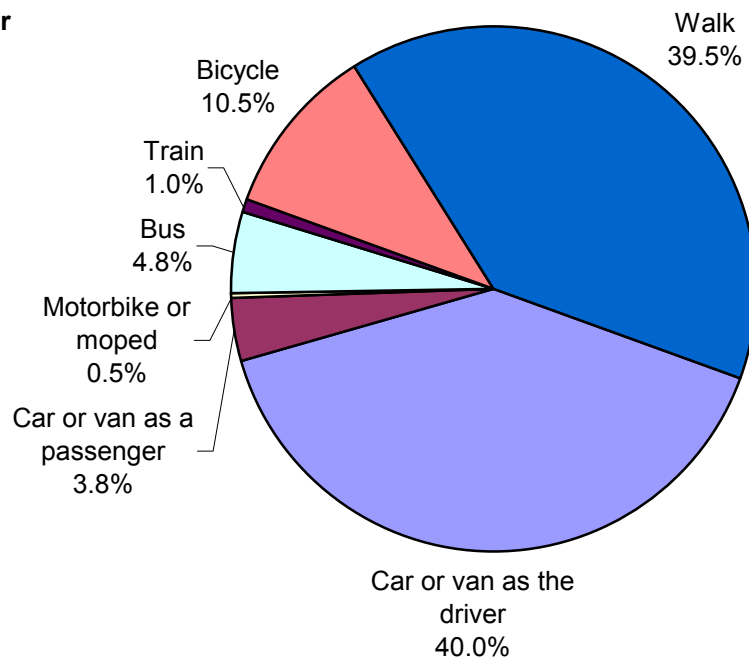
Number of cars or vans owned by your household	1.14
Number of motorbikes or mopeds owned by your household	0.06
Number of bicycles owned by your household	1.32

Table 1 details the number of responses to "How often do you travel by the following modes of transport?"

Table 1	Every day	At least once a week	At least once a month	A few times a year	Never	*Don't know
Car or van as the driver	84	58	5	1	8	41
Car or van as a passenger	8	57	26	22	6	78
Motorbike or moped	1	2	1	3	84	106
Bus	10	19	19	51	22	76
Train	2	8	28	70	15	74
Bicycle	22	43	15	23	31	63
Walk	83	47	9	4	1	53
Other	0	0	0	9	7	181

\*For analysis purposes, the 'Don't know' column has been completed when respondents have not ticked a relevant column.

**Chart 1: Modal Split for 'Every day' responses**



For question 1, respondents were asked to rank in order of importance, the following list of transport priorities obtained from previous LTP2 consultations, with 1 being the most important, 2 the next most important and so on. The aggregated results prioritise as follows: -

Q1. Transport Priorities	Priority
Improving public transport	1
Improving road safety	2
Maintaining roads and pavements	3
Improving cycling and walking facilities	4
Better access for all to employment, education, shops and leisure	5
Reducing peak period congestion	6

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For questions 2 to 10 inclusive, respondents were asked to tick the box that best described the priority given to each of the actions that were proposed within LTP2. The scale used for the questionnaire has been numbered for analysis purposes and the average score calculated for each action. The following tables detail the statement posed and the rankings of the relevant options from the highest to the lowest priority.

<b>Q2. The following areas are our highest priority for transport investment.</b>	<b>Priority</b>
Relieve congestion in and around Lowestoft	1
Improve public transport, walking and cycling facilities in Lowestoft	2
Relieve congestion in and around Bury St Edmunds	3
Improve public transport, walking and cycling facilities in Bury St Edmunds	4
Develop public transport between West Suffolk and Cambridge	5
Improve public transport in Ipswich	6
Improve facilities for pedestrians and cyclists in Ipswich	7
Relieve congestion in and around Ipswich	8
Improve transport access to the ports of Felixstowe and Ipswich	9
Manage the A14 to improve road safety	10
Encourage investment in railways	11
Minimise the impact of traffic in market towns, villages and rural areas	12
Maintain the road network	13

<b>Q3. The following policies are aimed at relieving congestion in town centres.</b>	<b>Priority</b>
Introduce electronic control systems to improve traffic flow in our major towns	1
Implement clear parking restrictions to prevent hold-ups for other road users	2
Work with major employers to introduce sustainable travel plans for their workers	3
Improve walking and cycling routes in and around town centres	4
Encourage car drivers to use other modes of transport for some journeys	5
Redesign the public transport network to attract new users	6
Work with parents and schools to encourage sustainable modes of travel to school	7

<b>Q4. The following improvements to the public transport network are aimed at making bus and rail travel more attractive to all users.</b>	<b>Priority</b>
Replace rural buses with demand responsive small vehicle services	1
Real time passenger information displays at the busiest bus stops	2
Extend the free Ipswich shuttle bus to serve the railway station	3
Implement bus priority measures at junctions to improve punctuality and reliability of services	4
Improve waiting facilities at bus stops	5
Better promote the bus services to attract new users	6
Redesign the urban public transport network to attract new users	7
Provide better information about bus and train services	8
Work with public transport operators to raise standards of service	9
Better connections between bus services and between buses and trains	10

<b>Q5. The following improvements to walking and cycling facilities are aimed at providing viable alternative modes of transport.</b>	<b>Priority</b>
Create "Shared Spaces" where pedestrians, cyclists and other traffic can mix safely	1
Maximise the use of bridleways as part of a joined up cycle network	2
Improve on-road facilities for cyclists	3
Improve the Public Rights of Way network (footpaths and bridleways)	4
Better promote the benefits of cycling and walking	5
Provide better walking and cycling links to public transport	6
Provide a separate network of cycle tracks and pedestrian footways	7
Improve the condition of pedestrian pavements	8
Improve road safety for cyclists and pedestrians	9

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Q6. The following measures are aimed at improving road safety.	Priority
Reduce traffic speeds on our roads	1
Provide more education and training for all road users	2
Improve on-road facilities for cyclists to increase their safety	3
Increase the frequency of safety checks on lorries travelling through Suffolk	4
Maintain the road network and road signs to a good standard	5
Provide safe pedestrian and cycling routes to places of work	6
Provide safety training for children in schools	7
Reduce traffic congestion and speeds outside schools	8
Target junction improvement schemes at sites with high accident rates	9
Provide safe pedestrian and cycling routes to schools	10

Q7. The following measures are aimed at reducing the impact of freight transportation through Suffolk.	Priority
Introduce measures to control indiscriminate parking of lorries	1
Increase the frequency of safety checks on lorries travelling through Suffolk	2
Better manage incidents on the A14 in order to maintain traffic flow	3
Encourage lorries to use the most appropriate roads	4
Encourage the movement of freight by rail	5

Q8. The maintenance of the road network is aimed at improving road safety and encouraging economic growth.	Priority
Maintain the county's minor roads to a high standard	1
Maintain the county's secondary roads to a high standard	2
Manage maintenance to minimise the impact of roadworks on road users	3
Maintain the county's main roads to a high standard	4

Q9. The following measures are aimed at helping people get about in rural areas.	Priority
Replace traditional buses with demand responsive small vehicle services	1
Improve the Public Rights of Way network (footpaths and bridleways)	2
Provide new pavements at priority sites to improve pedestrian access to local services	3
Reduce traffic speeds to combat resident's concerns about the dangers from road traffic	4
Improve the condition of pedestrian pavements	5
Improve access for all to employment, education, shops and leisure	6
Minimise the impact of traffic in market towns, villages and rural areas	7
Restrict lorries to the most appropriate roads	8

Q10. The following is a list of transport proposals aimed at improving your quality of life.	Priority
Create residential areas where pedestrians, cyclists and cars can mix safely (Shared spaces)	1
Improve the local Public Rights of Way network	2
Review car parking provision in residential areas	3
Improve the condition of pedestrian pavements	4
Relieve local traffic congestion	5
Reduce traffic speeds to combat resident's concerns about the dangers from road traffic	6
Reduce noise and vibration caused by traffic	7
Improve air quality	8
Restrict lorries to main roads	9

**Q11. Additional Comments:** Respondents were asked for any additional comments regarding transport issues in Suffolk and similar 'themes' emerged.

**Congestion:** Comments were typically focused around Ipswich with the town centre, the A14 and the A1214 mentioned specifically. The third river crossing proposal for Lowestoft was raised too.

**Accessibility:** Comments predominantly comprised issues relating to public transport with buses the main focus. Most aspects of service quality were mentioned including network coverage, cost of travel, times of travel, reliability and cross county boundary issues. Safe cycle networks were also mentioned along with Public Rights of Way.

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**Road Safety:** Speed related issues dominated comments, from excessive/dangerous speeds cited for some roads, to comments calling for a speed limit review for the county's roads due to 'inappropriate' limits set for some (including limits set too low). Additionally, comments regarding the restriction of lorry movements featured too.

**Environment & Air Quality:** Comments typically related to the preservation of Suffolk's countryside by restricting 'inappropriate traffic' such as HGVs and speeding vehicles. Walking and cycling appeared welcome in rural areas, with infrastructure such as pavements required for residents to enable safe access to their local shops and services. Additionally, congestion related air quality concerns were raised.

**Maintenance:** Comments predominantly related to poor road condition with inappropriate heavy traffic cited as the main cause. The number of and the types of sign were raised as areas of concern, as well as the restricted visibility of signs due to overgrown foliage.

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## The Locations of Questionnaire Respondents

