

Communities Overview and Scrutiny Committee

Date: Wednesday 12 April 2023
Time: 2.00 pm
Venue: Committee Room 2, Shire Hall

Membership

Councillor Jeff Clarke (Chair)
Councillor Jonathan Chilvers (Vice-Chair)
Councillor Richard Baxter-Payne
Councillor Jackie D'Arcy
Councillor Jenny Fradgley
Councillor Dave Humphreys
Councillor Bhagwant Singh Pandher
Councillor Tim Sinclair
Councillor Mejar Singh
Councillor Andrew Wright

Items on the agenda: -

- 1. General**
 - (1) Apologies**
 - (2) Disclosures of Pecuniary and Non-Pecuniary Interests**
 - (3) Chair's Announcements**
 - (4) Minutes of Previous Meeting** 5 - 14
- 2. Public Speaking**
- 3. Questions to Portfolio Holder** 15 - 16
 - (1) Economic Development Update** 17 - 44
- 4. Q & A with Severn Trent Water and the Environment Agency**

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9.	Urgent Items	

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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- Leave the meeting room until the matter has been dealt with
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Non-pecuniary interests relevant to the agenda should be declared at the commencement of the meeting.

The public reports referred to are available on the Warwickshire Web
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Any member of the public who is resident or working in Warwickshire, or who is in receipt of services from the Council, may speak at the meeting for up to three minutes on any matter within the remit of the Committee. This can be in the form of a statement or a question. If you wish to speak please notify Democratic Services in writing at least two working days before the meeting. You should give your name and address and the subject upon which you wish to speak. Full details of the public speaking scheme are set out in the Council's Standing Orders.

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Communities Overview and Scrutiny Committee

Wednesday 8 February 2023

Minutes

Attendance

Committee Members

Councillor Jeff Clarke (Chair)
Councillor Jonathan Chilvers (Vice-Chair)
Councillor Richard Baxter-Payne
Councillor Jenny Fradgley
Councillor Dave Humphreys
Councillor Marian Humphreys
Councillor Bhagwant Singh Pandher
Councillor Tim Sinclair
Councillor Andrew Wright

Portfolio Holders

Councillor Andy Crump, Portfolio Holder for Fire & Rescue and Community Safety
Councillor Heather Timms, Portfolio Holder for Environment, Climate and Culture

Officers

David Ayton-Hill, Assistant Director – Communities
Kimberley Fraser-Bell, Strategy and Commissioning Manager (Economy & Skills)
Tristan Hall, Section Manager (Delivery Lead) Project & Programme Management
Isabelle Moorhouse, Democratic Services Officer
Margaret Smith, Lead Commissioner - Transport Planning
Scott Tompkins, Assistant Director for Environment Services

1. General

(1) Apologies

Councillor Mejar Singh was substituted by Councillor Marian Humphreys
Councillor Jackie D'Arcy
Councillor Martin Watson (Portfolio Holder – Economy)

(2) Disclosures of Pecuniary and Non-Pecuniary Interests

None.

(3) Chair's Announcements

The Chair noted that Severn Trent Water and the Environmental Agency will be attending

April's meeting to answer questions. Please can all questions to them be submitted by the **5th April at the latest**

The Chair introduced Kim Fraser-Bell as the new Economy and Skills Manager.

(4) Minutes of Previous Meeting

It was noted that two items in the previous minutes needed to be added to the work programme.

The minutes were approved as an accurate record.

2. Public Speaking

None.

3. Questions to Portfolio Holder

None.

(1) Economic Development Update

David Ayton-Hill (Assistant Director – Communities) summarised the following points:

- Milestones had been achieved in several projects
- The Small Capital Grant programme for businesses had provided a grant to its 100th business. This grant was to help small businesses grow. £2.3 million had been invested and this unlocked £4.5 million in private investment and 210 jobs in Warwickshire
- Businesses must match funds with their own contributions for the programme
- The Business Support programmes which helps businesses to start, grow and scale up businesses had helped its 1000th businesses since its inception in 2016
- Performance metrics will be available in April's report
- Two new programmes were being launched: the Digital Creative Co-Investment Fund and Green Recovery Grant scheme. These were funded by leftover Covid-19 grants.
- The Digital Creative scheme helped small gaming industries access finance and get them marketing opportunities
- The Green Recovery scheme will help businesses who struggled during the pandemic with energy bills. This will include green energy grants e.g. solar panels to make them more energy sufficient
- Part of the WRIF includes the Business Investment Growth pilot, which provides large loans to businesses
- There is the Local Communities and Enterprise pillar, which is for small businesses and start-up enterprises
- The Property and Infrastructure Fund is the third element of the WRIF, and this provides loans to enable new employment on sites that could help investors provide infrastructure. This will be launched at the UK Real Estate Investment & Infrastructure (UKREIIF) event in May 2023

In response to Councillor Jenny Fradgley, David Ayton-Hill stated that the companies who were awarded grants were worked with closely to help them succeed. Only a few businesses

had to return their grants and only one business to date has failed and closed.

Councillor Tim Sinclair informed the committee that there was a small digital exhibition at the Leamington Pump Rooms. In response to Councillor Sinclair, David Ayton-Hill stated that they were working on a new economic growth plan because the previous one was approved in February 2020. The finding of the peer review said that the new strategy should be for Warwickshire and not just WCC. Drafting around priorities and objectives was done and they focused on three core elements (inclusive growth and levelling up, prosperous growth, and sustainable growth). These themes will be populated and sent out for consultation with businesses. A draft will be ready in late March-early April 2023.

In response to Councillor Marian Humphreys, David Ayton-Hill confirmed that the borough and district councils were worked with and were part of the different programmes, including the Business Support ones. Numbers may not look proportionate because there were more businesses in Stratford District than North Warwickshire. Work was done proactively to raise these numbers. Nuneaton and Bedworth Borough businesses were engaging least with WCC (although still good numbers) and WCC, the Growth Hub, the Chamber of Commerce, and the FSB (Federal of Small Businesses) were looking at different ways to reach out and engage businesses there, including a successful business 'open day' at Nuneaton & Bedworth Borough Council recently.

David Ayton-Hill agreed to provide details on sessions held in North Warwickshire.

In response to Councillor Dave Humphreys, David Ayton-Hill stated that there, WCC focused on small/micro enterprises up to medium-sized enterprises. Work was done with larger ones if there were inward investment opportunities. Business Support programmes focus on small/micro start-up businesses, and they were reached indirectly and directly e.g. directly would be a marketing advert via social media or holding events. Indirectly would be through the Chamber of Commerce, FSB, or any other intermediary. There is a deficiency of smaller units for smaller businesses to use in North Warwickshire, so WCC were looking at opportunities to build smaller units to enable this.

David Ayton-Hill noted it would be useful for committee members to push the message out that WCC would support smaller businesses cross-county.

In response to Councillor Richard Baxter-Payne, David Ayton-Hill said that there were business advisors at WCC who could speak to businesses if there was not enough security for a loan. Any business who wanted a loan but who were not sure they could get one should contact WCC.

The Chair suggested using the Communication Team to try and communicate with businesses in Nuneaton and Bedworth and North Warwickshire boroughs.

(2) EDS Dashboard

In response to Councillor Baxter-Payne, Margaret Smith (Lead Commissioner - Transport Planning) stated that they were looking at different bus routes with operators to ensure that they matched WCC's longer term plan for Nuneaton town centre's regeneration. There were issues with traffic flow in Nuneaton because there was gyratory that needed to be fixed on Bond Street. They were planning to link this with a bus route via Abbey Street.

In response to Councillor Sinclair, Scott Tompkins (Assistant Director – Environmental Services) informed the committee that Clopton Bridge was meant to have a set of traffic

signals that were going to be funded by S278 money. The cost of the scheme ended up costing a lot more than the S106 money provided. Traffic surveys will now be done regarding traffic in/around Stratford; this will be used to inform WCC of the options available for a scheme at the site. However, two previous studies were done that said that the only option for any mitigation in a future with high levels of traffic was to signalise the bridge. The scheme may be delivered in two phases (pedestrian and cycling improvements first to encourage a modal shift). It was important not to lose any S106 funding so a scheme must be developed this year; timescales for the project were unavailable but construction will not happen until 2024 because of the other works happening in Stratford.

Following a supplementary from Councillor Sinclair, Scott Tompkins confirmed that Stratford's transport group will be involved in the scheme with local members so options could be looked at. The impact of HGVs using alternative roads to the Clopton Bridge would need to be looked at.

Following a question from Councillor Jonathan Chilvers, Margaret Smith stated that schemes two and three were likely differently rated because of road space allocation and how much space workers had to do the work as this affected timing. This was not design related.

Scott Tompkins added that there was a difficulty with road space due to different contractors wanting to start their scheme on the network. Road closures cause a lot of problems and there were several S278 schemes competing for road space.

Mark Ryder (Strategic Director – Communities) said that future EDS Dashboard's will say why a scheme is coloured the way it is.

The Chair noted that utilities needed to get onto the network and close roads to resolve issues e.g. a burst pipe and this could disrupt the network. They also will take priority over work contractors will do.

Scott Tompkins agreed to get information regarding the scheme is Councillor Fradgley's area after the meeting.

4. Joining up 'trunk' bus routes with demand response bus services

David Ayton-Hill stated the following points:

- Trunk bus routes were main bus routes that were operated by private companies who could make a profit running those routes
- Demand response transport will pick up residents who book it in rural areas and who were more dispersed
- On WCC's bus service improvement plan, it set out how it was looking to improve its bus services
- There is the enhanced partnership in place to push this forward, but WCC was unsuccessful in securing any funding in the Service Improvement Plan in 2022
- However, work will continue but there will be funding constraints

In response to Councillor Chilvers, Margaret Smith said that there were known reliability issues and Stagecoach had attended a meeting with the Bus Services working group discussing this. A lot of bus drivers were leaving to become HGV drivers because the pay was better. Stagecoach was undertaking driver training and recruitment and if the recruit left soon after training left then they would have to pay some of the money back invested on them.

David Ayton-Hill added that this was a similar problem with train drivers too. WCC were looking at promoting train and bus driving at job fairs.

Following a supplementary from Councillor Chilvers, Margaret Smith stated that via the BSIP (bus services improvement plan), they need to say what they want to see in an ideal world. Table 1 in the paper is part of the core network with high frequency services but reality does not always match aspiration. This is primarily a commercial network, WCC has limited funds, so they must try to put these in places where they would have the maximum impact. It would be better for a new trunk route to be implemented to connect urban areas who do not have one yet as there would be more people using and wanting to go to the same destination.

Councillor Sinclair noted that the lack of reliability with drivers being available to drive buses was a main issue. It was agreed that WCC officers in contact with Stagecoach would provide a summary of the performance and the issues that were being faced.

In response to Councillor M Humphreys, Margaret Smith noted that it was a priority of the BSIP for there to be one ticket for a whole journey on the bus, even if it was with different companies. This would start with internal journeys around Warwickshire before seeing if this could be branched into the West Midlands.

Mark Ryder added that meetings were held with Transport for West Midlands who were for this idea. This should help reduce ticket prices for commuters too.

In response to Councillor Chilvers, Scott Tompkins said that currently WCC subsidises services where passenger numbers are low making this commercially non-viable. In some cases, WCC are subsidising near empty bus services and in these areas replacing the service with DRT can be very successful. As DRT proves successful, WCC would look to invest more into DRT and potentially reduce subsidies.

Following a supplementary from Councillor Chilvers, Scott Tompkins stated that they would need to collect passenger data in the future to move this forward but were not doing it now.

5. NUCKLE Line update

In response to Councillor Baxter-Payne, Margaret Smith noted that there was already an hourly service between Coventry and Nuneaton, and it had been planned to be every 30 minutes for a long time. However, this would only be possible with another platform. Several reviews had been done and the costs of the scheme increased. Coventry City Council are the scheme lead and they were looking at bringing it forward as part of the wider master plan proposal for the City Centre. This was not done because of the cost increases. Another problem was the commitment for that second train per hour came as part of the West Midlands trains franchise. Post-Covid, it was unknown what support rail operators would get from central government. They needed to make savings which included cutting existing services; therefore, they were unable to commit to a new train service. WCC is very limited by what it could do as it was in Coventry and due to the state of train services at present, nothing would happen in the short term.

Midlands Connect were leading a piece of work, looking at a new direct connection between Coventry and Leicester. This would be twice an hour so WCC were looking at how they could work with partners across the wider rail industry to keep this on the agenda and move it forward.

In response to Councillor Bhagwant Singh Pandher, Margaret Smith said that they had not actively looked at reopening a train station in Exhall in the train strategy plan, but this will be looked at to see if it is possible. There may be constraints though as there were already two new stations at Coventry Arena and Bermuda in Nuneaton.

Following a question from Councillor Chilvers, Margaret Smith stated that when there were franchises, they would be able to speak to prospective bidders and they would be able to barter for two trains per hour. This system of franchising will not continue, and Great British Rail would come in. WCC is part of the West Midlands Railway Executive who speak to the DfT on behalf of local authorities.

In response to the Chair, Margaret Smith stated that WCC works with Coventry but as Coventry are the lead authority, they, and the West Midlands Combined Authority (WMCA) oversee contractual arrangements and funding. WCC officers attend the Project Board meetings and WMCA financed it with some private investors for a car park. There was an outstanding residual amount which it was agreed that this would be put towards a bay platform. However, there was now not enough money for a bay platform. It was clarified that this project would not go ahead anytime soon.

In response to Councillor Baxter-Payne, Margaret Smith stated that conversation would be needed with Coventry to see if this money could be used to increase the current line to two trains per hour. However, this was limited by a lack of driver availability.

Margaret Smith clarified that the contracts would be renewed in 2026.

6. Transport Scheme Evaluation

David Ayton-Hill stated the following points:

- This report came from a request by the committee to see how schemes were looked at lesson learnt from them for future schemes
- The review showed that there was not a consistent approach to monitoring and evaluating all WCCs schemes. It depended on the scheme, funding source, and level of funding
- Monitoring and evaluation were done for road safety schemes by using evidence to identify priority sites based on the number of injury/personal injury collisions. Schemes were installed and monitored to see if it had a positive impact on reducing/eliminating collisions
- For big capital schemes (e.g. through the DfT), WCC will have a significant evaluation programme that meets the needs of the funding body and respond to requests that they make on how WCC delivers the schemes
- There was not a consistent approach to this either so in the future WCC plans to make evaluations for these kinds of schemes consistent
- Recent technological advances and investment in technology within WCC has improved transport monitoring equipment so it has sensors and can monitor the most travelled directions. This has also helped a more consistent approach happen with monitoring schemes

Councillor Sinclair praised the report. In response to Councillor Sinclair, David Ayton-Hill agreed to show more how lessons learnt helped improve future schemes. If the committee wanted to see the specifics on one particular scheme, then this could be brought to the committee.

Mark Ryder added that WCC's funded schemes will have the same evaluation process as the big capital funded schemes.

Councillor Sinclair suggested that a smaller version of this be provided to the committee in the same way as the EDS Dashboard is presented.

Councillor Chilvers noted that it would be good if for these reports it said whether a scheme was in progress or had not started yet. It was important to know how lessons could be learnt constructively, especially in a consistent approach.

Councillor D Humphreys concurred with this and noted it was important to get this right first time.

The Chair noted that this needed to be incorporated into the committee, but it was important that it did not disrupt/delay planned schemes. Officers agreed that this should not disrupt any schemes as this was the planned formal approach.

In response to Councillor Baxter-Payne, Margaret Smith stated that with, for example cycle schemes, they will plan to see if any new cyclists use that route. For road schemes, they will see what directions people go. Scott Tompkins added that, the teams actively looked for lessons learnt already and applied this to future schemes. For example, with dealing with contractors and making desired changes.

7. 20mph Limits Update

Paul Taylor (Delivery Lead – Forestry & Minorworks) summarised the following points:

- Nine councillors will implement 20mph with their delegated budgets since April 2021
- These schemes were all different geographically and design wise as they needed to be bespoke
- A pilot scheme for the Highways Community Action Fund (HCAF) will be implemented in Henley in Arden and was due to go out for consultation
- Bridge End in Warwick was in the consultation stage of the 20mph scheme
- Signs and road markings were a cheaper alternative to getting 20mph limits installed
- The costs for all the planned schemes still needed to be determined

In response to Councillor Sinclair, Paul Taylor agreed to provide the cost estimates for each scheme and that its impact should be monitored too. They try to determine costs before consultation to see if they are affordable; there was no set criteria to see how lessons were learnt from the scheme.

Scott Tompkins noted that these were very different schemes to the ones reported in the Transport Evaluation item.

Paul Taylor clarified that speed surveys were done before a 20mph was planned to see if they were needed; they had to look at scheme viability versus the statistics of the scheme's need.

Paul Taylor concurred with Councillor Chilvers that speed surveys needed to be done before a traffic calming scheme was implemented so ensure that a scheme was worth implementing.

In response to Councillor D Humphreys, Paul Taylor clarified that the New Arbury blanket approach for a 20mph scheme was an example provided to the 20mph Limits TFG to show the cost and not something planned for installation.

Councillor D Humphreys said that he would like to know what could be done instead for residents in the area.

Following a question from Councillor Sinclair, Paul Taylor said that parameters like speed could be measured. The purpose of a speed reduction scheme would need to be measured by the relevant survey e.g. a speed reduction one or pedestrian count one.

Following a point from Councillor Fradgley, Paul Taylor stated that a popular 20mph limit at the consultation would be quicker to implement.

In response to Councillor Baxter-Payne, Paul Taylor stated that signs alone rarely reduced car speeds so physical traffic calming measures would be needed. In response to Councillor Chilvers, Scott Tompkins confirmed that the Henley in Arden HCAF 20mph limit was in its development stage and more may be trialled after. A report will be brought to Cabinet which will set up a fund for the HCAF to enable easier rollout for this year.

Councillor Sinclair suggested that this item come back to the committee in 12 months to show the successes/failings of the implemented schemes. Paul Taylor said that full surveys normally take three to five years so they would need to do a short traffic survey for this. Scott Tompkins added that implementing these schemes took between 12-18 months due to construction and legalities.

In response to the Chair, Paul Taylor said that in the informal consultation, local residents and businesses were contacted for feedback to the design could be finalised before a TRO is sent out with a formal consultation.

Following a supplementary from the Chair, Paul Taylor confirmed that local sat nav data was available, but it was always sent to the Council out of date, so speed surveys were always done before 20mph limits were implemented.

8. Council Plan 2022-2027 - Quarter 2 Performance Progress Report

Scott Tompkins informed the committee that at a future meeting he would look to provide more detail on the capital programme measure confirming how it is measured. Currently it measures budget annually against forecast which is probably not a good measure of scheme delivery given that many capital schemes are delivered over longer timescales. For example, for a scheme that would take four years to complete, the in-year measurement of performance should be measured against the planned in-year spend and not the entire budget.

In response to Councillor D Humphreys, Scott Tompkins concurred that a scheme's inception could be years before delivery and the cost could be different then the funding obtained for it, so contingency was always put in. Commonly, at an early stage of a scheme, there will be something like 40% contingency and when it gets closer to the delivery date the contingency could be reduced as there are less surprises. An example of when contingency was needed recently was when a high-pressure gas main was in a place builders were told it would not be. Due to inflation in the construction industry and issues with the steel industry, this had become more of a focus for WCC. The Design Services Team will do work on getting better at the feasibility stage and ensuring WCC has the best predictions they can meet before agreeing a budget for a scheme to be delivered.

Mark Ryder added that the uncertainties made it a challenge to predict costs over the next few years.

In response to Councillor Chilvers, Scott Tompkins said that the higher number for domestic abuse instances meant that more people were reporting it and it helped ensure they had the right measures in place to deal with it. Mark Ryder added that domestic abuses reporting was high in 2021 because of Covid-19 and the European Football competition. The 900 figure was domestic abuse cases reported monthly.

9. Communities OSC Work Programme

- NUCKLE line update (when appropriate)
- 20mph limit update (2024)
- Transport Scheme Evaluation Table (quarterly)
- Delegated Budgets Schemes

10. Urgent Items

None.

The meeting rose at 16:07

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Chair

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Communities Overview and Scrutiny Committee

12 April 2023

Questions to Cabinet and Portfolio Holders

Recommendation

That the Communities Overview and Scrutiny Committee considers the forthcoming Cabinet and Portfolio Holder decisions relevant to its remit, asking questions and considering areas for further scrutiny, where appropriate.

1.0 Cabinet and Portfolio Holder Decisions

1.1 The decisions relevant to the remit of the Committee are listed below. Members are encouraged to seek updates on decisions and identify topics for pre-decision scrutiny. They are also encouraged to submit questions to Democratic Services two working days before the meeting, in order that an informed response may be given. The responsible Portfolio Holders have been invited to the meeting to answer questions from the Committee.

1.2 The list was last updated from the Forward Plan on 15th March 2023.

Decision Title	Description	Date	Decision Maker
School Keep Clear Enforcement Zone	A project to enforce all School Keep Clear Zone in Warwickshire. Currently the lines and signs that make up the zones are not enforceable. Works are required to remedy this and an enforcement vehicle leased/purchased to patrol the schools.	14 April 2023	Portfolio Holder Decision
WRIF bids for approval - April 2023	WRIF bids for approval – April 2023	18 April 2023	Cabinet
Tender to establish a replacement Taxi Services Dynamic Purchasing System	Approval is sought from Cabinet to commence an appropriate procurement exercise to establish a replacement Dynamic Purchasing System (DPS) for taxi transport contracts.	18 April 2023	Cabinet
The Draft Warwickshire Food Strategy 2023 - 2026	The purpose of this report is to update Cabinet about the proposed Warwickshire Food Strategy 2023-2026, highlight the engagement that has taken place and present the draft Strategy to Cabinet for its consideration of approval.	18 April 2023	Cabinet
Free Bus Travel (Concessionary Travel) Scheme Review	Five yearly review of the free bus travel scheme for older people and disabled people. Results from the engagement exercise.	18 April 2023	Cabinet
Apprenticeship Funding	To approve the proposed detailed use of the additional £300k pa allocated to support apprenticeships that was contained in the Council Budget resolution in February 2023.	18 April 2023	Cabinet
Historical Delegated Budget	Use of unspent (pre 2018) Delegated Budget capital.	18 April 2023	Cabinet

UK Shared Prosperity Fund	The report will seek approval for the Council to work with the District/Borough Councils to deliver elements of UKSPF funding	18 April 2023	Cabinet
Sustainable Futures Strategy	On 13th October 2022 Cabinet approved the draft Sustainable Futures Strategy and the commencement of a public and stakeholder engagement programme prior to bringing a draft final back in Spring 2023 which is the subject of this item	11 May 2023	Cabinet
WCC's Adult and Community Learning Accountability Agreement (2023-24)	An annual Accountability Agreement is a new product emerging from the government's Skills for Jobs White Paper. It is a two-part document setting the overall expectations of providers in return for the Department for Education's funding investment. Organisations within scope are required to submit to the DfE their agreement for academic year 2023/24 by 31 May 2023. The report seeks approval for WCC's Adult and Community Learning Service's Accountability Agreement (2023/24).	11 May 2023	Cabinet
Pay and Display Machines	Procurement for new Pay and Display Machines	11 May 2023	Cabinet
WRIF bids for approval - May 2023	WRIF bids for approval – May 2023	11 May 2023	Cabinet
A439 Stratford-Warwick Road	DFT Bid Application – Collision Reduction	12 May 2023	Portfolio Holder Decision
WRIF bids for approval - June 2023	WRIF bids for approval – June 2023	15 June 2023	Cabinet

2.0 Background Papers

None

	Name	Contact details
Report Author	Isabelle Moorhouse	isabellemoorhouse@warwickshire.gov.uk
Assistant Director	Sarah Duxbury	

Communities O&S – April 2023

Economic Development Update

The following briefing note provides an update to the Communities Overview & Scrutiny Committee on recent economic development activity in Warwickshire.

It covers work undertaken by County Council officers and partners across a range of services as well as other key pieces of relevant news and information.

CONTENTS

1. Economic Overview
2. Business & Economy Support
3. Employability & Skills Support
4. Sector Development and Inward Investment

Appendix 1: Business News – Major business headlines from around Warwickshire

HEADLINES/ KEY SUMMARY POINTS

- **Launch of Warwickshire Supported Employment Service**

February saw the Launch of our Supported Employment Service which aims to help people with Autism and/or learning difficulties into sustainable employment. A successful launch event was held at our business centre EPIC in Nuneaton with over 50 attendees. So far, the service is seeing high demand with 98 individuals entering the new service in the first few weeks, against a target of 400 individuals being supported over 12 months.

- **Digital Creative Grants approved**

The newly launched WCC Digital Creative Recovery Grant scheme saw 11 full applications received with a total grant request value of £284,525.50. Following the scoring evaluation process 6 applications with a complete project value of £345,265, have been approved for grant offer with a total grant value of £157,757.50.

- **Launch of the Property and Infrastructure Fund (PIF)**

The PIF is the third strand of the Warwickshire Recovery and Investment Fund. The fund received a soft launch in February, with an official launch at UK REiiF in May. PIF will provide loans of up to £10m to support or facilitate the development of employment land within the county, or to help bring forward the necessary site infrastructure to bring a site to market. CBRE were appointed to manage the funder after a competitive tender process. We have already seen a good level of interest with several leads passed over to CBRE to review.

- **Warwickshire Skills Hub 3rd Birthday**

The original concept of the skills hub was to create a physical space which could host partners, educators, and businesses to come together and work in a collaborative way to shape key pieces of work linking to the skills agenda.

Since the launch of the Warwickshire Skills Hub:

- over **1000** businesses have engaged with the skills hub and received over **5000** hours of support.
- The team has grown from just 2 in 2020, to currently **18** members of staff.
- **£1.1** million pounds provided to small and medium businesses through our Apprenticeship Levy Fund
- Created **120** apprenticeships for Warwickshire's young people
- Worked with **66** businesses who have committed to shaping inclusive jobs
- Seen the launch of the new Warwickshire Supported Employment Service which aims to support **400** people with Autism and/or learning difficulties find sustainable, fulfilling employment.

- **New Branding for Invest in Warwickshire**

The inward investment team, invest in Warwickshire, has been working with our colleagues in the equivalent team at Coventry City Council, to develop new branding and marketing materials ahead of key capital and development trade shows MIPIM 2023 and UKREiiF in May.



1. ECONOMIC OVERVIEW

National Overview

- **Gross Domestic Product:** monthly real GDP is estimated to have grown in January by 0.3% after falling by 0.5% in December 2022. Monthly GDP is now estimated to be 0.2% below its pre-coronavirus levels (February 2020).
 - **Services output** - the services sector grew by 0.5% in January 2023 and was the main driver of the increase in GDP. The largest driver of the growth was education, which grew by 2.5% after falling in December 2022.
 - **Production output** fell by 0.3% in January 2023 with manufacturing being the largest negative contributor,
 - **Construction output** decreased by 1.7%, the weakest monthly growth since June 2022. The decrease came from a fall in new work.
- **CPI inflation** rose by 10.4% in the 12 months to February 2023, up from 10.1% in January 2023. The largest upward contributions to the monthly change in CPI rates came from restaurants and cafes, food, and clothing, partially offset by downward contributions from recreational and cultural goods and services (particularly recording media), and motor fuels.
- The Bank of England's Monetary Policy Committee (MPC) raised **interest rates** by 0.25% on its last meeting on 23rd March, this takes the base rate to **4.25%**
- **Average weekly earnings** excluding bonuses were £589 in January 2023 up from £556 in January 2022. In real terms (adjusted for inflation), pay fell.
- **Employment** – 30,049,888 people were in employment in February 2023, up 684,236 from February 2022. The three-month employment rate (Nov 2022- Jan 2023) was 75.7% up 0.1 percentage points from the previous quarter but 0.8 percentage points lower than before the pandemic.
- **Unemployment** - the unemployment rate was 3.7% in the 3-months November 2022-January 2023, lower than the same period last year where it was 4%. The number of people unemployed for over 12-months increased slightly.
- **The value of sterling** fell from 1.3192 US\$ in March 2022 to 1.2224 US\$ in March 2023, falling to its lowest value of 1.0745 in September 2022.

Local Overview

- The **Warwickshire unemployment rate (aged 16-64)** shows a decrease from 3.5% in the year Oct 2020-Sep 2021 to 2.8% in the year Oct 2021-Sep 2022. The local unemployment rate remains low in line with the national rate of 3.7%.

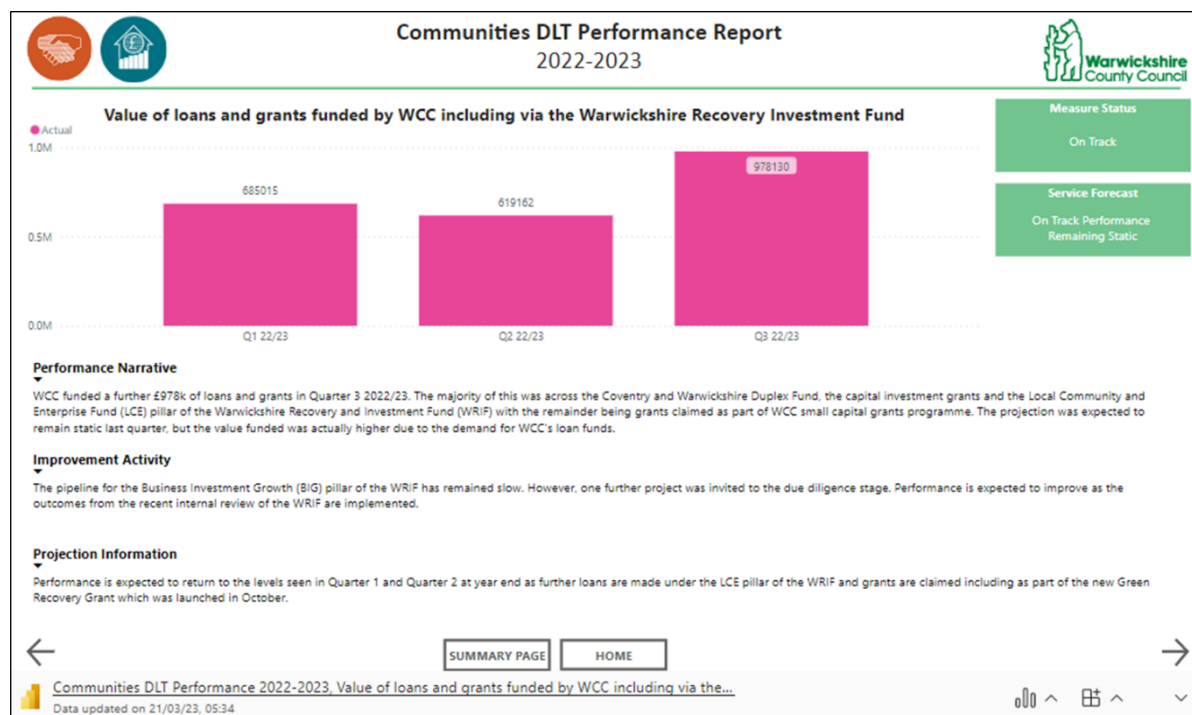
All latest economic updates can be found in the [Economic Recovery Dashboard](#) developed by WCC's Business Intelligence team for CWLEP partners.

2. BUSINESS & ECONOMY SUPPORT

Access to Finance

Overall Performance

WCC had provided a further £978,130 of loans and grants by the end of 2022/ 23 Q3 bringing the total funded this year to £2,282,307.

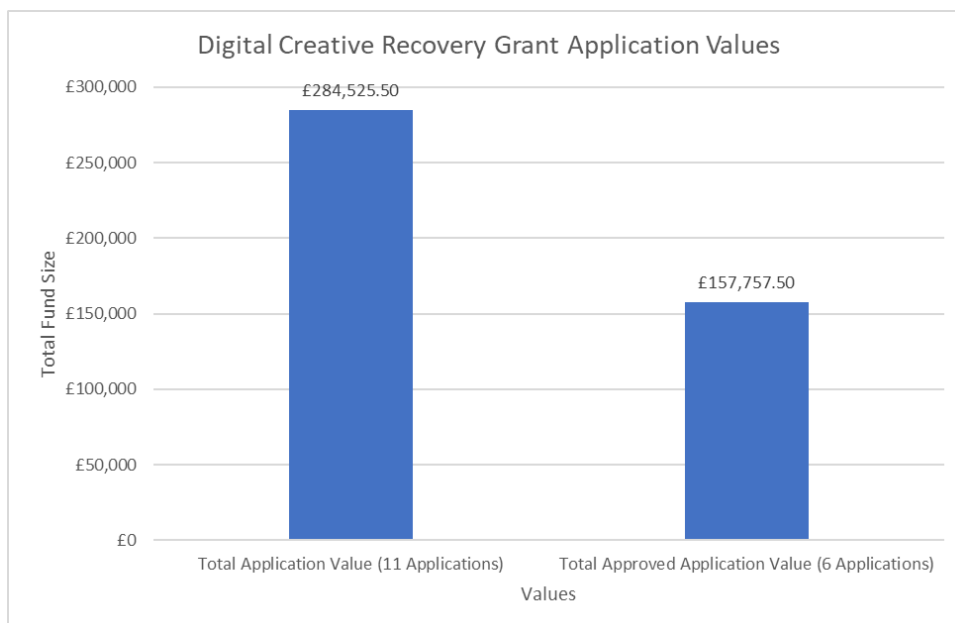


Digital Creative Recovery Grant

Following the application submission deadline for the WCC Digital Creative Recovery Grant scheme there were 11 full applications received with a total grant request value of £284,525.50.

Following the scoring evaluation process 6 applications with a complete project value of £345,265, have been approved for grant offer with a total grant value of £157,757.50.

The 6 successful applications will all use the funding to accelerate the growth of projects that are looking to bring new products and services to the market as well as evolving existing products or services to include new aspects to lead to growth and in some cases further future investment.



This programme is funded by the COVID-19 General Grant.

Further details on the fund can be found at <https://www.warwickshire.gov.uk/dcfund>

For general information about the programme, contact Jon Stead in the Business & Economy team (jonstead@warwickshire.gov.uk).

Small Capital Grants

WCC’s Small Capital Grants programme is continuing to see a good level of interest. Enquiries continue to come from a range of sectors including engineering, manufacturing, food & retail, and education services. The most recent Grants Panel in March approved a further two investment projects worth over £205,000 with WCC agreeing to make total grant contributions of just under £70,000. The two projects, as well as unlocking over £135,000 of private sector investment, are expected to create six new jobs & one apprenticeships. Two further applications with a total grant value of £70,000 require further information before Panel can make a decision.

For general information about the programme, contact Jon Stead in the Business & Economy team (jonstead@warwickshire.gov.uk).

To refer a Warwickshire business, contact WCC’s Business Growth Delivery team (business@warwickshire.gov.uk).

WRIF (Warwickshire Recovery and Investment Fund)

Local Communities & Enterprise Fund

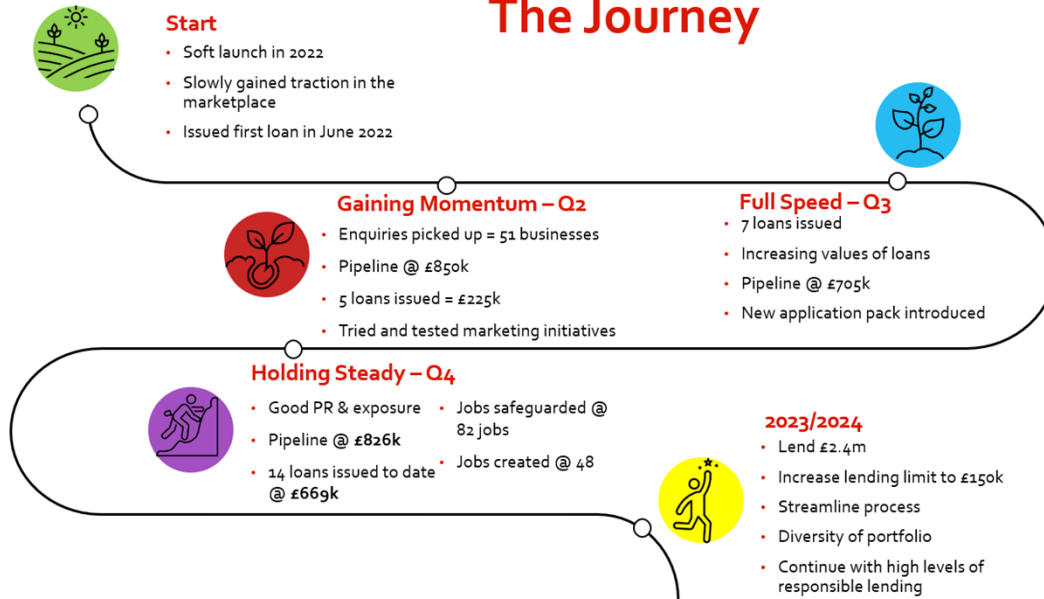
- **5 New loans approved since the previous update with a total value of £234,000**
- **18 Total loans approved to date**
- **£902,701 Total value disbursed to date**
- **£205,000 forecasted to be approved & disbursed by March 31st.**
- **Lending in 2022/23 forecasted to achieve £1.1M**
- **Maximum loan size increased to £150,000**
- **£53,915 Total repaid by businesses (No defaults)**
- **Findings shown from the declaration from businesses any previous access to public sector investments are zero to low**
- **This means that LCE is getting to the market that aren't engaged with mainstream providers and public sector initiatives which is a positive to the scheme**

The Local Communities and Enterprise Fund (LCE) pillar of the WRIF which was launched at the end of April 2022 has now awarded 18 loans worth £902,701 with a further five since the last Communities O&S. The 18 loans have unlocked over £593,000 of private sector investment, safeguarded 82 jobs and are forecasted to create 50 new jobs in the future.

The latest loans include **4 Site CCTV Ltd**, a provider of high volume 4G and wireless rapid, redeployable CCTV solutions operating in Nuneaton; **Entertainment Nation Ltd** a Stratford-upon-Avon based entertainment agency; and **TS Online Solutions Ltd** a legal recruitment specialist based in Warwick who offer a bespoke business-to-business consultancy service designed to specially support start-ups and established businesses.

The LCE fund continues to attract high levels of interest with a current pipeline of 14 businesses totalling over £700,000 of potential applications.

The Journey



The Impact

Out of the 14 loans that we have done...

Pre-loan turnover

£4.5m

Post-loan turnover

£9.2m

Jobs Safeguarded

82

Jobs To Be Created

48

Own Investment

£593k

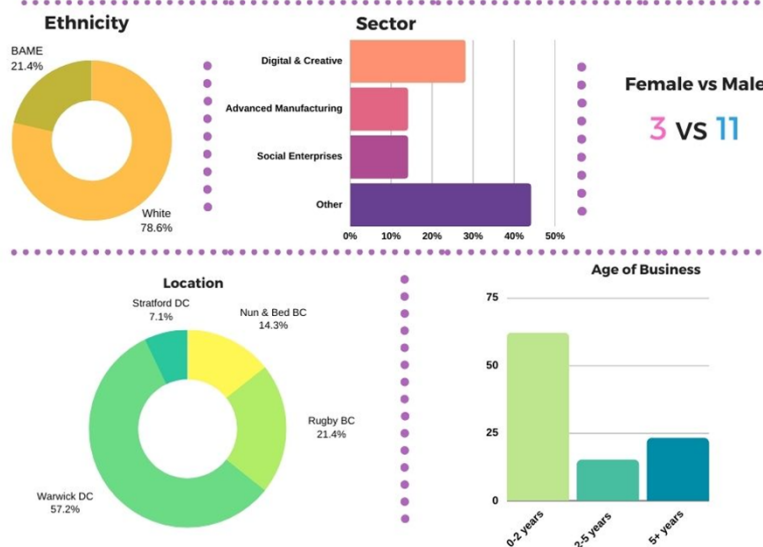
Public Sector Investment

The fund is engaging with businesses that have not accessed business support, grants or other initiatives from public sector bodies



Highlights

LCE Fund - Highlights 22/23



Challenges



The M in SME

- Mainly micro and small businesses
 - Aim = attract more medium sized businesses
 - Solution = tweaked the marketing message to target more medium sized businesses

Length of Conversion

- Supporting more 'micro' and startup size businesses, they require more support
 - Aim = make the process simpler for clients and loans team
 - Solution = created a new application pack for loans under £20k

Diversity of Portfolio

- Diversify the loan portfolio
 - Aim = improve the demographics across sector, size, ethnicity and gender
 - Solution = utilisation of relatable case studies, targeted marketing, grass roots outreach etc

Loan Size

- Supporting more medium sized businesses
 - Aim = attracting more medium sized businesses that require a slightly higher investment and also reduce the gap between LCE and BIG
 - Solution = request to increase lending threshold – awaiting response from the panel

2023/2024...



Increase Lending

1. Lend £2.4m
2. Increase lending limit to £150k
3. Decrease the gap between LCE and BIG



Diversify the Portfolio

1. More medium sized businesses
2. Increase demographics
 - Sector, age, gender & ethnicity



Streamline

1. Streamline the process
 - Responsible lending
 - High due diligence

The LCE pillar of the WRIF provides loans of between £1,000 and £100,000 to help small businesses including social enterprises start, survive, and grow. The fund is managed by Coventry and Warwickshire Reinvestment Trust (CWRT) on behalf of WCC.

For general information about the LCE fund, contact Jon Stead in the Business & Economy team (jonstead@warwickshire.gov.uk).

For more detailed information, to register an interest or to refer a business, visit www.cwrt.uk.com/wrif-lce-fund

Property Infrastructure Fund

Following a procurement exercise, CBRE have been appointed to help Warwickshire County Council promote and manage the Property & Infrastructure Fund element of the WRIF. The fund launched softly in February and will provide loans of up to £10m to support or facilitate the development of employment land within the county, or to help bring forward the necessary site infrastructure to bring a site to market. Between the County Council and CBRE, we have developed a pipeline of potential schemes that may be interested in the Fund, and market assessment has proven a demand for this sort of funding, particularly for bringing forward speculative build schemes (those where these isn't an identified end user at the point of construction).

An official launch of the fund will take place at UKREiiF on 16th May. UKREiiF is one of the UK's largest infrastructure and construction investment events with over 6000 attendees from across construction, property, local authority, developers and investors.

ERDF Business Support Programmes

CW Business – Start, Grow and Scale

No additional information is available for this report as the project reports on a quarterly basis.

We have recently produced an infographic which features the data from Jan 2019 to Sept 2022 and is attached here.



CW Business: Start, Grow and Scale



Since 2019 the CW Business: Start Grow and Scale programme, totalling **£3.6M** has provided intensive support to businesses in Warwickshire to encourage growth in the local economy.

Match Funding:



To September 2022:



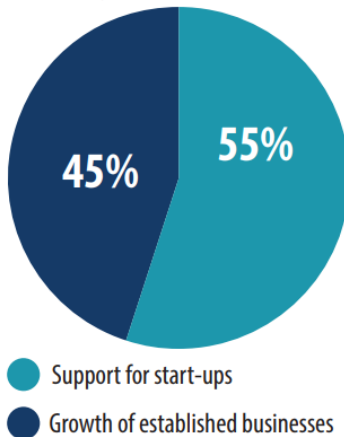
GVA Uplift
£11,777,524

ROI £11.73
for every £1 of local authority funding.

Businesses supported by strand



Support type:



Based on a recent evaluation...



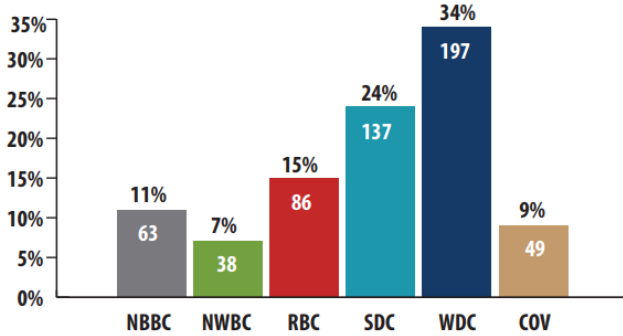
European Union
European Regional Development Fund



Geographical Breakdown



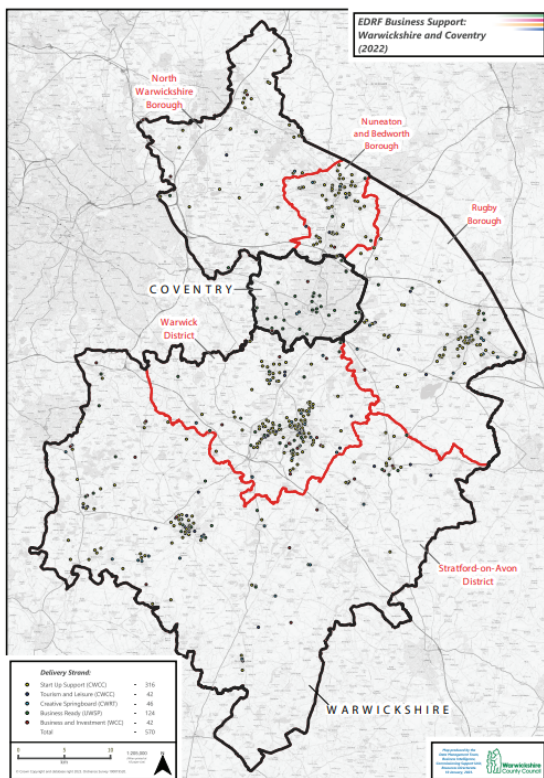
Businesses supported per District & Borough



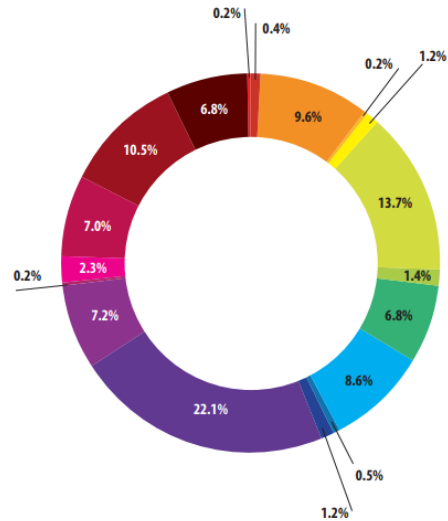
ONS % of businesses in each District & Borough

NBBC	9.8%
NWBC	7.6%
RBC	13.5%
SDC	21.8%
WDC	20.6%
COV	26.8%

Geographical distribution of businesses by delivery strand



- Agriculture, forestry and fishing
- Manufacturing
- Electricity, gas, steam and air conditioning supply
- Construction
- Wholesale and retail trade; repair of motor vehicles and motorcycles
- Transportation and storage
- Accommodation and food service activities
- Information and communication
- Financial and insurance activities
- Real estate activities
- Professional, scientific and technical activities
- Administrative and support service activities
- Public administration and defence; compulsory social security
- Education
- Human health and social work activities
- Arts, entertainment and recreation
- Other service activities
- Renewable energy / low carbon / environmental



The total number of businesses supported since 2016 is over 1,000. 444 new jobs have been created and over 470 Warwickshire residents helped to start their own business

This was featured in the latest edition of Warwickshire Means Business

<https://business.warwickshire.gov.uk/february-2023/news-in-brief/wcc-programme-has-supported-more-than-1000-businesses>

The start-up support strand (delivered by Coventry and Warwickshire Chamber of Commerce on behalf of WCC) has been particularly targeting businesses in the north of the county.

Project Warwickshire (Tourism, Leisure and Hospitality business support) have held a highly successful event in Rugby (in partnership with Rugby Borough Council) on the 21st of March which had over 80 businesses attend.

The current phase of the programme (to June 2023) is funded by £1.8 million from the European Regional Development Fund (ERDF) as well as WCC, University of Warwick Science Park, and the District and Borough Councils.

Recent case studies:

<https://business.warwickshire.gov.uk/february-2023/news-in-brief/wcc-programme-has-supported-more-than-1000-businesses>

<https://business.warwickshire.gov.uk/january-2023/news-in-brief/business-ready-support-priceless-to-purple-planet>

<https://business.warwickshire.gov.uk/december-2022/news-in-brief/mobile-coffee-business-on-the-move-thanks-to-great-advice>

<https://business.warwickshire.gov.uk/december-2022/news-in-brief/business-ready-support-invaluable-to-growing-care-business>

For more information and/ or to refer a business or Warwickshire resident, visit: www.warwickshire.gov.uk/cwbsp or contact Gillian Dale in the Business & Economy team (gilliandale@warwickshire.gov.uk).

Coventry and Warwickshire Innovation Programme

The Coventry and Warwickshire Innovation Programme, part funded by European Regional Development Fund (ERDF) provides a range of help for SMEs to develop innovative and new to the market, products, services, or technologies. Grants of up to £100k are available to support businesses on innovative projects. The programme is managed by Coventry City Council and a WCC Growth Advisor as part of the Business Investment Growth Team.

Three businesses have been supported to secure grant funding to develop innovative products; the combined project size will be a total of £439,665. Which will see a total private sector investment of £220,858, a total grant funding of £218,807 (subject to remaining and available grant funds) and 13 new jobs created across the three Warwickshire businesses. The grants are all in the process of being finalised.

With the programme ending in June 2023, there has been a focus on working with those business who have been awarded grants, to make sure they are able to deliver their projects and submit their claims and evidence of settlement in suitable time. This approach has resulted in several businesses confirming that aspects of their original grant projects are not going to be finished within the deadline and therefore monies have been clawed back for reallocation. Some of this grant reallocation has already been awarded to recent Warwickshire grant projects and a further £12,813 has been provided to one business and a second Warwickshire business is being offered a further £25,000. All businesses benefiting from additional grant funds, will also need to complete their projects within the deadlines.

3. EMPLOYABILITY & SKILLS SUPPORT

The Warwickshire Skills Hubs 3rd Birthday



This March 2023 celebrates 3 years of the Warwickshire Skills Hub. The original concept of the skills hub was to create a physical space which could host partners, educators, and businesses to come together and work in a collaborative way to shape key pieces of work linking to the skills agenda.

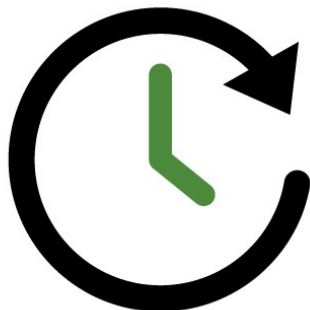
Eliot Park Innovation Centre would become home to the Warwickshire Skills Hub, offering office and board room facilities which has seen hundreds of visitors over the 3 years.

The north of the county location was chosen based on feedback from our business community, it shows our commitment to understanding the challenges that we have for skills in the north of the county but also offer county wide balance to our Shire Hall base.

Since the launch of the Warwickshire Skills Hub, over **1000** businesses have engaged with the skills hub and gained support from a team of business skills advisors. The skills support provided in led by the business and their needs, the support package provided by the team can range from 2 to 8 hours of support.

Businesses report that the impartiality of the skills hub service is something which is most useful, the support is unlimited and over **80%** of businesses continue to work with the Skills Hub in a long-term partnership. This enables the Skills Hub to hold relationships across a wide variety of businesses and access to “on the ground” intelligence about Warwickshire's Skills needs. This unique position has supported

the skills hub service to build strong partnerships with businesses, education and strategic partners with a reputation to provide innovative solutions to Warwickshire's skills needs.



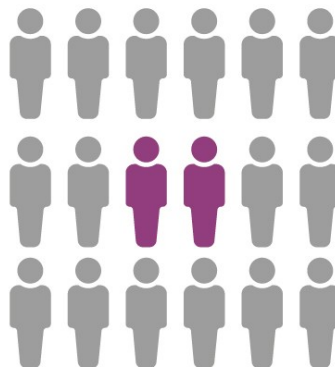
**1002 businesses
have received
over 5000 hours
of skills support**



The Growing Team

The Warwickshire Skills Hub team launched with just 2 staff in 2020 (a senior business skills advisor and project officer) The growing team will soon consist of 18 staff with further opportunity to grown in response to the governments Levelling Up agenda

**The Skills Hub
team has
grown from a
team of just 2
to a growing
team of 18**



Over the 3 teams there are a considerable number of programmes, services and workstreams which are all examples of responsive solution-based work.

The Business Skills Support Team

- The Warwickshire Small Business Apprenticeship Programme

- The Warwickshire Apprenticeship Progression Programme
- The Fair Chance Employer Programme
- The Fair Chance Jobs Portal
- The Coventry and Warwickshire Redundancy Programme
- The Warwickshire Inclusive Apprenticeship Development Programme

The Careers and Employability

- Warwickshire Community Skills Hubs
- The Digital Filming Programme
- The Ukrainian Working in Warwickshire Employment Programme
- The Resettlement Working in Warwickshire Employment Programme
- The Future Careers Schools Programme

The Warwickshire Supported Employment Service

- Supported Employment Service
- Supported Employment Job Clubs
- Supported Employment Workshops
- Supported Employment Job Coaching

Apprenticeships

One of the Warwickshire Skills Hubs first programmes was developed in response to gaps in the funding of Apprenticeships and the financial contributions businesses had to make to the cost of training. During this time, the large employer Apprenticeship Levy was introduced and WCC amongst thousands of other Levy paying businesses were forecast to have an underspend of their Apprenticeship levy which led us to explore how we might use this and share with small businesses in Warwickshire.

The Small Business Apprenticeship Levy Programme enabled Warwickshire to be one of the first local Authorities to shape a programme which supported a third party, the team set out Apprenticeship priorities which ensured the programme to meet local need and help businesses to work through the barriers they had in recruiting apprentices.

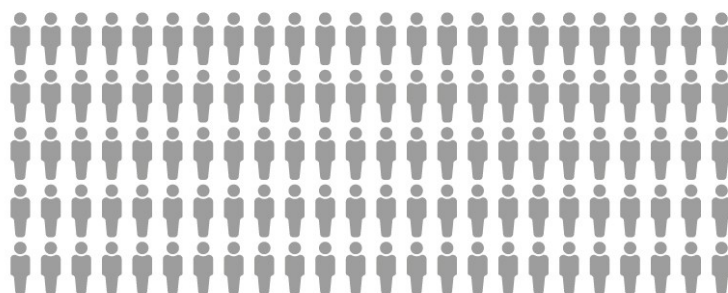


We shared over **£1.1 million of Warwickshire County Council's Apprenticeship Levy Funds to small to medium sized businesses**



The Apprenticeship Levy fund and the programme value is typically a minimum of £300k per year with funds shared to:

Sectors	Priority Groups
Care	Care Leavers
Construction	NEETs
Digital	Young Carers
Logistics	Resettlement
Hospitality	Armed Forces
Manufacturing	Youth Justice



We created over **120 apprenticeship opportunities for Warwickshire young people**



The Warwickshire Skills Hub's work and commitment to apprenticeships has received various awards and recognition, the team have also supported

neighbouring authorities to create their own Apprenticeship Levy Programmes such as Leicestershire and Birmingham.

<https://www.cwgrowthhub.co.uk/news/warwickshire-county-council-awarded-best-small-business-friendly-programme-apprenticeship-levy>



Our Small Business Apprenticeship programme won the FSB Small Business Friendly Award and was awarded the High Sheriff Award for our commitment to promoting Apprenticeships



Being Inclusive

Supporting employers to be more inclusive has been a priority for the team following the pandemic. We have seen the Labour market become increasingly tight, with businesses struggling to recruit, with many being happy to recruit individuals who may not immediately have all the skills needed and then invest in additional training. We also know that 70% of those unemployed in Warwickshire have a supportive need/barrier.

We have focused on educating businesses on the inclusive agenda and the benefits this can bring to their teams and business. We have also helped them to identify and provide adjustments that some individuals need when entering employment.

The Fair Chance Employer Programme has successfully enabled us to work with businesses to be more inclusive. The programme offers a dedicated skills advisor to shape roles, advise on adjustments which might work for the business and meet the needs of those looking for work. With over 60 employers now working with the team, new areas of development such as a jobs portal and jobs fairs will soon emerge and increase the opportunity for more employers to take part in the programme.



Developed partnerships with 66 Inclusive Employers who have committed to shaping inclusive jobs



The Warwickshire Supported Employment Service

The Warwickshire Supported Employment Service is a new service which supports young people and adults with Learning Disabilities and/or Autism to gain paid and sustainable employment.



We launched a new service to support over 400 Young People and Adults with learning disability and/or Autism to gain employment in Warwickshire



Further to the launch in February 2023, the service has been in high demand with 98 individuals entering the service within the first few weeks of the service going live. With an annual target of delivering support to 400 people, this shows that the service will be needed to support a much higher number of people than originally planned.

The support offered to those who enter the service:

- 1-1 Journey Guide Support
- Working in Warwickshire Job Clubs
- Preparation for Employment Workshops
- Access to Warwickshire Inclusive Employment Employer Tours
- Travel Training
- Support into work and Job Coaching

- Access to Training and Qualifications
- Ongoing Careers Development Support

<https://www.warwickshire.gov.uk/news/article/3873/launch-of-the-groundbreaking-and-unique-warwickshire-supported-employment-service>

Careers Support

The Warwickshire Skills Hubs Futures Careers Schools Programme offer career leaders in Warwickshire Secondary Schools, 6th forms and colleges the opportunity to gain annual funding to build careers activity.

During the pandemic the programme supported career leaders to transform their provision to be digitally accessible and continue to deliver their activity during the period of lockdown restrictions.

This investment meant Warwickshire Schools kept the Gadsby benchmarks (a set of performance indicators). Our NEET figures remained lower than the national average and as Ofsted inspections restarted, Warwickshire Education Providers were able to show their ability to be flexible, inclusive and deliver relevant activity, all of which contributed to positive outcomes.

During 2021 we focused on a theme of “building back”. Schools were asked to design and send applications, showing how they would re-build their curriculum to be reflective of the changes to the economy. We all encouraged them to build in activities to support students who may be experiencing additional challenges. During 2022 we launched a programme which challenged schools to think about Future Skills, it’s important that our schools proactively shape their activity to represent the future skills needs of the economy. The programme asked careers leaders to be innovative and work with local employer networks.

The programme supports many schools and has supported over 19,000 students. Whilst we acknowledge the strong relationship with over 80% of Warwickshire Education providers, the challenge now is to bring schools who currently do not

engage in the programme of support, such as private and special schools.



**19,000
Students**

**We supported over
19,000 Warwickshire
students to engage in
meaningful careers
activity and access
digital careers during
the COVID 19
pandemic**



**We delivered
over £240,000 of
careers activity...**



£240,000

**...to over 42
Warwickshire
schools, colleges
and 6th forms**



4. SECTOR DEVELOPMENT AND INWARD INVESTMENT

New Branding

The inward investment team, invest in Warwickshire, has been working with our colleagues in the equivalent team at Coventry City Council, to develop new branding and marketing materials ahead of key capital and development trade shows MIPIM 2023 and UKREiiF in May.



The updated materials will bring together our existing Invest Coventry & Warwickshire brand with the 'Be Here' concept, developed originally with Coventry University in response to a need to better brand the Coventry & Warwickshire area.

There is a new logo, and an investment brochure and investment prospectus were developed in time for MIPIM which ran from March 13th-17th and the brochures were circulated at the Coventry & Warwickshire event held there. The investment brochure presents the local offer and support, include key sectors, and the investment prospectus includes six major sites (MIRA South Site, Transforming Nuneaton, Creative Quarter Leamington Spa, Friargate Coventry, City Centre South and West Midlands Gigafactory) and 18 other sites.

Next steps include adapting and updating the Invest Coventry & Warwickshire website to integrate the new branding.



MIPIM 2023

Invest in Warwickshire attended MIPIM 2023 to promote the county of Warwickshire, together with the city of Coventry as part of a wider West Midlands presence. This year there was a West Midlands Pavillion. Coventry & Warwickshire also ran an event for local partners and other businesses we wanted to engage.

Warwickshire County Council took part in three panels, with Mark Ryder joining ‘How the Creative Industries are Driving Investment’, ‘Driving Britain’s Green Industrial Strategy with Future Mobility’ and ‘Delivering West Midlands Housing for the Future’.

As well as promoting key sectors and local investment sites and inward investment, the team were also there to promote WPDG, the new Property Infrastructure Fund as well as the wider Warwickshire offer.

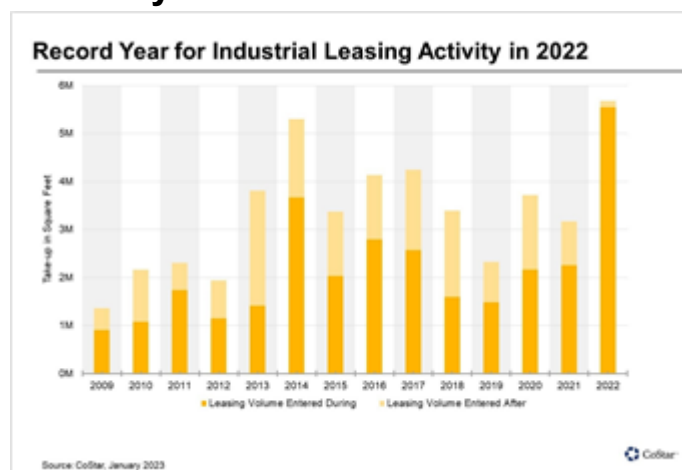
Invest Coventry & Warwickshire Recognised in International Awards

Invest in Coventry & Warwickshire scooped three awards at the recent FDI Intelligence Awards, which tracks inward investment agencies in the UK and overseas.

The region appeared in the top 10 for three awards, placed in the top three for FDI Strategy for the second year running.

- *FDI strategy (ranked 3rd)*
- *Economic potential (ranked 8th)*
- *Business friendliness (ranked 9th)*

Coventry & Warwickshire industrial market reaches new highs



The leasing of Industrial space in the Coventry Market enjoyed a record year in 2022 due to several landmark deal activity for units greater than 100,000 square feet, according to commercial property platform CoStar.

The Coventry market includes the city area as well as the five district and boroughs of Warwickshire. Take up rates exceeded 5m sqft and Coventry & Warwickshire

posted its best year for the data set 2009-22, even out-pacing 2014, the last time take-up exceeded the 5m mark. In 2021 the same figure, though still strong, was less than 3.5m sqft.

The strong performance partly reflected key larger sites coming online that had been allocated in local plans, including SEGRO plc Coventry Gateway, Tritax Symmetry Rugby, and Baytree Logistics Properties Faultlands Farm. These lettings to DHL, Rhenus Logistics and Maersk all represented FDI (foreign direct investment) from Germany and Denmark.

The rise in this leasing activity is being led by e-commerce and 3PL demand, rather than manufacturing. 3PL or third-party logistics is where a provider offers outsourced logistics services and promises to improve efficiency and reduce costs for retailers and businesses.

Invest Coventry & Warwickshire, the inward investment and place promotion agency, recently estimated a pipeline of 20m sq. ft. of industrial space recently delivered or in development, including the space in the 2022 data included in the CoStar calculations.

While this development space is positive for the region, most of this space is for larger units in excess of 100,000sqft, and there remains a lack of new development of this smaller space. The Spa Park scheme at Leamington Spa from Blackrock/Stoford, which has four units remaining totalling 151,000sqft, the new 35,000sqft AC Lloyd Space Park development with 61 units of 200-500sqft, the Wigley Group development of nine units between 1500 and 5000sqft at Stonebridge Industrial Estate, and the Warwickshire Property Development Group (WPDG) Southam Park development with nine units of 42,000sqft in total, are among some local sites that will address some of this need for smaller spaces. But according to the commercial agent community, and referenced in the recent Bromwich Hardy Barometer report, there is still a lack of supply in some Coventry & Warwickshire locations.

For more information, contact Ian Flynn, Technical Specialist (Automotive, Advanced Engineering & Manufacturing) (ianflynn@warwickshire.gov.uk) or Stacy O'Connor, Technical Specialist (Digital Creative) (stacyoconnor@warwickshire.gov.uk).

APPENDIX 1: BUSINESS NEWS

Major business headlines from around Warwickshire

Digital Creative Sector

Yellow Panther Expands into New Leamington HQ

Digital studio Yellow Panther, which has worked with some of the world's biggest brands, has launched its new UK headquarters in Leamington on the back of rapid growth. Yellow Panther has become the fourth tenant to move into 11 Waterloo Place in the town centre since it opened last year following extensive refurbishment.

<https://www.businessinnovationmag.co.uk/digital-studio-yellow-panther-expands-into-new-leamington-headquarters/>

Automotive/ Future Mobility Sector

Warwick EV Company Secures £100M Financing

Onto, a Warwick-based electric car subscription service, has raised a new credit funding line of £100 million. It follows the firm's July 2022 equity raise of £45 million, and growth across last year of 300 per cent.

<https://www.businessinnovationmag.co.uk/warwick-based-onto-secures-100m-credit-facility/>

Coventry's Hyperbat Wins LOTUS EVIJA Battery Contract

Battery development and manufacture received a major boost in Coventry & Warwickshire with the announcement that Hyperbat, the hi-tech JV between WAE and Unipart, has won a multi-million-pound contract to supply batteries to Lotus for its new all-electric Evija. The announcement came shortly before WAE, formerly Willams Advanced Engineering, is establishing a battery facility in Oxfordshire to produce specialist off-highway powerpacks with parent company Fortescue.

<https://www.manufacturing-supply-chain.com/hyperbats-ev-battery-expertise-wins-lotus-evija-contract/>

Former Ford and Britishvolt Chair to Lead MTC at Ansty

The Manufacturing Technology Centre (MTC) has appointed Dr Graham Hoare OBE to succeed Dr Clive Hickman OBE as its new CEO.

Dr Hoare brings more than 35 years of top-level industrial and commercial experience to the role. Dr Hickman will retire as CEO of the MTC on March 31 and, as announced last year he will become Chair of the MTC board with effect from April.

Dr Hoare is a former Chair of Ford of Britain, having spent two decades with the carmaker in a variety of senior roles. He began his career at Ford as director of powertrain research and advanced engineering at its US headquarters in Dearborn, Michigan.

Previously, he was the chief engineer for transmissions and driveline at BMW and chief engineer, powertrain engineering, at Land Rover.

More recently, Dr Hoare briefly acted as interim CEO of Britishvolt, appointed to secure the future of the business, which has recently been acquired by Recharge Industries.

<https://www.businessinnovationmag.co.uk/former-ford-chair-set-to-lead-advanced-manufacturing-centre/>

Auto Design Consultancy Takes New Office Space in Warwick

Fast-growing automotive design and engineering consultancy Contechs has unveiled plans to build new design offices and create more than 125 new jobs in Warwick as its global business booms. Contechs plans to build a new two-storey design office next to Grand Union House – the company’s global headquarters in Budbrooke Road.

<https://www.businessinnovationmag.co.uk/automotive-design-consultancy-contechs-to-create-125-jobs-with-a-new-design-office-at-its-warwick-hq/>

London EV Company Hackney Carriages Overtake Diesel Cabs on Streets of the Capital

There are now more Warwickshire-built London Electric Vehicle Company TX electric taxis on the streets of London than diesel LEVC TX4s, new figures show.

The electric TX is now the most common black cab in operation, representing more than 40 per cent of all official black cabs in London.

<https://www.businessinnovationmag.co.uk/levc-electric-black-cabs-overtake-their-diesels-on-london-streets/>

Coventry & Warwickshire Tops Local Authority Patent League Tables Thanks to Jaguar Land Rover

The top three local authorities owe their high ranking due to corporate titans in their backyard. Jaguar Land Rover, BAE Systems and Dyson R&D and design activity push patent activity locally to top of the UK league tables.

<https://www.businessinnovationmag.co.uk/bae-systems-dyson-jaguar-propel-wiltshire-coventry-westminster-to-top-of-local-authority-patent-league-tables/>

Other Business News

Hundreds of jobs to go at Leamington Covid 'mega lab'

More than 600 jobs are set to go at the Covid-19 testing "mega lab" The Rosalind Franklin Laboratory. Opened in June 2021 in Leamington Spa it was the largest of its kind in the country.

Up to 8.5 million tests were processed there, but now it is being scaled down, the UK Health and Security Agency said. Officials hope the site could be used by the pharmaceutical industry.

<https://www.bbc.co.uk/news/uk-england-coventry-warwickshire-64325300>

The Warwickshire Area Hits New Highs for Start-ups

Figures just released show that more new businesses were established in Warwickshire during 2022 than in any previous year to date – making it one of the UK’s most successful counties. A total of 5,540 new formations were registered in Warwickshire during the last 12 months, an increase of 8.3% on 2021 when 5,117 were recorded. This brings the number of registered companies in the county to an all-time high of 42,564.

<https://www.businessinnovationmag.co.uk/warwickshire-hits-record-high-for-start-ups/>

£15bn of Investment Opportunities Showcased by West Midlands

Representatives from across the West Midlands' public, private and academic sectors will be promoting more than £15bn of investment opportunities at MIPIM next month. The West Midlands' pavilion at the annual property conference will play host to a four-day programme of more than 30 events. It will showcase the region's investment opportunities to an audience of more than 20,000 property professionals and investors from around the world. They will be joined by senior representatives from a number of the region’s real estate firms, including Arcadis, Arup, Hammerson, Lovell Homes, MEPC, Mott MacDonald Muse and Stoford, as well as academics and leaders from Aston University, University of Birmingham and University of Wolverhampton.

<https://www.insidermedia.com/news/midlands/west-midlands-to-showcase-15bn-of-investment-opportunities-at-mipim>

WPDG Progresses Plans for Southam Business Park

Warwickshire Property & Development Group (WPDG) has been granted planning consent on a 42,000 sq ft industrial scheme at Holywell Business Park which is part of the Kineton Road Industrial Estate in Southam. It will feature nine units between 1,900 sq ft and 15,000 sq ft to suit a range of businesses and could create 100 new jobs.

<https://www.warwickshireworld.com/news/people/planning-granted-for-new-business-units-in-southam-which-could-attract-100-jobs-3997999>

New Development Partnership to Build 2,000 Homes in Warwickshire

Warwickshire County Council and its property company Warwickshire Property & Development Group (WPDG) have announced a major new joint venture with leading developer Countryside Partnerships, which will see 2,000 new homes created across the county. Develop Warwickshire will help bring sites forward for housing over the next 30 years, with three being taken forward for development within the next 12 months.

<https://www.insidehousing.co.uk/news/news/council-announces-new-joint-venture-to-deliver-2000-homes-79543>

Berry Global Arrives in Leamington with New Plastics Recycling Facility

Commercial property developer Stoford has handed over a new purpose-built production plant in Leamington Spa that will create more than 100 new jobs. Plastics manufacturing company Berry Global has taken receipt of a new 166,859 sq ft unit at the multi million pound Spa Park off Tachbrook Road, close to the A46.

<https://www.commercialnewsmedia.com/archives/126410>

Local Commercial Property Agency Launches Latest Property Barometer

Coventry & Warwickshire property agency Bromwich Hardy recently launched their annual Barometer report, full of a wealth of facts and figures in the commercial property market in the area.

<https://www.bromwichhardy.com/News/Bromwich-Hardy-launches-new-barometer-and-calls-for-new-development-vital-for-economic-future-of-region>

Remembering the Former Chiltern Railways Chairman and Vivarail Founder

Rail industry executive and businessman Adrian Shooter passed away in December, leaving a legacy of rail innovation and development that has supported growth and connectivity in south Warwickshire since the 1990s. Locally he was key in bringing forward the Warwick Parkway Station with Warwickshire County Council and he was also the founder and chairman of Vivarail, the rolling stock engineering company that went into administration in early December.

<https://www.theguardian.com/business/2022/dec/22/adrian-shooter-obituary>

Communities Overview and Scrutiny Committee

12 April 2023

Local Transport Plan Consultation Review and Recommendation for Adoption of LTP4

Recommendation

That Communities Overview and Scrutiny Committee considers the analysis of the consultation feedback on the proposed new Local Transport Plan (LTP4) as provided in the appendices and the proposed Plan itself at Appendix A, and provides its comments to Cabinet as part of the decision making process.

1. Executive Summary

- 1.1 Warwickshire County Council is in the process of updating its Local Transport Plan and has consulted widely on the proposed strategies and policy positions which will form the revised version (LTP4), available at Appendix A.
- 1.2 This report summarises the headline findings of the consultations that have been carried out and recommends putting forward LTP4 for consideration by Cabinet and adoption by Warwickshire County Council at Full Council.
- 1.3 A previous round of consultation with Warwickshire stakeholders found that the four key themes, namely Environment, Well-being, Economy and Place were the correct foundations on which to build our new LTP. These themes had been identified following work to identify issues and opportunities. In September 2021 Cabinet acknowledged the results of the consultation exercise and approved the drafting of LTP4 on these four themes.
- 1.4 In response to this earlier round of consultation, seven strategy documents were drafted in line with public feedback to shape the next decade of transport in Warwickshire towards a network that is fit for purpose, provides transport options and contributes towards a sustainable future and carbon net zero. These documents contain some thirty-five policies intended to provide transport outcomes which deliver one or more of the four key themes listed above. Further consultation was undertaken on these draft documents. A full description of the consultation methodology and results is available at Appendix B.
- 1.5 Communications went out at the start of the consultation period from all WCC social media platforms (Facebook, Twitter, LinkedIn and NextDoor). Social media messages and graphics were shared with partners across all sectors

including transport (Midlands Connect), economy (Chamber, Growth Hub, BIDs and Federation of Small Businesses), local authorities including the district, borough, parish and town councils, and smaller local community facebook groups. Newsletter communications included Warwickshire Means Business and Warwickshire Matters (town and parish council newsletter). A mid-consultation communications push was also carried out.

- 1.6 Feedback from this consultation shows broad stakeholder agreement with the approach that has been taken so far. The Core Strategy and six key strategies were supported, with values for those offering agreement or strong agreement ranging from a value of 64% support on the Motor Vehicles Strategy to 75% on the Safer Travel and Public Transport strategies.
- 1.7 Alongside this process of consultation, WCC has run a parallel exercise of public engagement using a representative cross-section of thirty Warwickshire residents forming a 'Citizens Panel'. The results of the deliberations of the Citizens Panel are available in Appendix D.
- 1.8 Interestingly, the findings of the Citizens Panel and those of the most recent round of public consultation align well. The Core Strategy, Safer Travel and Active Travel strategies receive support in the region of 75 to 80% positive response while, at the lower end, our Motor Vehicles and Managing Space strategies achieve a still healthy rating of approximately 64% in favour.
- 1.9 In addition to broad overall support for the contents and themes of LTP4, respondents provided a number of consistent messages which are reproduced from the report in Appendix B below:
 - improving active travel facilities for walking and cycling to support active lifestyles
 - general improvements in/encouragement to use sustainable (public) transport
 - planning to reduce the reliance on private cars and to enable electrification where possible
 - concerns around the pressures of housing developments and/or increasing populations on the existing transportation network(s)
 - clear and measurable action plan(s) to implement strategies and methods for monitoring progress (success and/or failures)
 - current frustration around implementation and time taken to see progress
 - importance of consultation, engagement and communication with residents and stakeholders throughout the process
- 1.10 As a set of documents, LTP4 is intended to form the strategy and policy foundation that provides the basis for Warwickshire County Council's transport direction over the coming decade. It is recognised from stakeholder and community engagement that more detail of individual, localised schemes is required, and this is the intention.

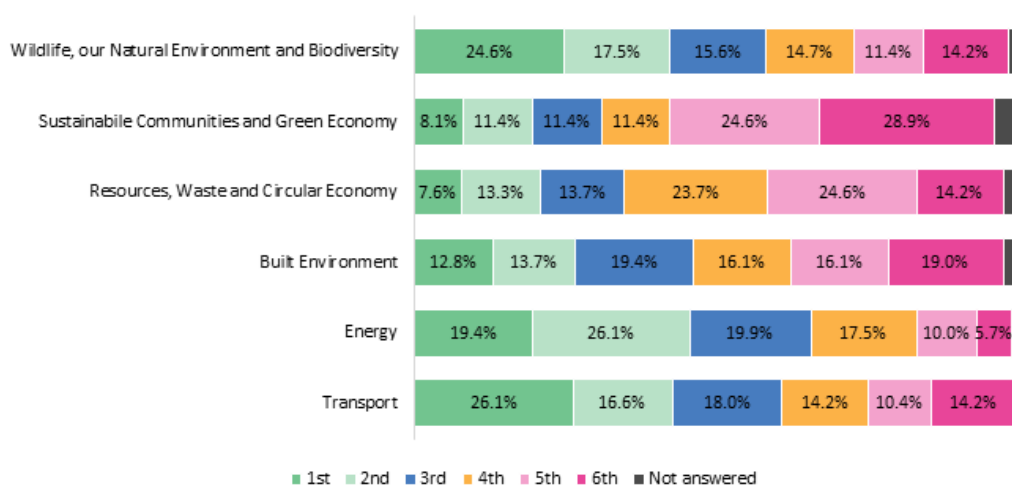
- 1.11 It is therefore anticipated that an annual programme of action planning and monitoring will take place to provide regular updates on the delivery of schemes and transport interventions.
- 1.12 In addition to this approach, it is recognised that, despite using all the usual channels of communication, feedback from certain groups was not representative of the population of Warwickshire as a whole. In response, the intention is to strengthen our engagement processes in the delivery phase of LTP4, working with colleagues in Communications and Equalities to ensure as broad a reach as possible.
- 1.13 The development of LTP4 has been overseen by a members' working group throughout its production. These stages of development have included the initial work to identify issues and opportunities, the establishment of the four key themes and the final drafting of the main LTP document itself, which includes its Core Strategic vision and the six key strategies which underpin the County Council's approach to transport in Warwickshire over the next decade.
- 1.14 The working group recognised the various consultation exercises that have been carried out during the drafting of LTP4, including the creation and on-going involvement of the Citizens Panel. Consultation feedback has helped to shape the current document throughout its production. The group endorsed the development of Warwickshire County Council's new local transport plan and recommended that LTP4 should be put forward for further member and senior officer consideration with the intention to adopt at Full Council in summer 2023.

2. Financial Implications

- 2.1 Costs will be incurred during the delivery of individual schemes and transport interventions derived from LTP4 strategies and policies, but these are unquantifiable at the present time. Costs are likely to become more evident during the development of annual Action Plans, which will provide details of specific schemes, together with information on the relevant funding streams, timescales, intended outcomes, key themes and policy positions supported and how progress will be monitored. Ability to deliver the plan will be dependent on the available funding ultimately secured.
- 2.2 Similarly, there are no direct financial benefits arising purely from the adoption of LTP4 itself. Associated savings during implementation are likely to include reduced healthcare and sickness costs as people switch to more active travel options and air pollution reduces, fewer injury collisions and the associated costs of investigation from our adoption of the Safe Systems approach to road safety and economic benefits from a reduction of congestion and road maintenance outlay.

3. Environmental Implications

- 3.1 There are substantial environmental benefits expected to arise from the adoption of LTP4.
- 3.2 In response to the legally binding carbon reduction targets enshrined in the Climate Change Act and in recognition of the strong support from Warwickshire’s residents, both during the Citizens Panel process and the most recent online consultation survey, a focus on environmental and individual health and well-being has underpinned the policies that run through the new Plan.
- 3.3 LTP4 is intended to deliver better air quality, less congestion and cleaner, more attractive places which are less dominated by vehicles. This will be achieved through increased uptake of active travel and public transport options and a switch to electric vehicles.
- 3.4 The strategies and policies in LTP4 are intended to complement the approach towards carbon net zero that has been identified in Warwickshire County Council’s Sustainable Futures Strategy (SFS). Transport is one of the six key themes within this strategy. Moves towards net zero will include a transition to alternative fuels and the implementation of a more efficient staff travel plan. Additional measures in the SFS highlight plans to support further emission reduction through the promotion of integrated and place-based transport planning, supporting the uptake of active travel and zero-emissions vehicle ownership and transitioning to more sustainable fuel sources for commercial and freight transport.
- 3.5 Engagement carried out on the Sustainable Futures Strategy provided feedback which underlines the importance of tackling climate change through transport-related interventions. Of the six key themes in the SFS, transport was ranked highest by respondents in terms of what they felt should be Warwickshire County Council’s priorities.



- 3.6 LTP4 has been subject to an Integrated Sustainability Appraisal (ISA), including assessment against environmental objectives and habitats regulations. It has been found that the LTP4 strategies and policies perform well overall against these ISA objectives. Respondents to the LTP4 consultation broadly agreed with the contents of the ISA.

4. Supporting Information

- 4.1 The analysis of the most recent round of public consultation is available in Appendix B. The executive summary of this report provides the headline findings of the consultation.
- 4.2 A wealth of supporting information, including both the Equality Impact Assessment and Health Impact Assessment, which were produced for the recent public consultation exercise, remains available at ask.warwickshire.gov.uk/insights-service/local-transport-plan

5. Timescales associated with the decision and next steps

- 5.1 Subject to scrutiny by OSC and its endorsement of the development of LTP4 to date and the findings of public consultation, it is proposed to put LTP4 to Cabinet and from there to Full Council for adoption in summer 2023.
- 5.2 Thereafter it is anticipated that an annual programme of action planning and monitoring will take place to provide regular updates on the delivery of individual schemes and transport interventions.

Appendices

- Appendix A – Draft Local Transport Plan 4
 Appendix B – Consultation on Draft Local Transport Plan (LTP4) consultation analysis report
 Appendix C – Additional online consultation submissions (anonymised for as appropriate and for the purposes of the pre-election period)
 Appendix D – Citizens Panel feedback on LTP4 strategy documents

Background Papers

None

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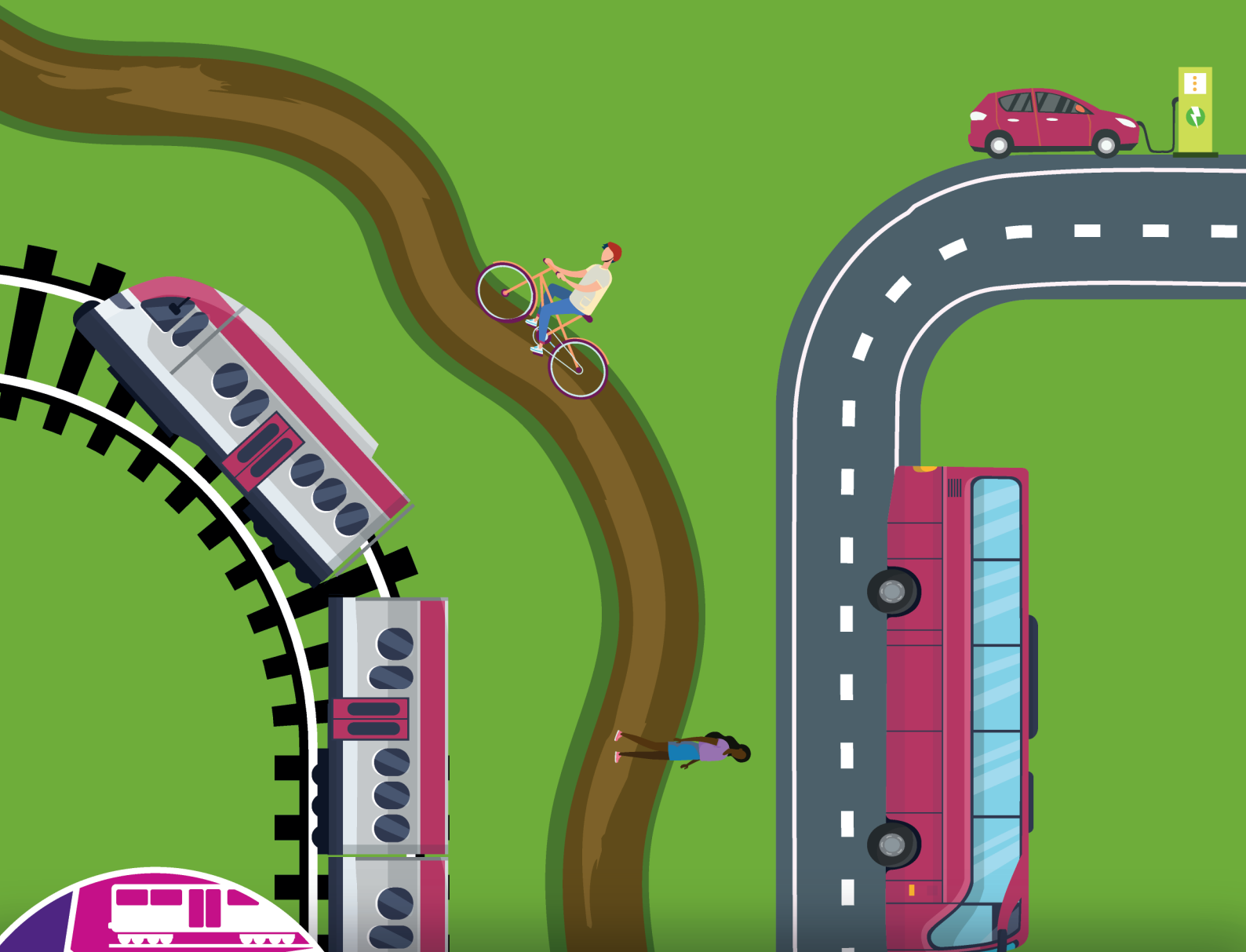
The report was circulated to the following members prior to publication:

Local Member(s): n/a as county wide report

Other members:

A new Local Transport Plan for Warwickshire

LTP4






Core Strategy Warwickshire's Transport Vision

We want local transport to support the Priority Outcomes of Warwickshire County Council as shown in our [Council Plan](#).

<p>Vibrant Economy & Places</p>  <p>Right jobs, training, future skills, education, infrastructure and places</p>	<p>Best Lives</p>  <p>Communities and individuals supported to live safely, healthily, happily and independently</p>	<p>Sustainable Futures</p>  <p>Adapting to and mitigating climate change and meeting Net Zero commitments</p>
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We have consulted widely with key stakeholders and the public. As a result of these consultations, we believe that transport policy and intervention in Warwickshire should be based around the following four key themes.

 <p>Environment</p> <p>Travel choices which contribute to Carbon Net Zero and leave no negative impacts on our environment</p>	 <p>Wellbeing</p> <p>A range of transport options which provide safety, comfort and health for users and those affected by transport</p>	 <p>Place</p> <p>Urban and rural areas, and the connections between them, where transport choices work sustainably with the local environment</p>	 <p>Economy</p> <p>A modern, flexible economy which is supported and strengthened by transport options</p>
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Working with Warwickshire's Communities

Community Power sits at the heart of our new Local Transport Plan (LTP). We recognise that there are gaps we must address in terms of longstanding disparities, such as access to jobs, poor health, low educational attainment and poor connectivity. We need to tackle these differences to spread opportunity, help more people fulfil their potential in life and unleash the full potential of our County and all our communities.

Our Community Powered Warwickshire approach is fundamental to tackling these disparities. We will work with partners to harness the power of communities to offer greater control over their lives and places, help improve outcomes and encourage innovation in the way we deliver services.

To work with local people on the LTP, we set up the Citizens' Panel, a representative cross-section of Warwickshire residents, to provide feedback throughout the drafting of the Local Transport Plan alongside several rounds of more formal public consultation.



The Present in the UK

The UK has signalled its intention to become a Carbon Net Zero country. Net zero means that the UK's total greenhouse gas (GHG) emissions would be equal to or less than the emissions the UK removed from the environment. Reaching net zero would require continuing to reduce emissions from industry, households and from other sectors, especially those with the highest associated emissions such as transport, manufacturing and agriculture.

To reduce transport emissions, we will need to change the way we move around the county and beyond. Warwickshire County Council is aware that these changes should be carried out in a way that recognises the central role that transport plays in the growth of our economy and people's lives and their wellbeing.

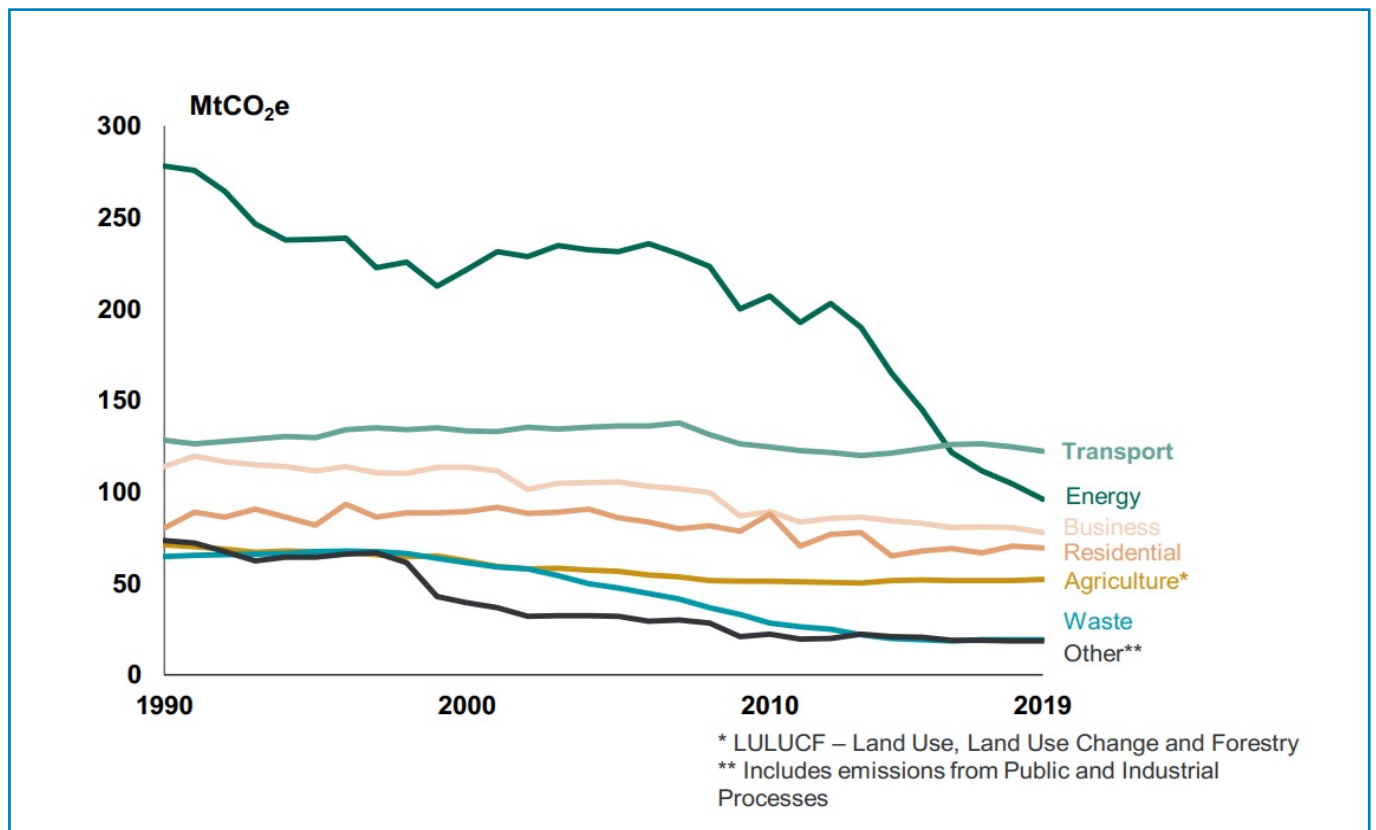


Figure 1. The contribution of carbon dioxide equivalent from different sectors in the UK over the last three decades.

As a sector, transport accounts for 22% of greenhouse gas emissions and is the largest overall contributor in the UK. This figure has remained static while other sectors have made improvements, as shown in the chart.

Growth in private vehicle use

Private vehicle use compared to other forms of travel has increased substantially since the middle of the 20th Century.

This has been driven primarily by a large road-building programme and motoring becoming relatively cheaper and more accessible to more people.

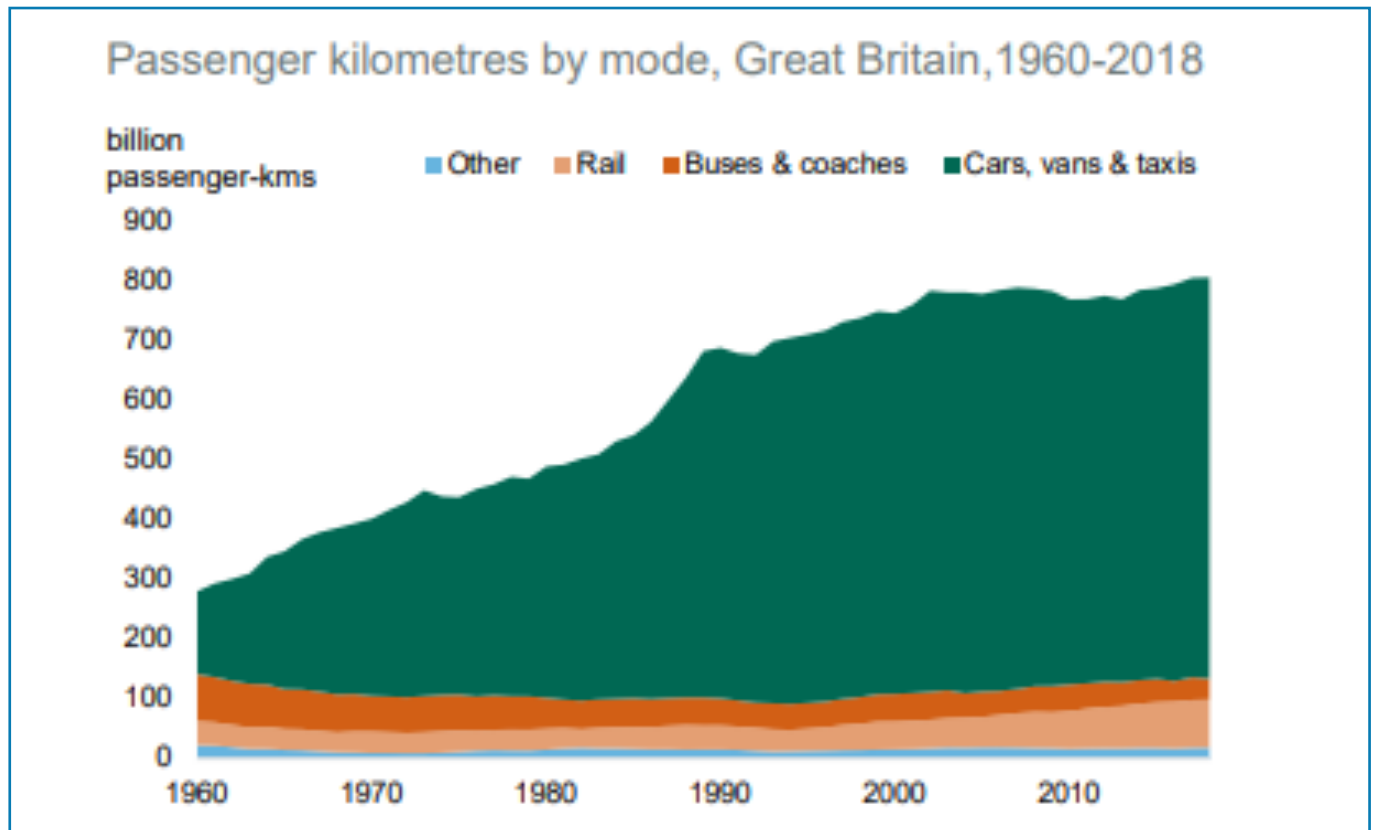


Figure 2. The growth in private vehicle usage as expressed in billions of passenger kilometres since 1960.

Advances in technology have resulted in safer, less polluting vehicles but these benefits have been offset by a steady increase in vehicle numbers and distances driven.

As a result, emissions from the transport sector have remained relatively stable, whereas other sectors have seen decreases.

The Picture in Warwickshire

In Warwickshire, the carbon contribution from various sectors mirrors the national picture. Where other areas have made improvements, transport has remained relatively stable. The move towards Net Zero will require significant changes to the way we move around the county and beyond. We want to work with communities and other stakeholders to address this issue in ways which provide benefits for people, the environment and Warwickshire’s economy.

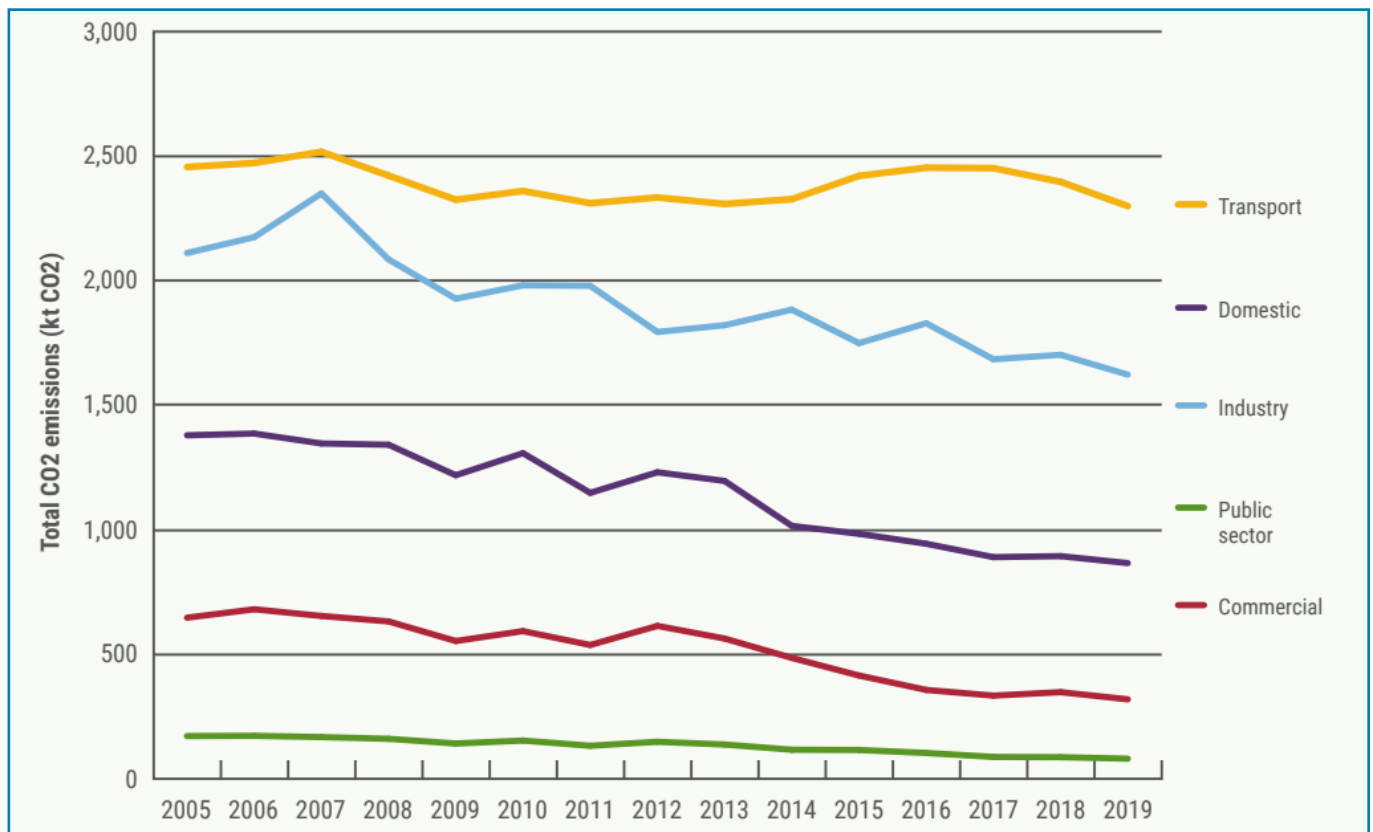


Figure 3. The contribution of carbon dioxide equivalent from different sectors in Warwickshire since 2005.

“Why can’t our ambition for Warwickshire to be ahead of the curve? Noting that we mirror the national picture – here’s what we’re going to do to get ahead and drive economic prosperity by being more of a trailblazer”.

Citizens’ Panel member

The Need for Action

For Warwickshire, we have carried out transport assessments to identify how we want to achieve Net Zero and how quickly we need to act. These are based on various scenarios, including the national ban on new petrol and diesel car sales by 2030. These moves alone will not achieve Net Zero and we need to go further, and more quickly. The longer we delay substantial actions, the worse the impacts on the climate, our economy and communities will be. The chart below illustrates the need to go rapidly beyond the currently proposed national actions if we are to close the emissions gap towards Net Zero.

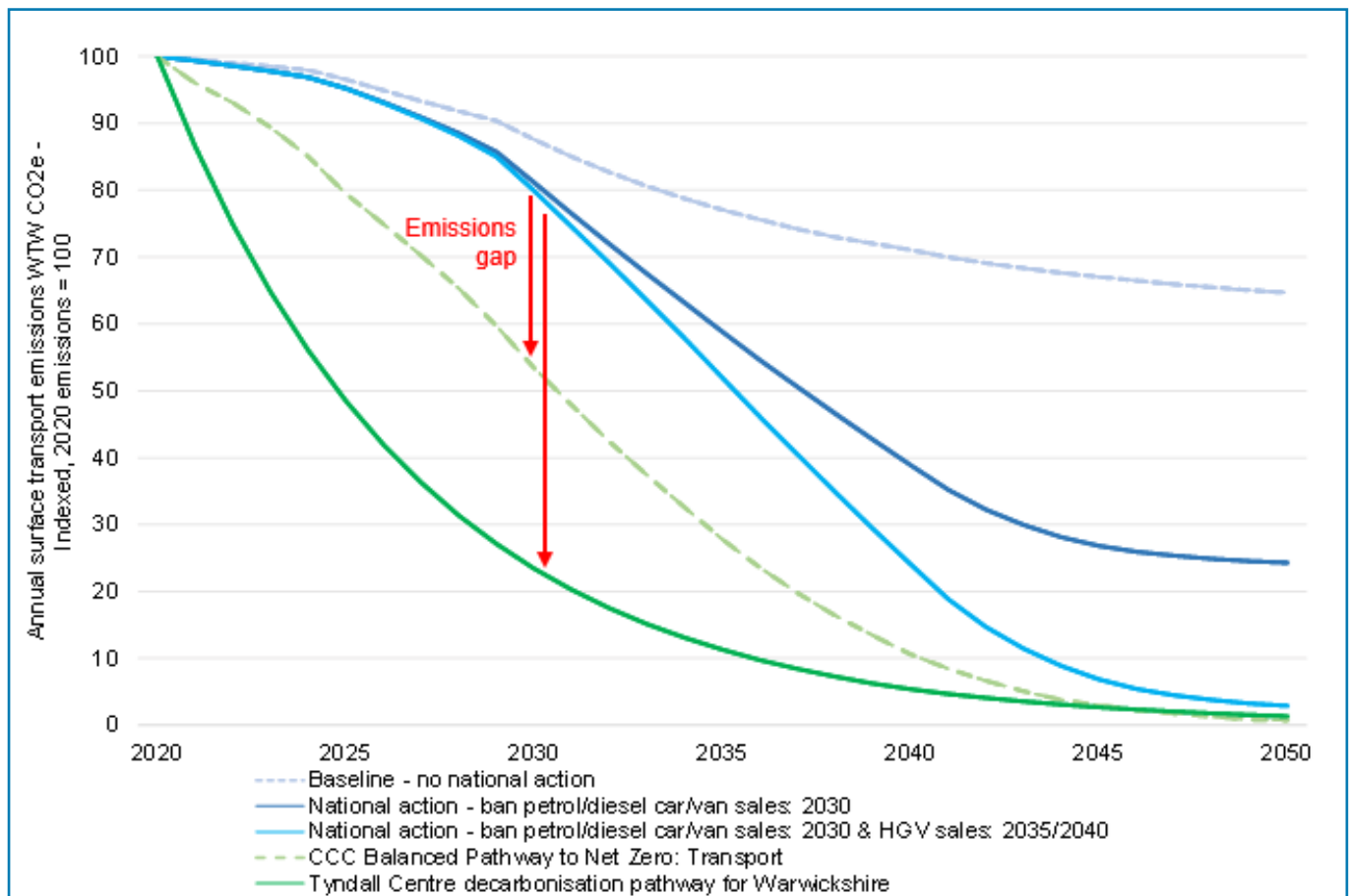


Figure 4. Warwickshire's transport carbon dioxide emissions challenge under different intervention scenarios.

Warwickshire Is Not Alone

A common criticism of proposed activity to tackle climate change is that isolated actions will not achieve much on their own. This is true and it is important to put Warwickshire's aims into context. Other local authorities are faced with similar challenges. Many are drawing up similar plans to take their own corresponding actions. In this way, the entire country will move collectively towards providing more sustainable transport options and reducing carbon emissions. We will work with partner organisations including neighbouring authorities and regional bodies to identify the most efficient and co-ordinated ways of delivering our collective aims.

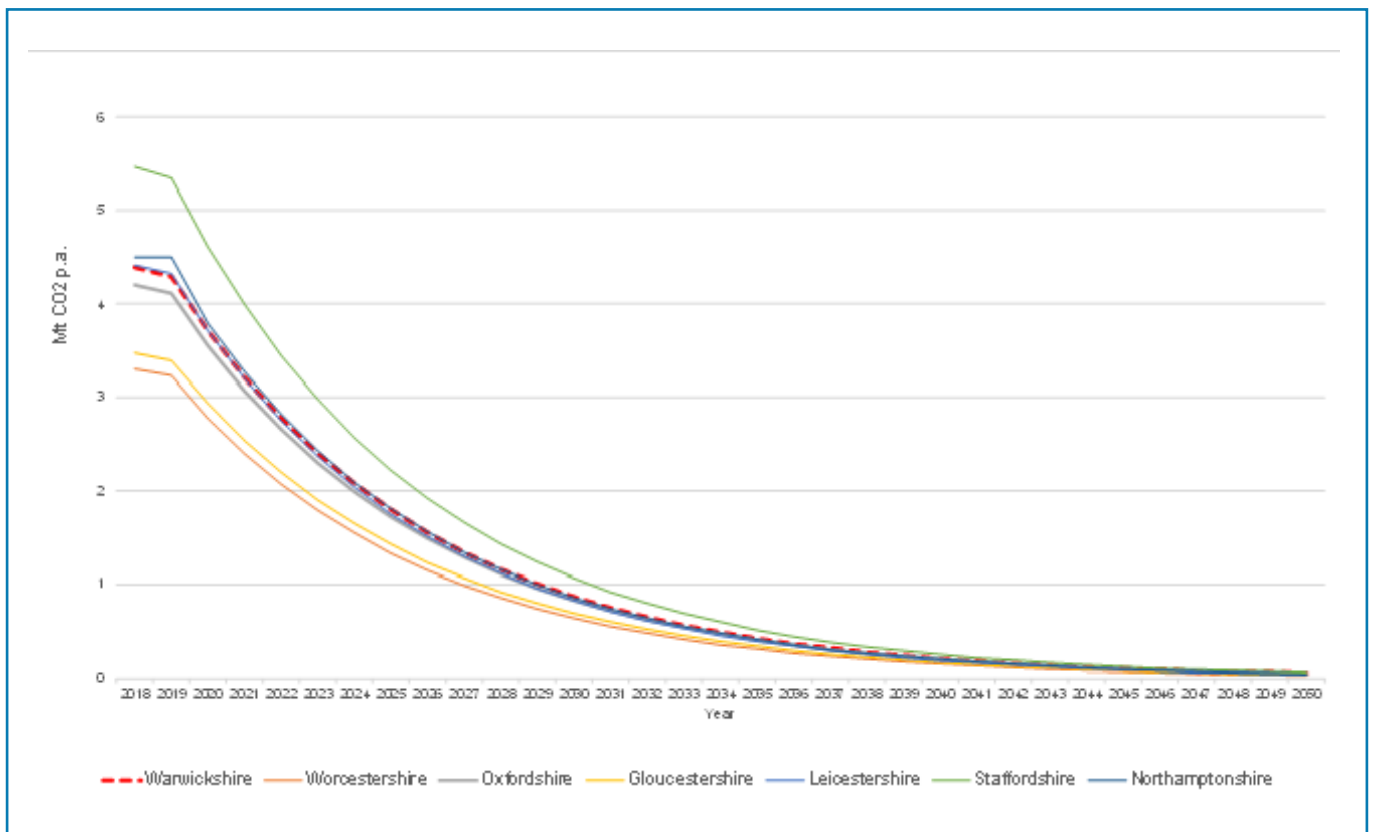


Figure 5. Warwickshire’s transport carbon dioxide emissions challenge is similar to those of neighbouring shire counties.

Warwickshire is represented by the dotted red line in the chart above, which shows the rapid reduction in carbon emissions that are needed to meet Net Zero

Comparable shire counties face similar challenges and we will need to work together to find solutions.

The Challenges

We have listened to Warwickshire's communities and their feedback has helped us to identify the main issues that they want us to tackle. Key challenges for each theme include:



Environment

- Provision of more sustainable transport options
- Decarbonising Transport - lower carbon emissions and less pollution
- Flood resilience
- Energy supply resilience – managing peaks and troughs of demand on the network
- loss and impact on nature



Wellbeing

- Travel safety and security
- Health impacts of air and noise pollution
- Accessibility - to jobs, social and medical care, friends and amenities
- Transport-related mental health impacts
- Access to active travel choices such as walking and cycling which can benefit health



Place

- Quality and character of public spaces
- Better connections within and between communities
- Differing needs of urban and rural communities
- Improving regional, national and international connectivity
- Social exclusion and isolation
- Influencing planning and development to create better places and travel between them



Economy

- Providing transport that facilitates jobs, training, future skills, education and infrastructure so that Warwickshire continues to be an attractive place to invest
- Increase access to amenities, tourism and leisure opportunities
- Recovering from economic shocks (e.g. Covid-19)
- Reducing the North/ South Warwickshire economic disparity

“Although top of my agenda is environment, I also feel strongly about having transport that is easily accessible for people who are rural, or need to get to and from work, training, etc.”

Citizens' Panel member

Future Impacts on Transport

Predicted changes in the transport sector

- Decarbonisation of transport to achieve a carbon Net Zero UK by 2050
 - Transport is currently the biggest contributor to carbon emissions in the UK
 - Warwickshire had the third highest CO2 emissions per head of all English county local authorities in 2019
 - External funding contributions likely to be aligned to carbon reducing schemes
 - Dominance of zero-emission vehicles (ZEVs) in the national fleet – electric/ hydrogen technology
- Emergence of self-driving technology – connected autonomous vehicles
- Government bans on vehicles which emit exhaust gases
- Rail capacity increase on existing lines as express services move onto HS2
- Increased freight movements, home deliveries, cargo bikes, drones
- Changes to commute patterns with increased home working and flexible working
- Pressure from population growth and an associated increase in travel demand

Anticipated changes in society

- Greater focus on the environmental impact of transport
- Emissions targets as part of response to climate emergency
- Evolving town centres – a shift in the balance between retail, residential and recreation opportunities
- Online shopping – increased home deliveries
- Increased home working or splitting time between home and employment site

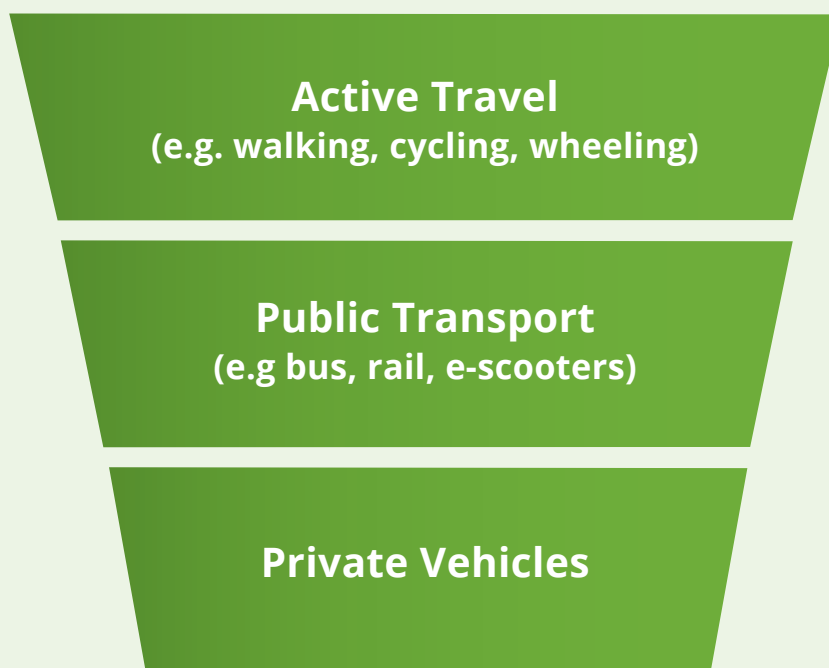
This strategy aims to allow the council to target resources and investment at transport interventions that overcome these challenges.

This will allow us to position ourselves to quickly adapt to changes in the transport industry and implement innovations in transportation.

Travel Choices Hierarchy

Improvements around our key themes will be achieved through a shift in travel behaviours to use forms of transport that promote wellbeing and are environmentally sustainable. We want to provide for the varied transport needs of Warwickshire's places, including towns, villages, economic sites and the links between them.

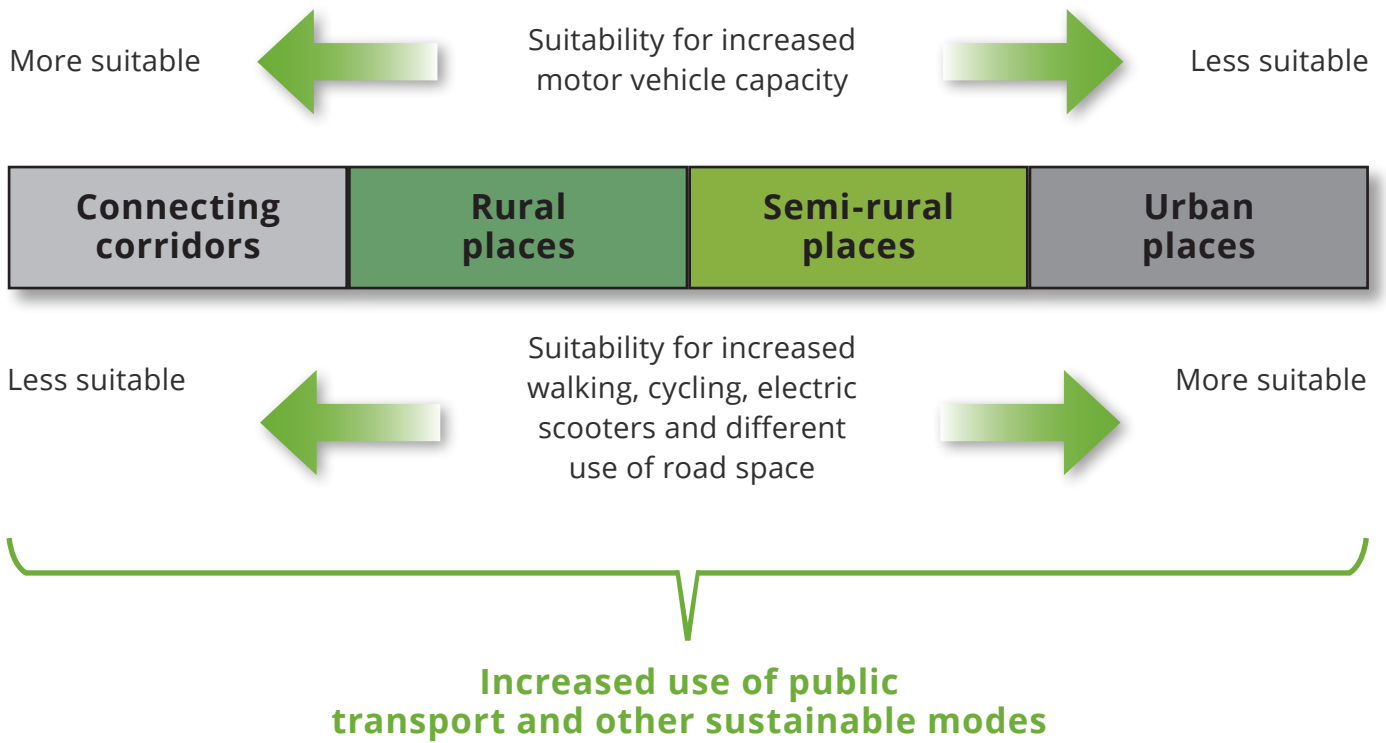
We intend to do this with a transport hierarchy that can deliver on our aim for sustainable travel throughout Warwickshire without impacting on economic vitality:



The types of travel at the top of the hierarchy contribute positively to the key themes. To promote their uptake, our interventions will increase the overall attractiveness of these modes over other options. Those choices towards the bottom are likely to have at least some negative impacts currently and in the medium term.

Not all forms of transport in this hierarchy can be applied equally in all circumstances. Whilst the hierarchy represents the best prioritisation of transport resources in principle, we recognise that Warwickshire's places are unique, with their own transport requirements.

A flexible, tailored approach to transport changes



Our transport interventions will consider places and their connections and aim to provide safe options for users of our transport network.

Walking and cycling are highly desirable for shorter journeys, which are likely to be shorter, more urban trips. For medium length journeys (10-20 kilometres) and above, these modes are less appropriate, but we will still need to encourage a shift away from fossil fuel-powered cars.

Similarly, building high-speed road links in residential areas would have negative impacts in terms of disrupting communities and reducing wellbeing owing to pollution from vehicle noise and emissions.

This does not prevent the use of any form of transport intervention where it is most suitable within the overall drive towards sustainability.

Benefits of reducing vehicle usage

We know that decreases in vehicle usage bring about the improvements in local amenity, air quality, noise pollution and carbon reduction that make Warwickshire a better place.

The Covid-19 pandemic was a global challenge that had severe impacts on people's lives, both from a health viewpoint and in the way it required lifestyle changes. It also provided solid evidence that fewer travel movements result in significant environmental benefits.

Large reductions in traffic during the early stages of lockdown saw corresponding falls in noise and air pollution, and an increased opportunity for walkers, runners and cyclists.

A massive reduction in personal travel, including commuting to work, drove household greenhouse gas emissions down by 16 million tonnes of CO2 equivalent compared with the year before.

We understand that mobility is a necessary feature of modern life. It provides significant benefits to the economy, people's wellbeing, connectivity and social mobility. Our challenge is to provide transport options that achieve these wider benefits, and more, but without the restrictions that were necessary during the pandemic.

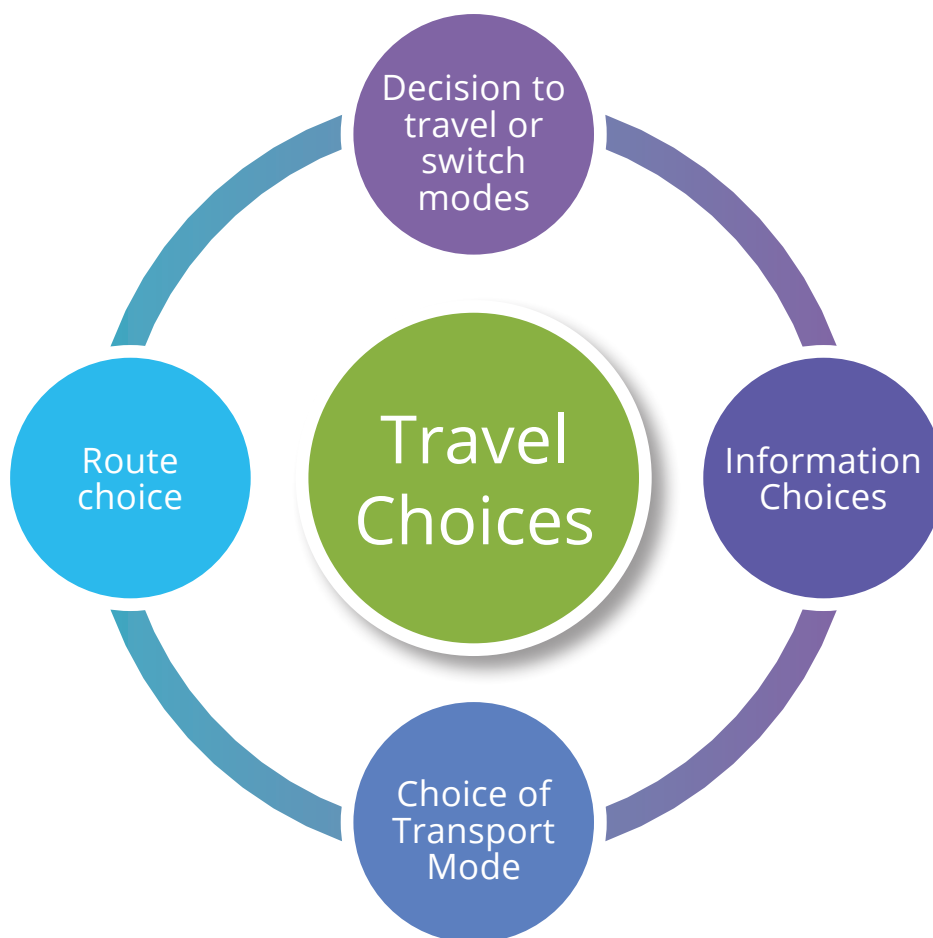


Progress towards our aims is dependent on encouraging those travelling in and through Warwickshire to adopt different methods of travel. This will include active travel or public transport where possible as an alternative to the car.

Where active travel or public transport are not possible, a switch to Zero Emission Vehicles will be required to achieve the government's Net Zero aim.

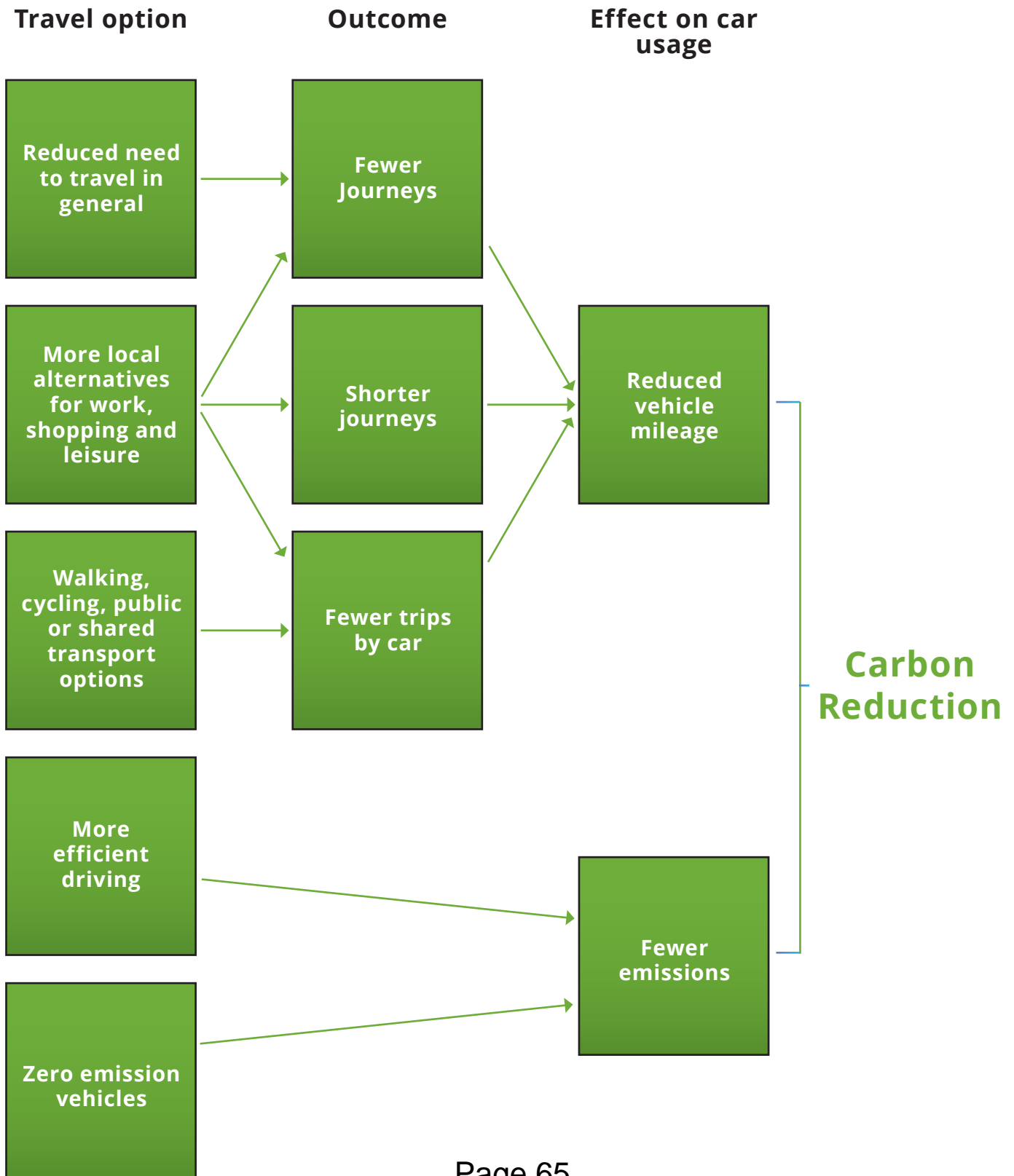
Within Warwickshire County Council's remit, we will promote these changes by enabling people to make meaningful travel choices that allow them to travel throughout Warwickshire safely and sustainably.

We will do this by publishing key strategies that recognise the choices available to transport users, now and in the future, when considering and making all stages of a journey. Most journeys involve multiple stages (e.g. drive and park, then walk to final destination) and the Local Transport Plan will encourage sustainable choices at all stages.



Travel choices to reduce carbon

To meet the target of carbon Net Zero by 2050, car usage will need to decrease and we will have to provide alternatives to the way we travel. The current approach is not sustainable. We will need to work with planning authorities to provide local shopping, leisure and work facilities that require fewer and shorter journeys. Better options for more trips on foot, by bicycle and public transport whenever travel is needed or wanted will contribute to overall carbon reduction.



Key Policies

KP1 - Engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places

Within the overall aim to provide and develop a sustainable transport network, WCC will tailor interventions to suit local requirements. Urban, semi-urban and rural areas, and the transport corridors between them, will have different needs and solutions. We will listen to the needs of communities and work with partners to maximise opportunities to provide modern, fit-for-purpose, sustainable travel choices.

KP2 - Transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible

All policies and interventions will deliver benefits for the environment, wellbeing, place and/or economy. They will be designed to facilitate the right jobs, training, future skills, education, infrastructure and places. We will ensure that communities and individuals are supported to live safely, healthily, happily and independently. We want Warwickshire to be a prime example of a sustainable, net zero county.

KP3 - Decarbonising transport and transport related infrastructure

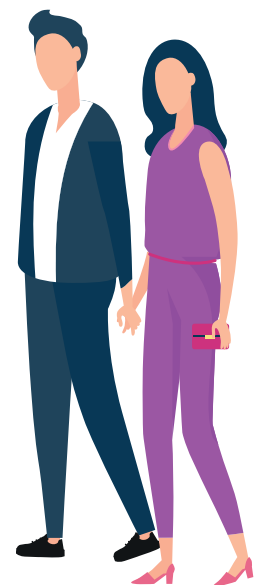
Transport contributes a greater proportion of carbon emissions than any other sector. WCC will pursue actions and objectives that seek to reduce pollution in general, and carbon emissions in particular, through a range of interventions. Car dependency will be discouraged, where suitable, in favour of more sustainable travel choices. We will consider the carbon cost of our activities on a cradle to grave basis, including new and improved transport infrastructure, such as roads, rail and bridges.

KP4 - A flexible approach to policy development in response to a changing Warwickshire

Our new Local Transport Plan cannot afford to be rigid in its approach. It will need to adapt to a changing Warwickshire and the wider world beyond our borders. The LTP will therefore be outward-looking and proactive, seeking to identify challenges and opportunities that may have an impact on our transport network. To do this, we will regularly review our existing approach by questioning its on-going relevance and, where necessary, seeking to implement new policies that address these changes and aim to make Warwickshire a better place.

KP5 - Data and evidence-led monitoring and evaluation of our transport interventions

Throughout the lifetime of the Local Transport Plan, our Action and Monitoring Plans will provide the evidence we need to measure the success of our transport interventions. They will evolve as we deliver and conclude transport schemes in some parts of the county and initiate new schemes in others. We will collect data both to determine the effectiveness of our transport interventions and to inform works and direction.

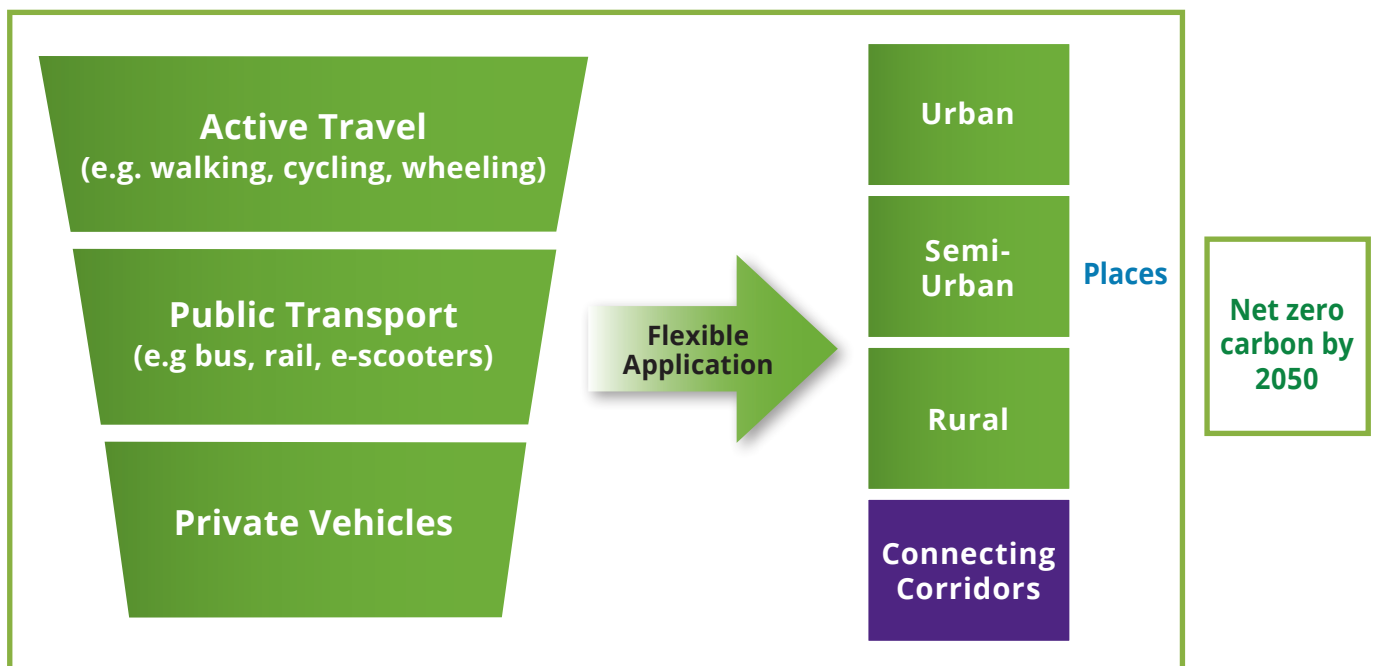


We want our Local Transport Plan to reflect the latest needs of those travelling in Warwickshire.

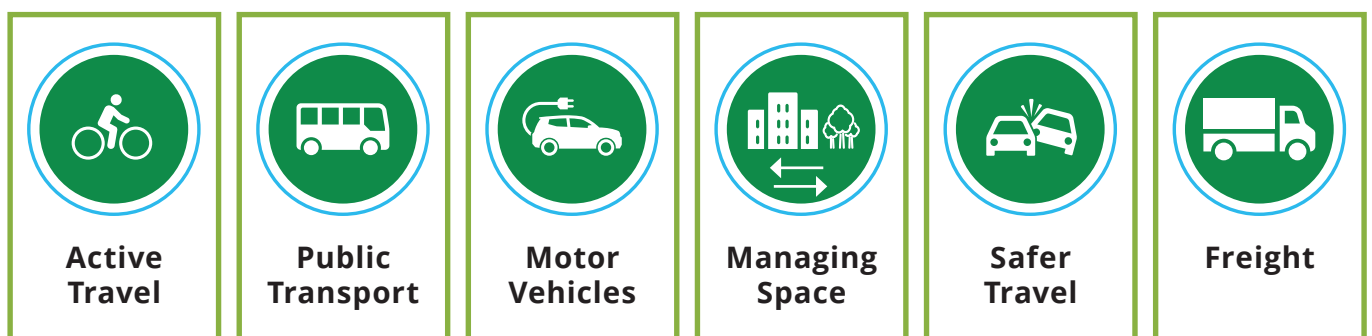
We aim to do this by facilitating meaningful Travel Choices that deliver benefits in line with our key themes and encourage the use of sustainable methods of transport.



We feel that this can be achieved by establishing a travel choice hierarchy and applying this hierarchy dynamically to different types of place in Warwickshire when devising transport projects.



We are publishing the following key transport strategies, along with related Action Plans, to detail what we will implement to encourage a shift in travel behaviours during the lifetime of this plan:



Each of the six key strategies will allow us to deliver changes in travel behaviour. Examples of areas of focus in each of the key strategies are shown below.



Active Travel

To promote the use of active travel to reduce carbon emissions on short journeys, including those for freight, and to promote mental and physical wellbeing

- Walking
- Cycling
- Wheeling
- Bike hire
- Freight/deliveries



Public Transport

To promote the use of public transport instead of private vehicles for medium and long journeys, where it is possible to supply the necessary infrastructure.

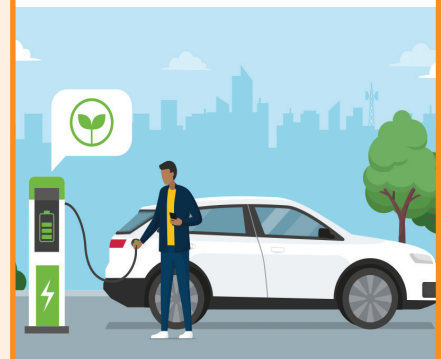
- Bus
- Rail
- Very Light Rail (eg trams)
- E-scooters
- Informal car sharing
- Car clubs – organised, formal car sharing facilities



Motor Vehicles

Where private vehicles are necessary for medium and long-distance journeys, we want to promote the change to more sustainable modes such as zero-emission vehicles (ZEVs).

- Personal motor vehicles
- Taxis
- Movement of people
- Zero emission vehicle take-up
- Electric vehicle charging and infrastructure
- Motorcycles
- Connected and autonomous vehicles (CAVs)



Our remaining key strategies are shown below.



Managing Space

Prioritising the use of available space on the road network to promote travel by sustainable modes and influencing development.

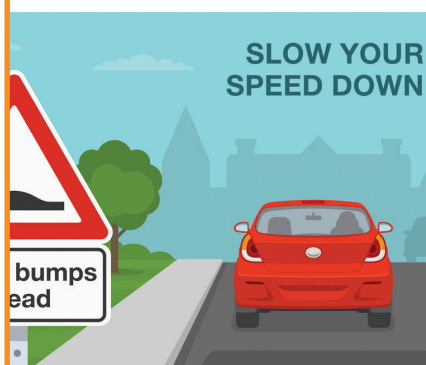
- Parking management
- EV charging and infrastructure
- Transport modelling – predicting travel demand
- Development management
- Route strategy
- Low emission zones
- Workplace parking levies
- Connectivity – providing infrastructure for new and emerging methods of travel



Safer Travel

To improve safety of all road users in accordance with the Warwickshire Road Safety Partnership Strategy.

- Safe Systems approach
- Speed management
- Road Safety Education
- Safe road design
- Fewer casualties
- Less congestion
- Safe and accessible transport



Freight

Providing facilities for and promoting sustainable, safe and efficient freight journeys through and within Warwickshire.

- Encouraging the use of low and zero emission vehicles, rail and sustainable modes
- Appropriate freight routing
- Road safety
- Suitable parking and rest facilities
- Shift to zero emission vehicles and active travel for 'last mile' freight (the short, final stages of deliveries)



Policy Implementation

The Council will produce and publish an Action Plan which will identify how we will deliver the strategies, the timescales involved and the intended outcomes which will align with one or more of the key themes of the Local Transport Plan.

The Action Plan will be published annually and be split into three sections:

1. Work intended for delivery within the financial year
2. Medium term work where delivery is intended within 2 – 5 years
3. Aspirations for delivery more than 5 years in the future

The Action Plan will confirm the sources of funding available for committed work and all work intended within the financial year. For longer term, more aspirational work, likely sources of funding will be indicated, acknowledging that this may be speculative, especially for longer term work.

The Action Plan will be complemented by Monitoring Plans which will measure our success against the outcomes identified in the Action Plan.

Active Travel Strategy



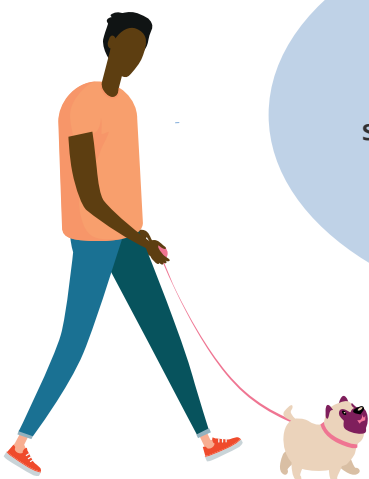
Overview

Warwickshire is a large, predominantly rural county with several densely populated historic towns connected by a network of A and B roads and separated by miles of countryside. For many years, the predominant choice of travel around the county has been the private motor car, and development has routinely favoured its continued use.

Where possible, and without disadvantaging rural communities, we need to do as much as we can to move away from car dependency. It's clear that a gradual switch away from car usage will have huge health benefits for Warwickshire's people, improve local air quality and reduce our local transport contribution to climate change. Safer, more attractive active travel options, defined as making journeys or moving goods using physically active means, such as walking and cycling, will also help to improve transport choices for people who do not have a car or access to one.



Encouraging a switch to other forms of transport can have additional economic benefits. Congestion on UK roads cost our economy almost £7bn in 2019, close to £900 or 115 hours of lost time for every driver. A more balanced approach to travel, together with options which reduce the need to travel at all and remove traffic from the road network will lessen this economic impact.



"I like this – but Active Travel routes need to be plentiful and safe – not just bolted on to roads"
Citizens' Panel member



One of the ways we can move away from over-reliance on the motor car is by choosing active travel options. These are the most efficient ways of moving people within limited space, such as congested town centres. They require less land than that needed for manoeuvring and parking motor vehicles. This is particularly relevant in Warwickshire with its historic towns and villages, narrow bridges and protected landscape areas.



“There are lots of new routes needed locally before users take up a healthier way to travel”.

Citizens’ Panel member

“We need more places to leave bikes, more pedestrianised zones that no cars can enter”.

Citizens’ Panel member

Walking and cycling are the most efficient options for local journeys - reducing our carbon footprint, delivering the economic benefit that comes with easing road congestion and reducing the severity and frequency of collisions.

People who choose walking and cycling as frequent travel choices see significant benefits to their wellbeing, both physically and mentally. This also helps to reduce the wider health costs associated with inactivity and contributes to community wellbeing.

The people of Warwickshire have demonstrated strong support for improving walking and cycling facilities. The highest recommendation from the Warwick People’s Inquiry on Climate Change was to promote cycling, and support has also been shown throughout the consultation that went into LTP4 and engagement with Local Cycling and Walking Infrastructure Plans (LCWIPs).



Active Travel Policies

Policy Position AT1

Improving accessibility and attractiveness of active travel options

The Council will seek to promote the attractiveness of active travel options by improving the facilities that enable and increase access to them. We will do this through our own interventions and also by influencing the planning and development process.

Measures may include:

- improvements at bus and rail interchanges, car parks, town centres and key public buildings
- safe and secure cycle parking facilities; easier access to affordable rental bikes; e-bike hubs; cycle to work schemes; more lockers and showers in new workplace developments
- low carbon last mile goods deliveries - using or switching to cycles or e-bikes for the short, final stages of deliveries

Policy Position AT2

Better, safer routes for walking and cycling

WCC has developed a hierarchy of travel choice which seeks to establish active travel options at the forefront of transport choices for Warwickshire's residents and visitors. Safety is critical in promoting cycling and walking. We will design to the latest standards, to create and place emphasis on the maintenance of local walking and cycling routes which offer coherent, safe, comfortable, attractive, direct connections that are accessible to all.

The Council will do this through:

- Local Cycling and Walking Infrastructure Plans
- liaison with local cycling and walking groups
- active involvement in the road safety audit process to prioritise cyclist and pedestrian welfare

Policy Position AT3

Information and Promotion

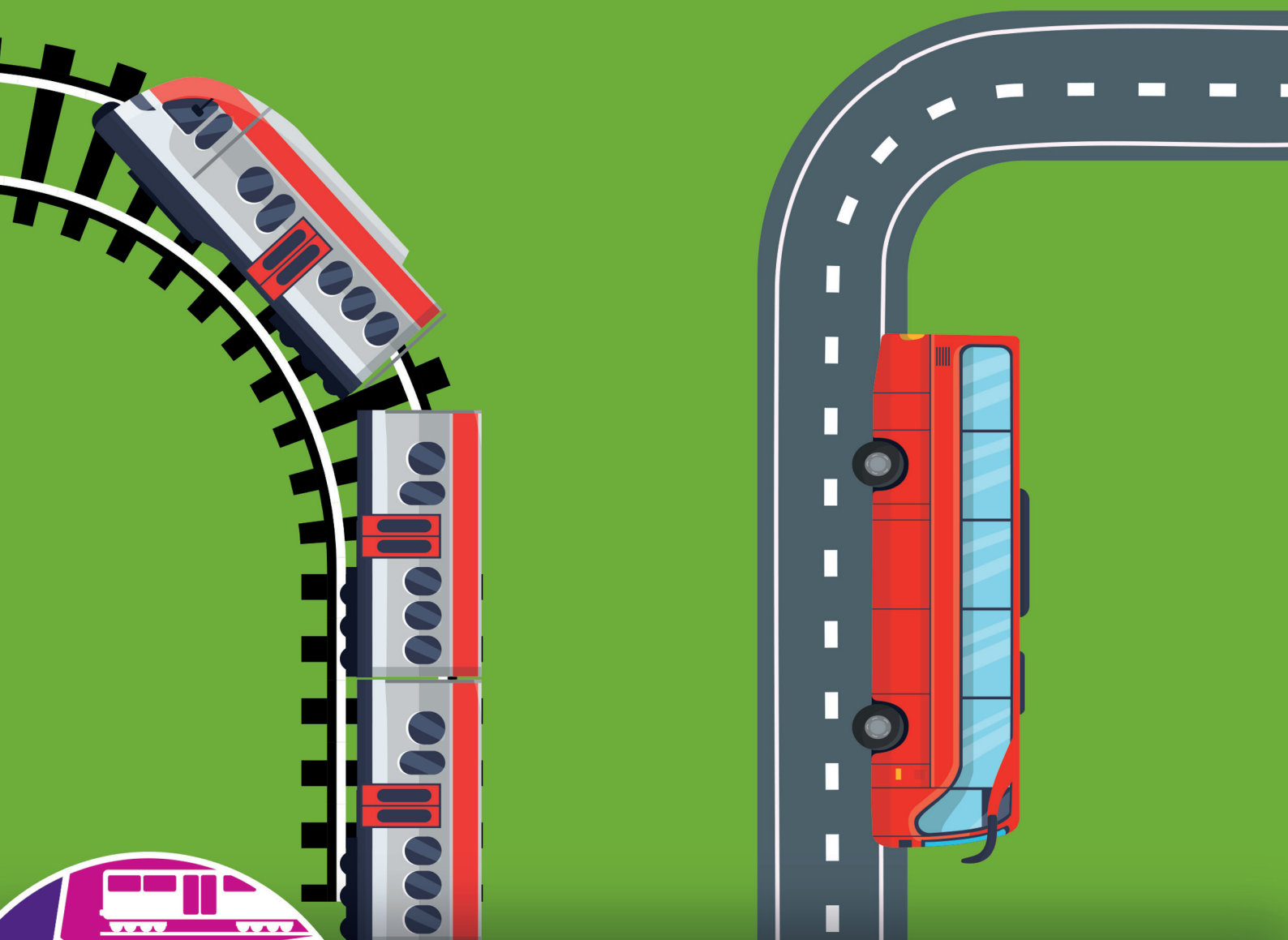
The benefits of active travel choices in terms of physical and mental wellbeing, and the economic and environmental advantages, are well known. But it is not enough to build better cycling and walking routes and expect people to use them. WCC will use all communication methods to provide information to promote active travel routes. We will develop more user-friendly county-wide mapping and signing and carry out regular surveys and audits on active travel uptake.

"I like all of the above and that we are thinking that just building active travel options does not guarantee that they will use them".

Citizens' Panel member



Public Transport Strategy



Overview

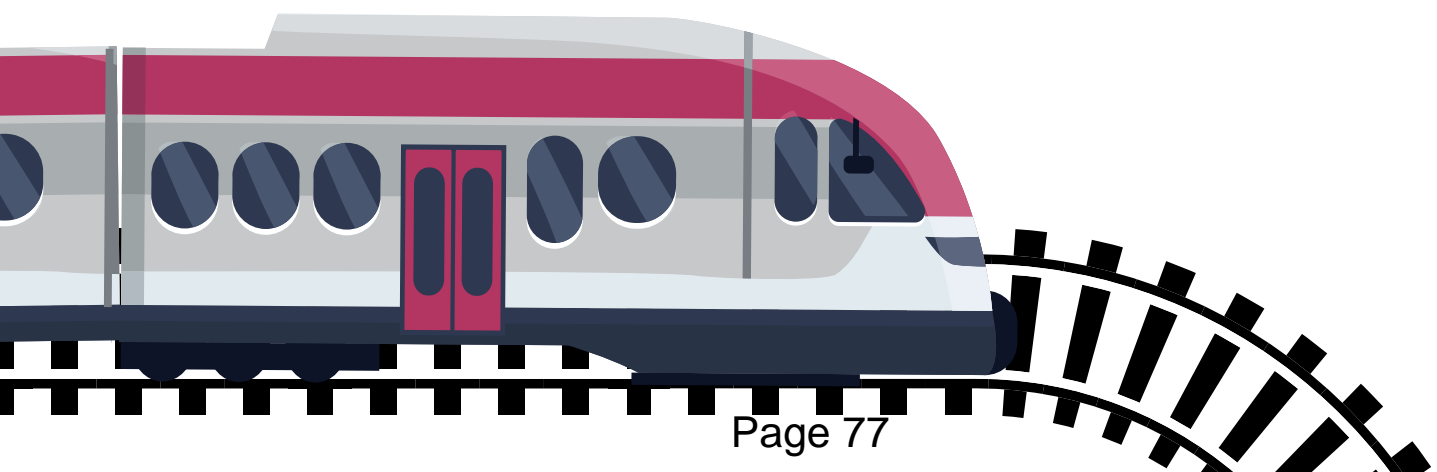
Public transport services in Warwickshire make significant contributions to the local economy, business and local community, making Warwickshire an attractive place to live, work and visit.

Investment over the last 20 years has delivered improvements to services and infrastructure which meet the Council's vision of making Warwickshire a better place.

Pre-pandemic, Warwickshire experienced sustained growth in passenger demand for rail, with approximately 10 million passenger journeys undertaken from Warwickshire stations per year. Passenger levels are currently around 70% of pre-pandemic levels, but are anticipated to recover and for growth to continue in the future.

Continued investment to deliver and maintain improved transport options will be necessary if Warwickshire is to accommodate the predicted growth in population. We want to encourage additional use of public transport to reduce road congestion, improve air quality and tackle climate change. As a council, we have limited ability to make improvements directly, as almost all public transport is provided solely by third party organisations. However, we can influence demand through our powers as highway authority (e.g. bus lanes, priority signal junctions) and promoting new rail infrastructure and services.

This Local Transport Plan (LTP) will focus on transport developments over the next five years and seek to address longer term trends where possible and appropriate.



Existing Transport Network

Warwickshire has an extensive public transport network which is used for a range of journey types, with commuting and business travel being of particular significance.

Bus use is dominated by the need for local trips, whereas rail trips are made between Warwickshire and the West Midlands conurbation, and there are good connections towards London and the south-east.

The semi-rural nature of Warwickshire means that the distribution of public transport options is not always equitable throughout the county. Factors which contribute to decisions by people to use other, often less sustainable forms of transport include gaps in the network, real and perceived barriers to access to public transport, such as inadequate or absent bus shelters, availability and reliability of services, cost of fares, safety concerns and a lack of direct connectivity.



In 2021 there were 418,000 vehicles licensed in Warwickshire, with approximately 80% being cars registered to residents of the county.

This figure has risen steadily over the preceding decade, with an annual average rise of just over 1.5%.

In comparison to neighbouring counties, Warwickshire has a relatively high level of vehicles registered per head of population.

This steady and sustained increase in the number of vehicles places heavy pressure on road space. Traffic congestion increases travel time and reduces the appeal of buses as a convenient alternative to car use.

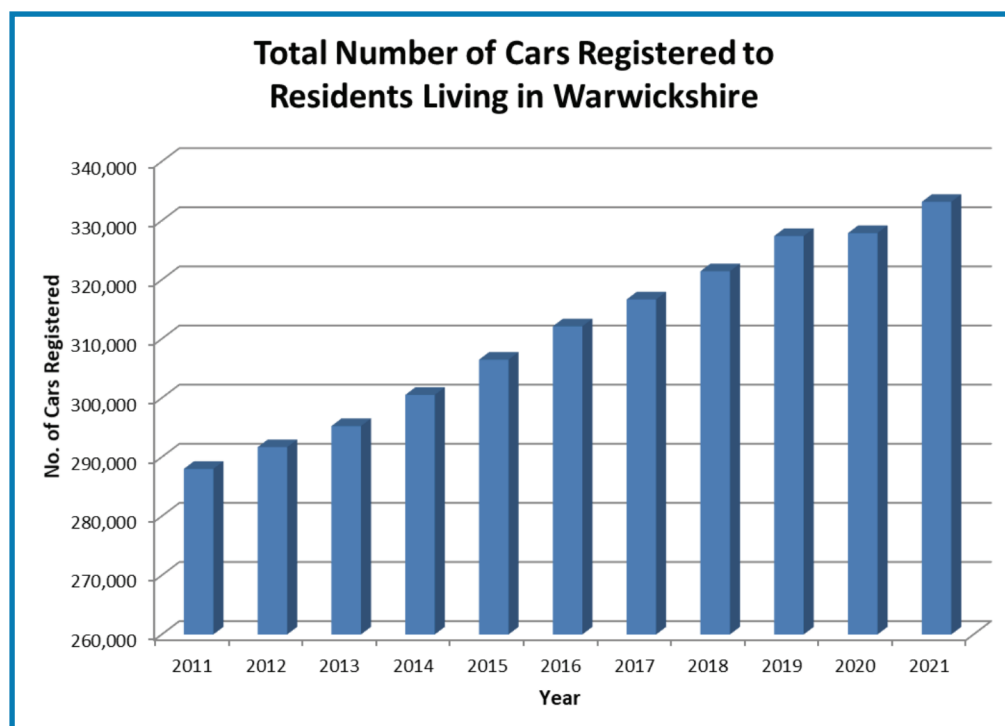
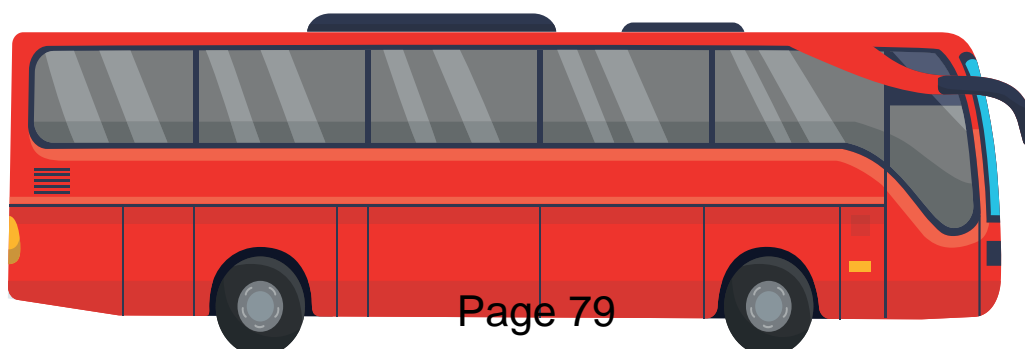


Figure 6. Increase in number of cars registered in Warwickshire 2011 to 2021.



A Public Transport Network for the future

Our consultation with the Warwickshire public has demonstrated that their priorities are for an environmentally sustainable public transport option which allows people to travel throughout Warwickshire from all parts of the county and beyond in safety, comfort and convenience.

For public transport to become a first choice travel option, its attractiveness relative to car use needs to improve. We recognise that accessibility, safety, convenience and cost play important parts in transport choices. Reliability of services and good connections throughout Warwickshire at convenient times are also critical. Our public transport network should build on the existing economic success of the area by improving connectivity between residential, leisure and business centres.

Safe and accessible public transport options can have additional benefits in improving social inclusion. For those without access to a car, good public transport connectivity reduces isolation within and between communities and improves wellbeing for groups which often suffer from social exclusion.

In line with Government best practice, we have formalised our partnership working with bus operators by jointly producing a Bus Service Improvement Plan (BSIP) and entering a legally binding Enhanced Partnership which aims to deliver the aspirations set out in the National Bus Strategy.

Our ultimate ambition is for:

- Economic, social and environmental benefits to Warwickshire residents, visitors and businesses
- Opportunities to choose public transport ahead of private car use
- Use of planning legal agreements to ensure new developments are less dependent on car usage as a first choice form of transport

WCC role in supporting the bus network

The government's national bus strategy states that services cannot be planned on a purely commercial basis with little or no engagement with, or support from, local transport authorities.

Warwickshire's investment in the bus network supports many initiatives, including socially necessary services, school and special education needs (SEN) transport, concessionary passes, measures to reduce journey times and improvements to infrastructure such as bus shelters.

Our interventions help to make buses a more attractive transport choice. In turn, this delivers wider aims such as reduced congestion, increased social connection, mobility and wellbeing, and supporting the economy by providing shoppers and workers with affordable options to travel.

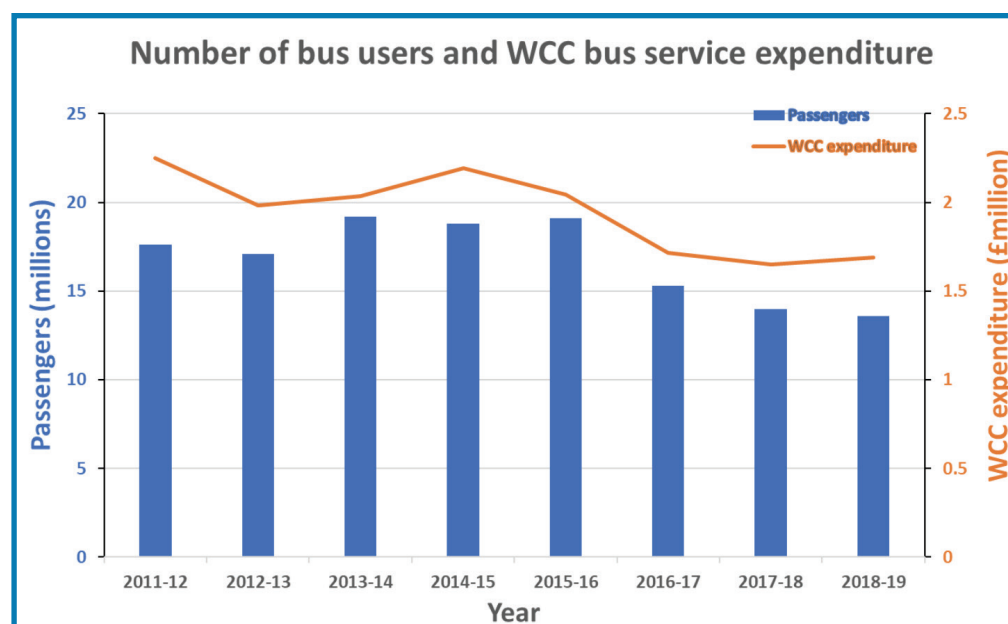


Figure 7. A comparison of bus patronage with Warwickshire County Council bus service expenditure.

Public Transport Policies

We want to achieve a connected public transport system which should provide a convenient alternative to car use.

Our policies will aim to deliver on this ambition. We will encourage people to choose sustainable travel options wherever possible and we will strive to exploit opportunities which improve services, facilities and infrastructure to make these options more attractive.

Policy Position PT1

Working with partner organisations to improve public transport

Delivery of a successful, integrated public transport network can only be the result of partnership work between the private companies which operate rail and bus services, the County Council and key industry organisations.

WCC will develop and strengthen relationships with Network Rail, DfT, West Midlands Rail Executive and Midlands Connect, including supporting delivery of the West Midlands Rail Investment Strategy. We will work with private rail companies and listen to the public transport needs of communities. Our BSIP has been produced jointly with bus operators and with them we have created an Enhanced Partnership that sets out how we will work together to deliver BSIP outcomes. We will maximise funding opportunities, wherever possible, to promote and improve existing public transport services. Any funding provided by the Council to private organisations is bound by legal agreements through which we monitor effectiveness and value for money.



Policy Position PT2

Improved accessibility and attractiveness of public transport as a travel choice

WCC will work with the bus and rail sector to develop proposals for new and improved services, stations and interchanges which allow connections from a range of other travel types to provide a truly integrated public transport network. We will work with partner organisations to ensure that vehicle fleets and facilities at rail and bus stations are improved to be the best they can be. Buses on demand, better bus connections, safe cycle parking and more electric vehicle charging points at stations are just some of the improvements we will want to see. Additionally, the County Council will also seek to retain the existing levels of passenger services and stations.

Policy Position PT3

Information and ticketing

Convenience and cost are hugely influential factors in determining which travel options the public chooses. We recognise that smart-ticketing, contactless payments and fares that are easier to understand will make public transport more attractive for people to use. WCC will work with its partners to review and develop new, simpler, more flexible ways of obtaining and paying for journeys, and ticketing that allows journeys to be made on different forms of transport. We will rely on our transport partners to provide accurate and up-to-date information accessible to all users.

Policy Position PT4

New developments and connectivity to public transport services

Population growth is likely to place strain on all areas of transport. WCC will work with colleagues in the local district and borough planning departments to ensure that new developments maximise their opportunities to provide excellent access to the public transport network, taking into account potential demand from new development.

We want to improve Warwickshire's places and the connections between them. Public transport infrastructure, waiting areas and interchange facilities should add to the quality of local centres and provide a focus for growth and investment.

Where possible and appropriate we will secure developer funding towards the cost of public transport improvements.

Policy Position PT5

Community Rail Partnership

A number of Community Rail Partnerships (CRP) have been established across the country, including the Heart of England CRP which was established in 2019 and covers part of Warwickshire, Coventry and Solihull. CRPs engage communities and develop projects to help ensure the railway supports the social, economic and environmental wellbeing of the areas they serve. The County Council will continue to support Community Rail initiatives, such as the Heart of England CRP.

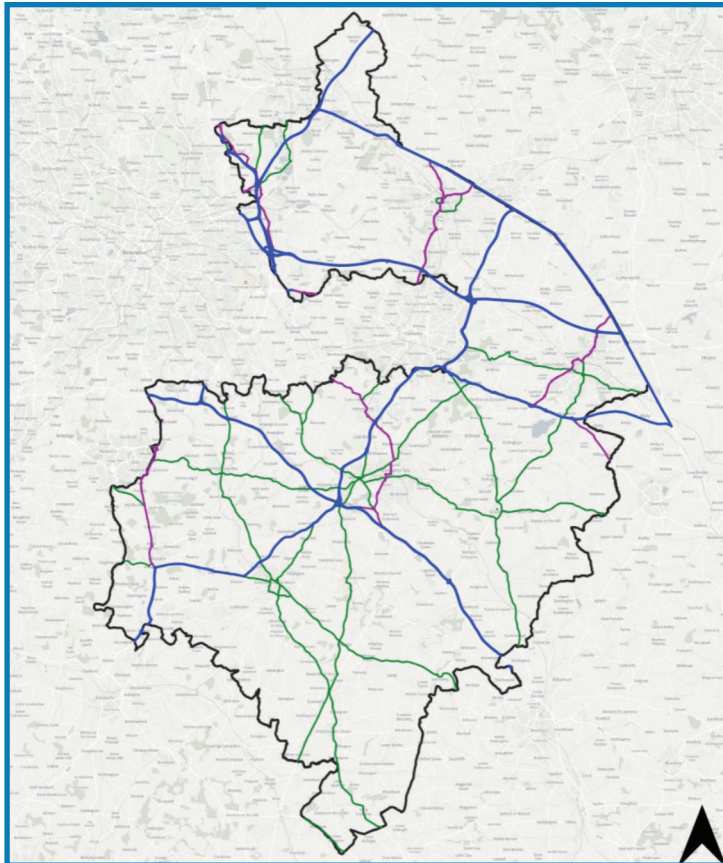


Motor Vehicle Strategy



Overview

Warwickshire lies at the heart of England. Its central location and closeness to large manufacturing centres have given it a strategic importance in the country's transport network.



Legend

- Strategic Road Network (maintained by National Highways)
- Major Road Network
- Other A Roads
- County Boundary

The county is criss-crossed by a Strategic Road Network of motorways and trunk roads, managed by National Highways. This includes important interchanges with the M69/A5 and the M40/A46, with some routes recognised for their wider importance, such as the A46 Trans-Midlands Trade Corridor and the A5 Midlands Logistics Corridor.

A Major Road Network of locally-important A roads supports the Strategic Network and these core routes are supplemented by an extensive network of 'B' and 'C' class roads serving Warwickshire's towns, villages, employment centres, parks and leisure opportunities.

In turn, these provide vital connections to the county's bus, rail and cycle networks, creating a hierarchy of integrated routes.

Warwickshire's Road Network

Our road network is vital to Warwickshire's economy but also has impact on our environment and shapes the places we live and work.

Connections enable businesses to trade effectively and people to access the services they need, visit friends and relatives and take part in leisure activities, all of which promote community and individual wellbeing. Roads also provide a vital connection for those less able to use forms of transport other than cars.

We need to maintain a network of routes as part of an integrated transport system which also provides attractive alternatives to car usage where possible, whilst recognising that for many people the car is currently their most convenient form of transport. Just as there are different types of roads, ranging from those of strategic importance to small, rural connections between villages, our transport network must also recognise that each community has its own unique transport needs.

Journey times may be the key driver of choice on some routes, whereas air quality, noise and visual amenity will be more important in more heavily populated areas. Monitoring and understanding the nature and usage of Warwickshire's road network will be necessary to provide a road network that works for all its users. A more balanced transport network throughout the county, including more use of sustainable travel options, will benefit all Warwickshire's transport users, including drivers, through reducing congestion.

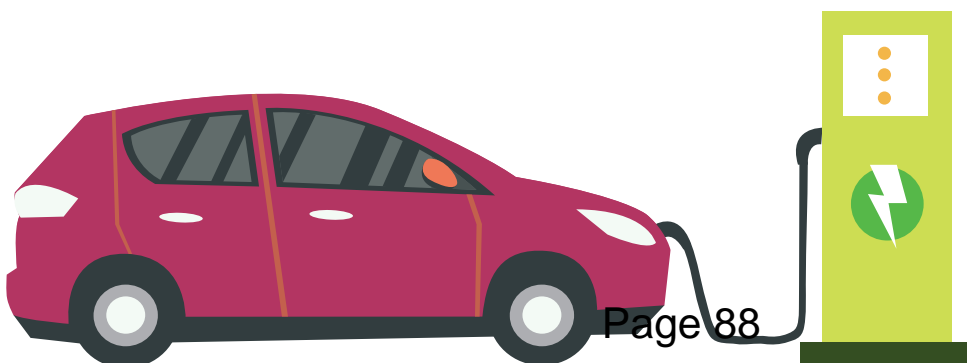


Network Management

Our challenge in developing a new Local Transport Plan is to tackle the climate crisis and support sustainable economic growth, and listen to and provide for communities' needs. These aims will be at the heart of our new Plan.

Clearly, roads don't start and finish at the Warwickshire border. Much of our work will need to be carried out in a coherent, joined up way with neighbouring local authorities, other road organisations and with regard to central government's aims for transport as we move towards Net Zero by 2050.

Underpinning Warwickshire's approach to transport for the duration of the new LTP and beyond should be a move away from car dependency and the car's status as automatic first choice for journeys. There are over 40 million vehicles licensed on UK roads. Over-reliance on cars and trucks for personal use and freight over the last fifty years has resulted in congestion, delay, pollution, economic loss, health consequences, isolation, less attractive public places and increasing costs to local authorities. All of these aspects can be improved by providing a road network that serves fewer vehicles overall and offers links to other forms of transport.



Road travel in Warwickshire

Prior to the impact of the Covid pandemic, vehicle usage in Warwickshire had risen by approximately 40% compared to 1993 levels.

This is an unsustainable direction of travel. Not only will roads become busier and more congested, they will require more frequent repair and cost more to maintain.

Congestion results in lost productivity, poor air quality and its impact on health, and damage to our local economy.

Transport as a sector already contributes the largest proportion of CO₂.

Reducing the need to travel by car and prioritising alternative forms of transport will be key components of our move towards Net Zero.

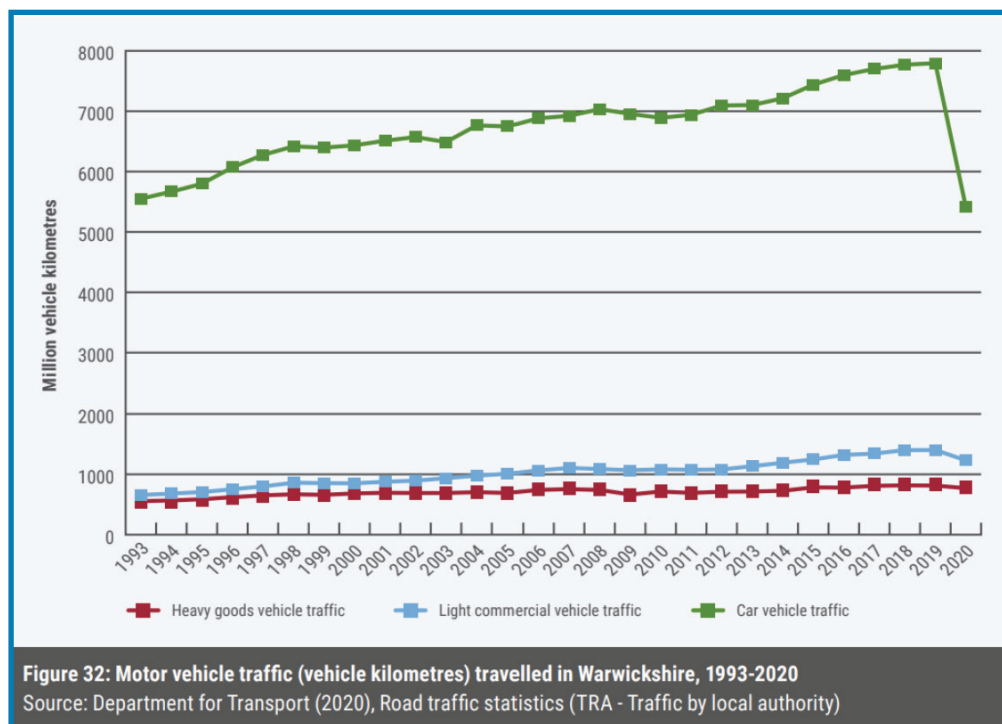


Figure 8. Motor vehicle traffic in Warwickshire by vehicle type (cars, light goods vehicles, heavy goods vehicles)

Motor Vehicle Policies

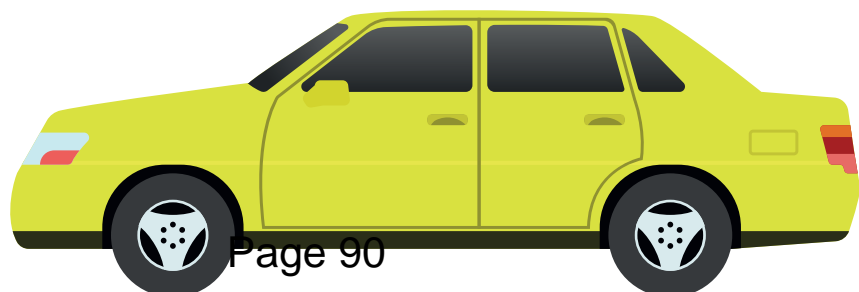
WCC will take evidence-led decisions, seeking out involvement of local communities wherever possible, to deliver road interventions which support economic growth, reduce environmental impact, connect people with services and promote use of other travel options.

We will seek to improve the attractiveness of key routes, moving traffic away from town and village centres to allow our places to become less polluted and more attractive places to be for residents and visitors, e.g. by using Park and Ride facilities.

Policy Position MV1

Using our influence with partners to provide a modern fit-for-purpose route network

WCC will work with organisations such as DfT, National Highways, Midlands Connect, West Midlands Combined Authority, Planning Authorities and neighbouring local councils to provide a road network which is safe, convenient and fit for purpose for all its users. Our route network will need to be able to deal with changes in order to adapt to pressures from development, such as the transport needs of new housing. We will work closely with planning departments and developers to identify pressures and provide evidence-led solutions, which will include options for alternative, more sustainable transport choices.



Policy Position MV2

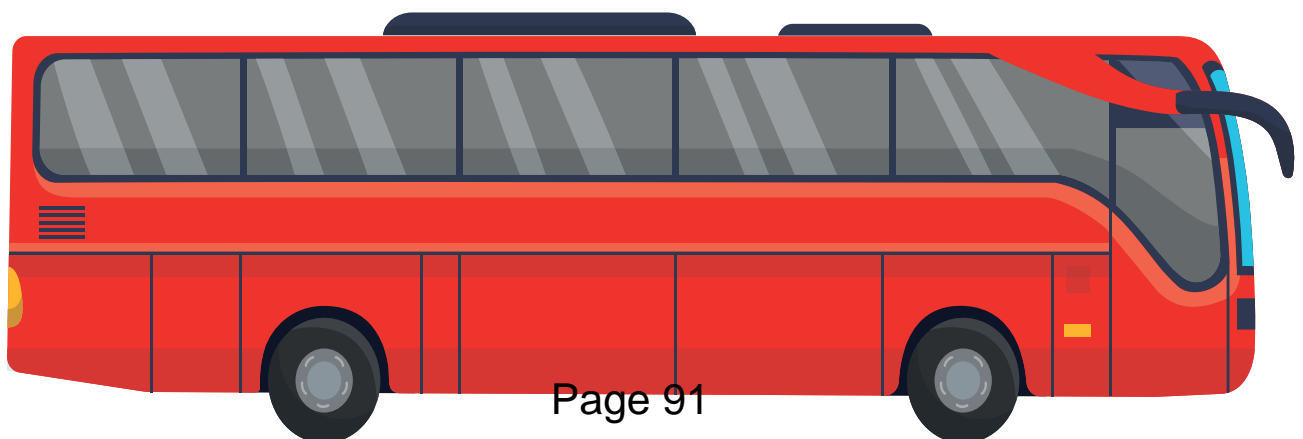
Increased use of technology in network monitoring

We recognise the value of technology in helping to maintain network performance and will seek to increase its use to provide data to support targeted interventions. WCC will monitor how well our network works for all users as it responds to changes from developments, environmental concerns and the needs of local communities, reviewing our route hierarchy as necessary.

Policy Position MV3

Maximising funding opportunities

Development will continue across Warwickshire and will provide funding opportunities for transport improvements. WCC will seek to maximise developer contributions, where appropriate, to fund sustainable improvements both to the network itself and to provide alternative transport options to car use in order to deal with the impact of developments. Our aim will be for growth to complement and improve our existing environment, rather than being a reason for more roads, vehicles, congestion and pollution.



Policy Position MV4

Making our towns and villages and the routes that connect them better places to be

Warwickshire's residents tell us that the places they live and visit are better when they are not dominated by cars. We will seek to reduce the volume of through-traffic in our urban, semi-rural and rural areas. This will improve the amenity of Warwickshire's places, their air quality and provide better environments for active travel choices.

New infrastructure will consider the needs of all road users, ensuring continued connectivity between places, but providing attractive alternatives to car use, potentially using best practice from other regions or countries, with benefits to the environment and people's wellbeing as a result.

We will monitor and respond to traffic volume issues on the network, and where appropriate, bring forward interventions. This could include capacity increases for motor vehicles, where they support our key themes.

Examples of interventions may include:

- more easily accessible electric and hydrogen vehicle re-fuelling
- freight routes
- low carbon last mile goods deliveries: using or switching to cycles or e-bikes for the short, final stages of deliveries
- reduced traffic town centres (retaining disabled access) and suburban neighbourhoods
- connected and autonomous vehicles (CAVs)
- Park and Ride facilities



Managing Space Strategy



Overview

We want to ensure that the physical space available to Warwickshire County Council is used to provide travel choices that align with the goals set out in the Council Plan and Core Strategy.

Local transport options should meet the needs of Warwickshire's residents, visitors and businesses without having a negative impact on the environment and people's wellbeing. We need to prioritise the use of available space to promote alternatives to the car; sustainability will be at the heart of our Local Transport Plan. This approach will deliver route and place-based solutions, serving the needs of each unique community. Our countryside, villages and towns will be cleaner, greener and healthier places to be.

Consultation with Warwickshire residents shows that key themes such as the environment and wellbeing are priorities. To reflect this, some focus will need to be given to reducing dependency on private car usage. Where appropriate, space may be given over to other forms of transport, to encourage active travel options, which will have the combined benefits of improving people's physical and mental wellbeing, addressing climate change and reducing air pollution.

Examples of such interventions may include changes to parking management in town centres in favour of additional, safe cycle or pedestrian routes, while maintaining access for users with disabilities and considering the needs of business. Clean Air Zones could save the UK economy £1.6 billion annually by tackling air pollution, reducing premature deaths and sickness days, and improving workplace productivity.

"I like the wording 'without having negative impact on the environment and wellbeing'. It makes me feel I've been taken into consideration".

Citizens' Panel member



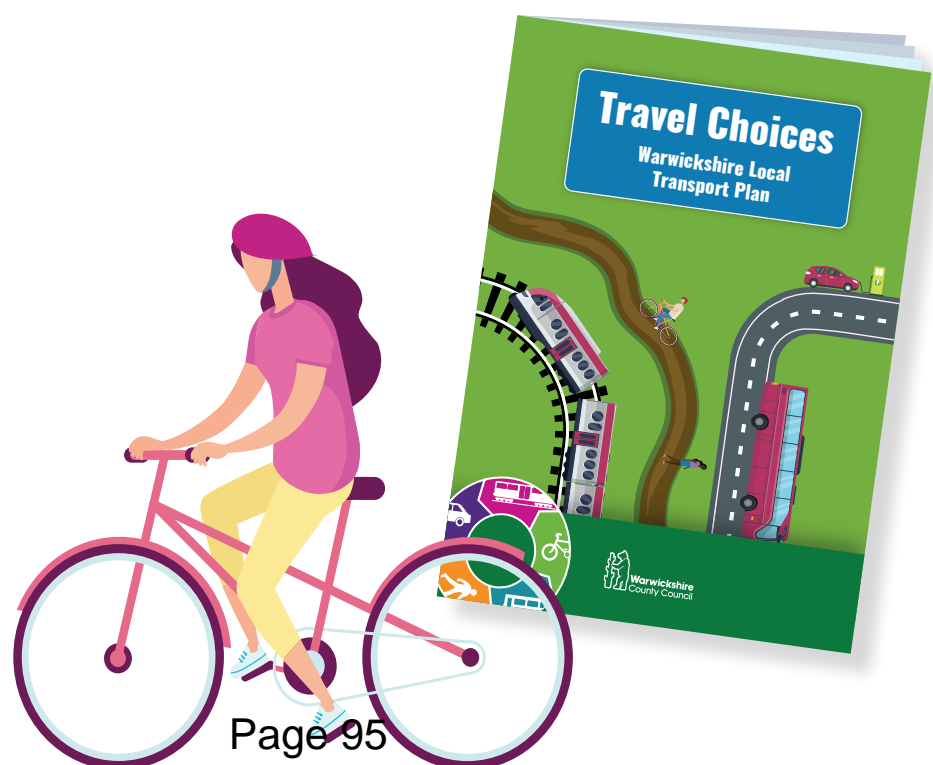
Planning and Development

Transport planning is not a standalone activity and WCC recognises the need to engage with partner organisations and communities.

We will work with planning colleagues to deliver changes to our roads and public spaces which promote sustainable development, effective and vibrant local economies and communities, and a range of travel choices. The Council will seek to benefit from changes to how local transport infrastructure is delivered – identifying new funding opportunities which will allow the county to grow economically in a sustainable way.

Central government's National Planning Policy is clear that significant development should give priority to pedestrians, cyclists and public transport with town and street design that favours walkways and cycle paths over motor traffic.

Changing how Warwickshire's land is used for travel to create a modern, fit-for-purpose transport system will be central to this part of the Local Transport Plan. In line with central government direction, WCC needs to take bold decisions around allocation of space to create a better Warwickshire for everyone. We will seek to establish community support for changes which provide benefits for as many users as possible.



Routes

WCC will maintain an effective network of routes throughout the county, which will include options for travel by road, rail, air and waterway, and by all types of users. Where these are not directly controlled by WCC, we will use our influence to bring about the changes which work for Warwickshire.

The county has a wide range of communities and travel users, many of which have unique demands on the transport network. Within the context of our four key themes, WCC will provide an integrated transport service which will be fit for a modern, clean, carbon Net Zero UK.

Transport remains at the heart of a functioning economy. We want to continue to support Warwickshire's economy by improving accessibility to jobs, allowing the movement of freight, supporting the delivery of new infrastructure and services, and by making the County an outstanding location for business.

Our aim will be to reduce congestion on our road network, removing barriers to productivity, supporting jobs and improving health and wellbeing by promoting safe active travel choices.

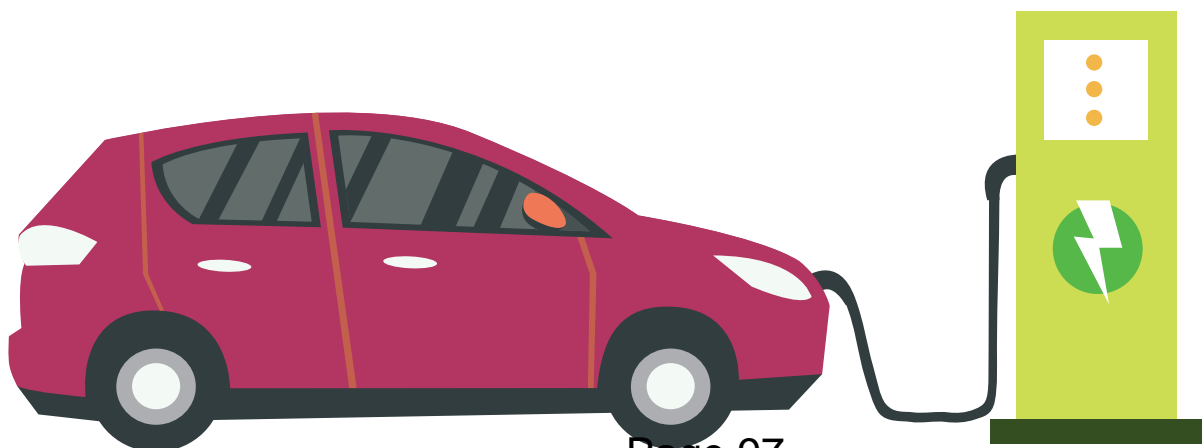


Places

We want to improve Warwickshire's towns, villages and countryside for their users. We recognise that many communities are unique and have their own travel concerns.

More rural locations are heavily dependent on private cars and this is unlikely to change significantly. In these locations, a switch to electric vehicles is likely to be the most significant change during the lifetime of the LTP, together with a reduced need to travel as a result of more home-working and home deliveries. However, we want to improve rural public transport as a key part of moves towards Net Zero.

In larger places, more substantial changes may be required, which will help to facilitate moves towards public transport and active travel options, such as walking and cycling. This may also involve changes to local areas that can improve air quality, reduce noise and make travel safer around schools by managing traffic.



Managing Space Policies

Policy Position MS1

Increasing sustainable development and travel

WCC will encourage sustainable development through the promotion of public and community transport, the provision of cycling and pedestrian facilities and traffic management measures. Where feasible and appropriate, and in collaboration with local communities, space will be allocated to more sustainable travel options.

Working with communities, the district and borough councils, external organisations and developers, we will use our influence to put pressure on how new developments are shaped, so that the transport options which serve them are as environmentally beneficial as possible. We will take evidence-based decisions which may include requirements for transport assessments, travel plans, modelling assessments and other appropriate data.

Policy Position MS2

Travel options which are accessible to all

We want Warwickshire's residents and visitors to be able to travel around the county in safety and for transport options to be accessible to all. In its role as Highway Authority, WCC will strive to ensure that all developments are accessible, that designs and layouts contribute to the local area and that improved connectivity to footways, cycleways and public transport are incorporated.

Policy Position MS3

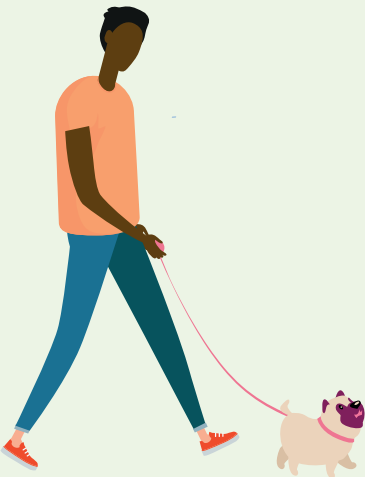
Prioritising use of space to promote sustainable travel options

Warwickshire is a diverse semi-rural county, with small villages and medium-sized towns surrounded by large areas of countryside. Transport interventions will therefore recognise the need to tailor solutions according to individual community needs within an overall framework of sustainability and economic success.

In more urban areas, space will be prioritised to promote public transport, cycling and walking and to facilitate non-polluting private vehicle transport. Reduced car dependency is a key aspiration in places where this is appropriate without adversely affecting people's lives. Communities where all daily amenities are within easy reach within 15 minutes are appropriate for promoting cycling and walking to reduce car use.

Interventions may include:

- parking changes including Park & Ride and Park & Stride provision
- charging points for EVs – on-street and in hubs, in line with the UK Electric Vehicle Infrastructure Strategy
- low emission zones
- low traffic neighbourhoods and/or pedestrianisation where appropriate
- managing traffic around schools
- safer cycling and walking routes
- increased transport connectivity between types of public transport e.g. bus interchanges
- future technology – autonomous vehicles; drone landing spaces; hubs for short, local goods deliveries using low carbon options



"These are great ideas, but the overall cost to the end user must be worthwhile, provide value for money and be convenient all at the same time".

Citizens' Panel member

Policy Position MS4

Robust data-led decision making in assessing new developments

We will take evidence-based decisions which may include requirements from developers for transport assessments, travel plans, modelling assessments and other appropriate data. These decisions require specific technical data, such as the use of micro-simulation modelling techniques to support Transport Assessments, where appropriate, in accordance with our Modelling Protocol. The Council will publish and regularly review this protocol, and will work with applicants to assess the individual requirements for the sites/areas being developed.

Policy Position MS5

Construction to best available standards

We will ensure that new highways, including those built by developers, are constructed to the best available standards. Developers will be expected to follow the Warwickshire Design Guide, which provides details of build quality. We will use appropriate legal agreements to ensure that developer-built roads are of sufficient standard to be adopted by the Council as a public highway. WCC-commissioned highways will abide by the Construction Design Framework, which embeds carbon reduction and climate change into our contract work.

Policy Position MS6

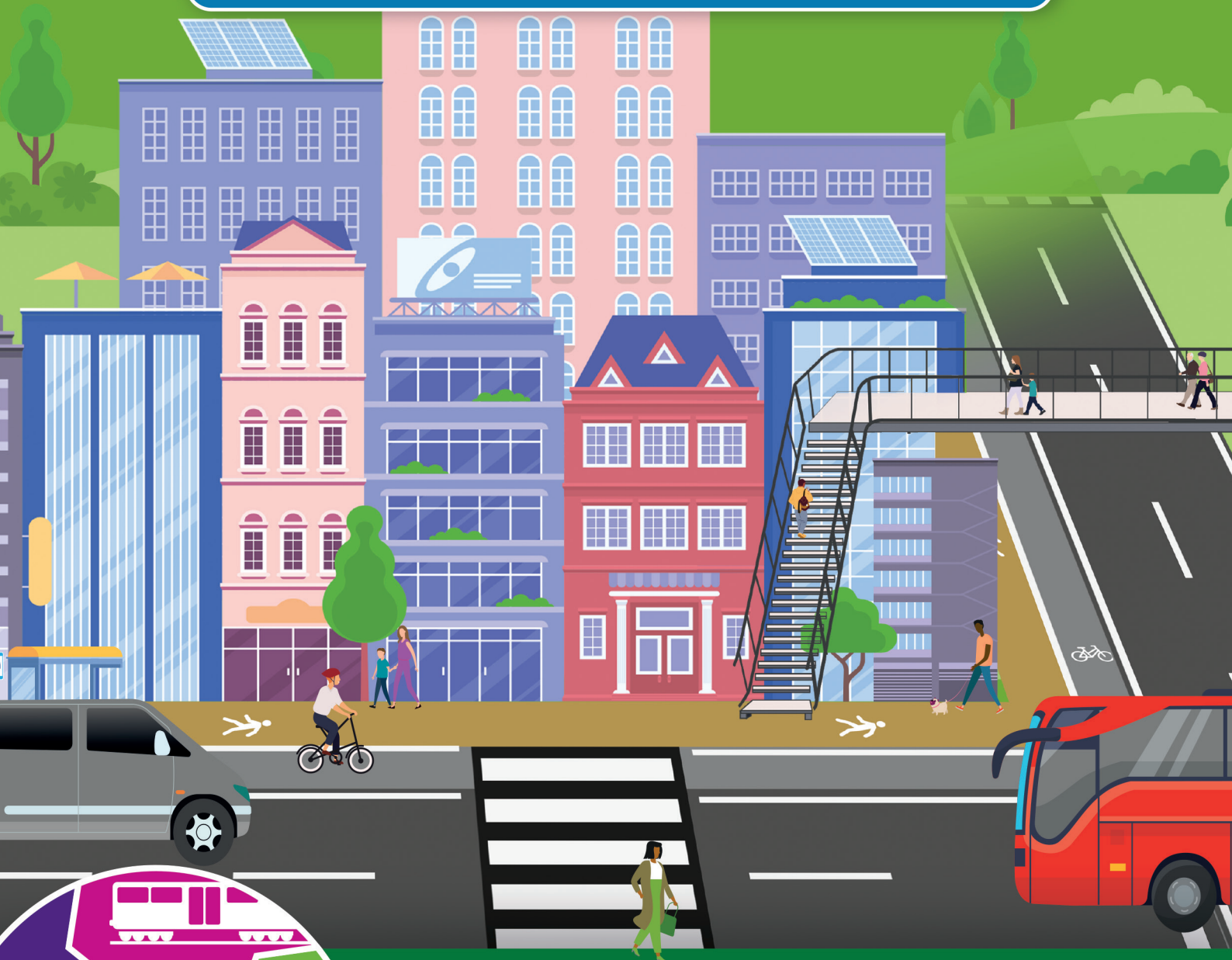
Influencing Planning Authorities and Developers

WCC does not have responsibility for planning decisions concerning most types of development. However, we are consulted on most development proposals and will use these opportunities to influence and support development in ways which provide better, safer, more sustainable transport options. We will use this influence to maintain efficient travel on major roads in the county, for example by minimising new accesses to the Major Road Network, avoiding journeys being rerouted through neighbourhoods, which would impact negatively on congestion, air quality and the local environment.

Using planning law, we will create binding legal agreements that require developers to make contributions with the aim of improving travel infrastructure in the county.

We will continue to require contributions from developers which include: road safety audits; school travel plans and promoting safer routes to schools; encouraging better walking and cycling connections and accessibility for disabled people; transport assessments or transport statements for new developments.

Safer Travel Strategy



Overview

Warwickshire County Council’s vision is to make Warwickshire a better place. The creation of vibrant places with safe, healthy and inclusive communities is central to this vision.

We want all of Warwickshire’s residents, visitors and commuters to live, work and move around the county in safety. Everyone should be presented with travel choices which allow them to reach their destinations free from harm.

Our vision aligns with the wishes of Warwickshire’s residents. During the various stages of drafting the Local Transport Plan (LTP), residents we consulted highlighted that the general wellbeing of transport users should be a key theme: reliable, safe, punctual transport opportunities should be our aim. Our Safer Travel Strategy will therefore seek to deliver this requirement.

As Highways Authority, WCC’s main area of responsibility focuses on road safety. Road collisions result in injury, congestion, delay and lost productivity. In addition to keeping our communities safer and healthier, improvements in road safety will have large benefits for Warwickshire’s economic wellbeing.

However, travel safety is more than simply seeking to reduce vehicle collisions. Safe and convenient access to bus and rail facilities will encourage public transport use. Pedestrians and cyclists need secure and reliable routes to promote active travel over car usage and enjoy the positive mental and physical health benefits that cycling and walking can bring.



Road Safety Overview

This strategy will adopt a long-term vision for a transport system which is ultimately free from death and serious injury.

In the last 15 years the number of people killed or seriously injured on Warwickshire's roads has almost halved. We want to build on this success. We have set ourselves a challenging target of a further 50% reduction in KSI figures by 2030, with a view to working towards zero serious casualties or deaths on Warwickshire's roads by 2050.

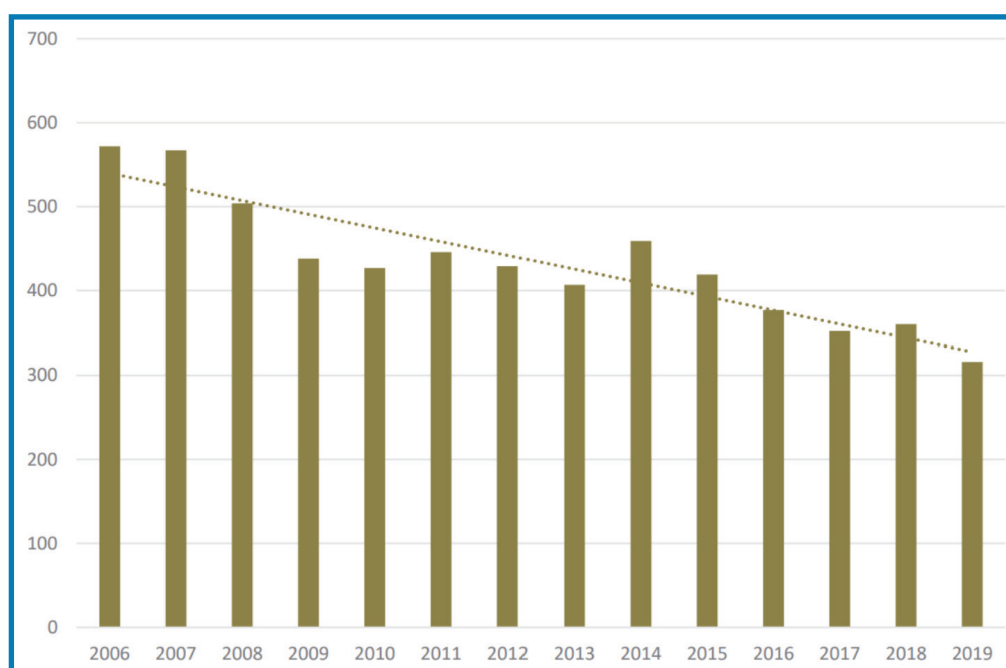


Figure 9. Number of people killed or seriously injured on Warwickshire's roads 2006 to 2019

"Great to see the KSI numbers, and what a fabulous target to aim for".

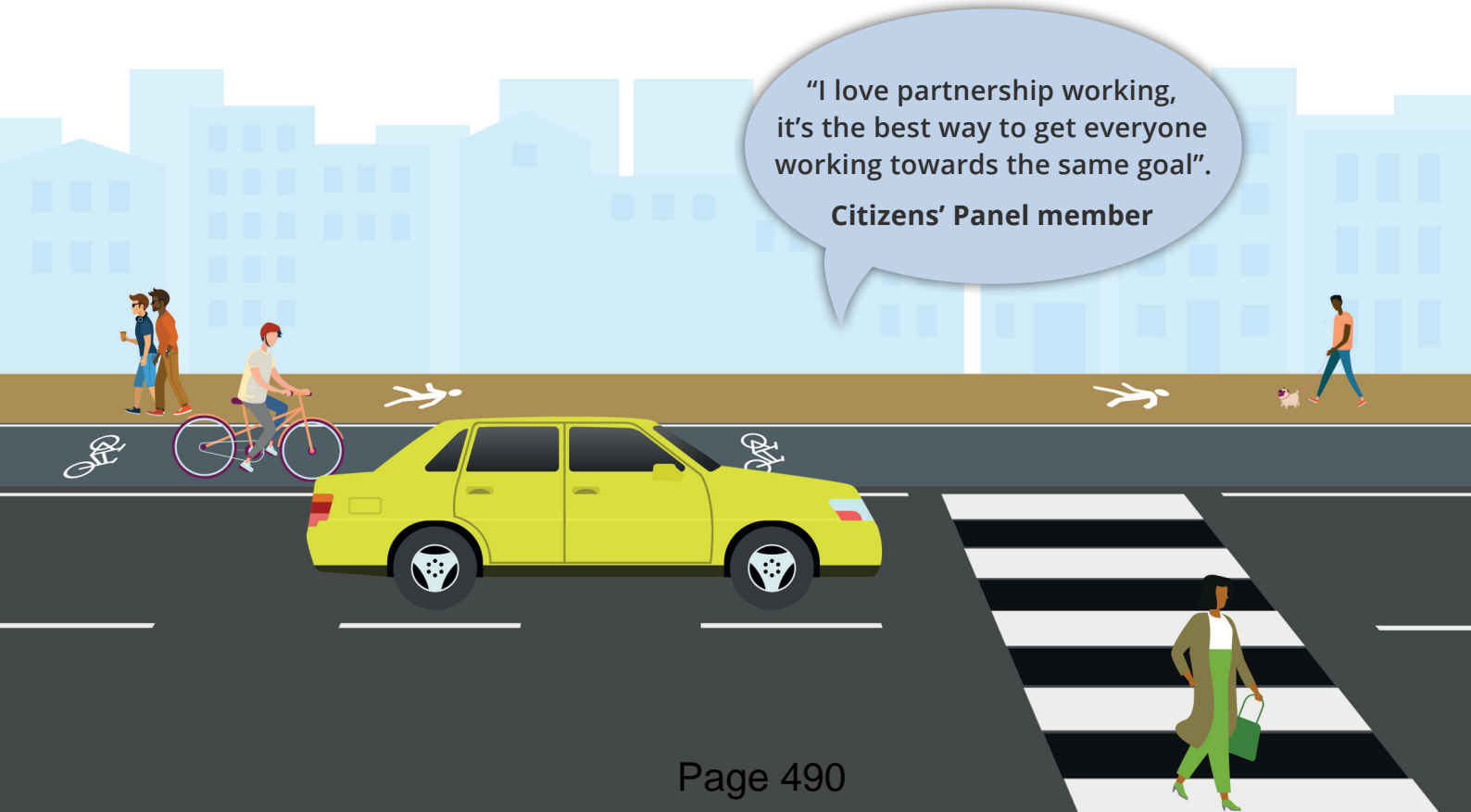
Citizens' Panel member

Warwickshire Road Safety Partnership

Warwickshire’s approach to road safety is to work closely with partner organisations – the police, other emergency services, local communities, schools and external road safety groups. We believe that working together is the most effective way of reducing transport casualties.

This partnership method allows us to deliver a road safety strategy in an effective and joined-up way. We know that engineering interventions such as our casualty reduction schemes, targeted enforcement and education solutions such as school and young driver courses provided by ourselves and our partners have all contributed to the success of our road safety work to date. These three processes will continue to be at the heart of everything we do in tackling road safety issues and helping to improve the wellbeing of Warwickshire’s communities.

To build on the success of our collaborative work to date, WCC has entered into a formal arrangement with numerous other organisations to create the Warwickshire Road Safety Partnership (WRSP). This group will help to shape all aspects of road safety engineering, enforcement and education interventions using a “safe systems” approach. Examples of these interventions are provided in the policies outlined later in the strategy.



“I love partnership working, it’s the best way to get everyone working towards the same goal”.

Citizens’ Panel member

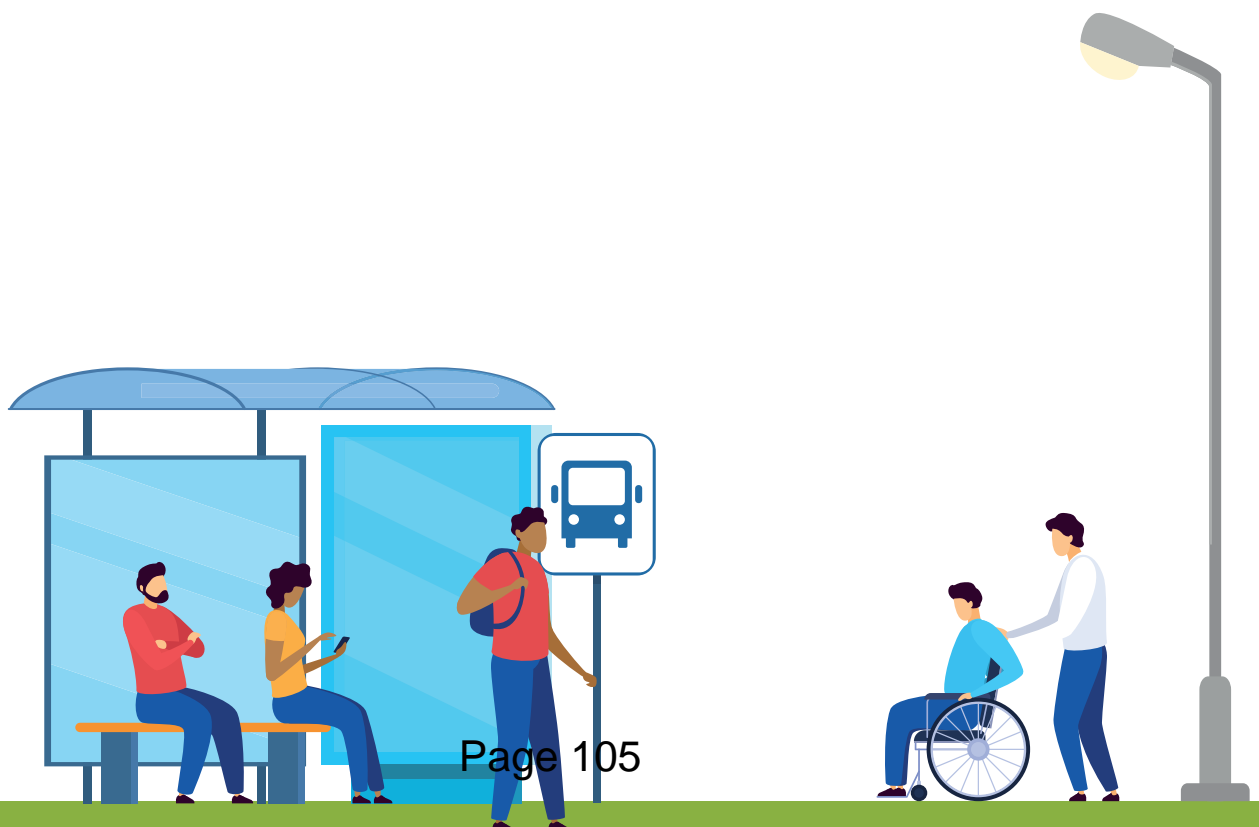
Wider Transport Safety

Whilst road safety initiatives will continue to be where WCC can have the largest direct influence, we recognise that people want to travel and feel safe using other forms of transport.

If we are to tackle climate change, there needs to be a shift towards more sustainable forms of transport. To help to achieve this, safety, cost and convenience will be important factors in allowing people to consider alternative forms of travel.

The County Council is not involved in the direct operation of public transport. Private companies run the bus and rail services which criss-cross the county and connect to areas outside Warwickshire. But we can have direct influence by working with partners to deliver safety benefits beyond immediate road safety measures.

We know that people would like to use forms of transport other than the car and that concerns about personal safety discourage people from doing so. We can control some factors related to feeling safe, such as well-lit, well-maintained footways, cycleways and public areas where people access transport.



Safe Systems

In moving towards zero serious road casualties, WCC intends to adopt the Safe Systems approach to road safety across the county.

Safe Systems is the term used internationally for an approach which

- recognises that, despite preventive efforts, road users are fallible and collisions continue to happen on the roads
- places responsibility upon providers of the transport system for the safety of the system and responsibility upon users of the system for complying with its rules and constraints
- aligns safety management goals with wider sustainability goals including social, economic, environmental and health goals
- seeks out and shapes actions to reduce death and serious injury with the Vision Zero approach in mind. These actions will address problems in the road system across all types of transport, in vehicles, in user behaviour and in the care of people injured in collisions.

All of Warwickshire's road safety activities will therefore tie in with the Safe Systems method, which has a five spoked approach:

- safe roads
- safe road users
- safe vehicles
- safe speeds
- post-collision response

Our engineering, enforcement and educational interventions will be designed to contribute to one or more of these five themes.

- Engineering – casualty reduction schemes such as road realignment, reduced speed limits or improved road markings
- Enforcement – working with the police in the Speed Working Group
- Education – school visits and young driver courses



More information about Safe Systems and all of our work areas is available in the WRSP Strategy, which can be found here: [Warwickshire Road Safety Partnership Strategy](#).

Safer Travel Policies

Policy Position ST1

Working with Partners to deliver road safety improvements

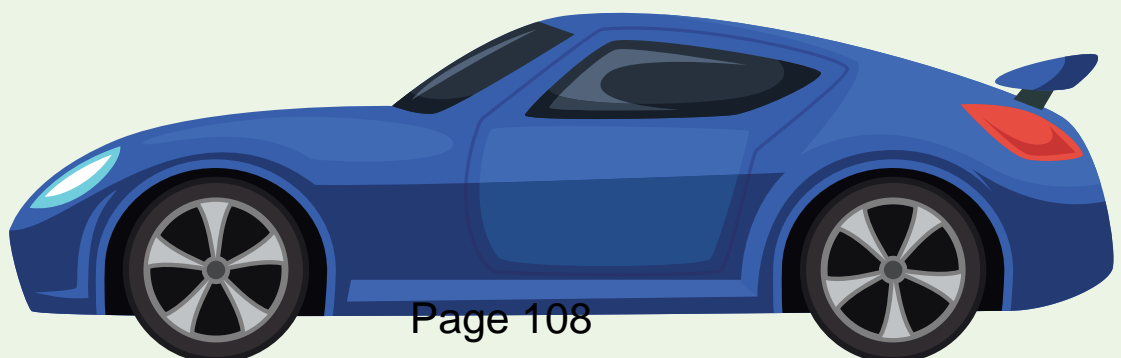
Warwickshire County Council (WCC) Road Safety teams will own and deliver the activities identified as their responsibility within the Warwickshire Road Safety Partnership strategy. We will engage fully with the process to create, manage and fulfil a successful WRSP.

We recognise that there are three broad areas which combine to create safer roads for all road users. These are education, engineering and enforcement. To bring about road safety improvements via all three of these approaches will require both interventions by Warwickshire County Council and close working relationships with other organisations, such as the police and other emergency services.

Policy Position ST2

Evidence-led road safety engineering interventions

WCC will use all available data and evidence to inform its engineering interventions and responses. The WRSP strategy describes the numerous ways that each partner organisation will contribute to the overall road safety approach. These include, but are not limited to: casualty reduction schemes, road safety audits, traffic calming initiatives and speed management measures. A full list of WCC road safety engineering activities is available in the WRSP strategy document.



Policy Position ST3

Wide-ranging community engagement to improve road safety

Warwickshire will continue to carry out a wide range of community engagement activities, helping to promote road safety through various approaches under the general banner of 'education', from primary schoolchildren, through secondary education, driver offender courses, mature drivers and vehicle specific campaigns, including motorbike and cycling initiatives. Again, a full description of WCC road safety education schemes is available in the WRSP strategy document.

"Community engagement activities are really good to know about, as I wasn't aware so much is going on. Public showcasing seems really important here so that all people get to realise your hard background work".

Citizens' Panel member

Policy Position ST4

Road engineering design to align with appropriate quality standards

Our Engineering Design Services (EDS) teams will continue to ensure that all new road construction in Warwickshire and improvements to existing road layouts will be carried out in accordance with the latest, most appropriate British construction and road design standards.

EDS will engage with the road safety auditing process as part of the initial design and in the pre- and post-construction stages of projects. This will ensure that safety remains at the forefront of all design decisions.

Policy Position ST5

Promoting safety in all travel choices

Travel safety is not just about road safety. We want people to feel personally secure whenever and however they choose to move around the county. We will work with partners including the police, private sector bus and rail companies, district and borough councils and developers to seek improvements to other forms of transport so that modern, convenient, cost effective and secure alternatives to car usage are available.

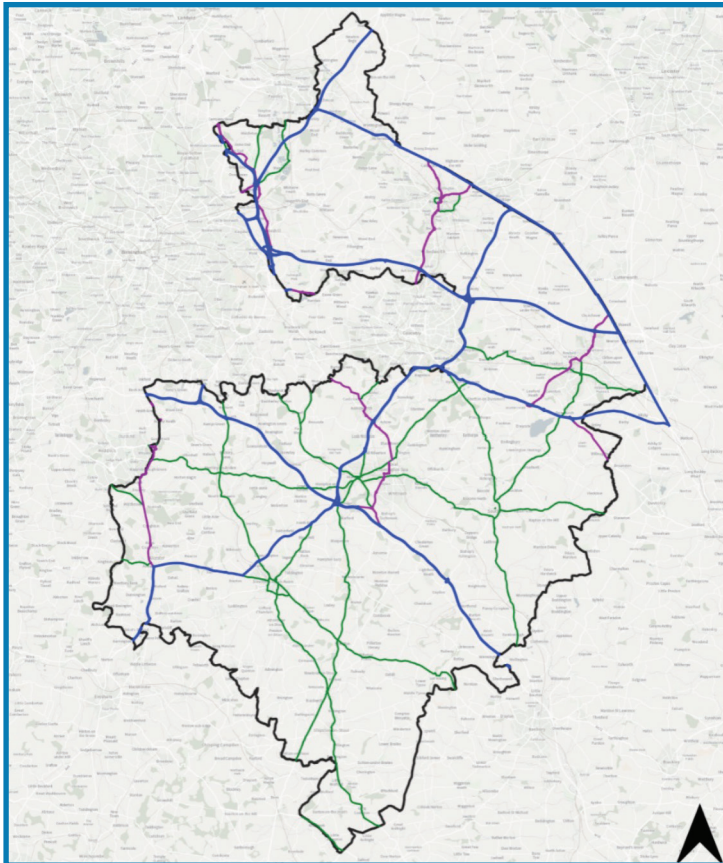
We will seek safety improvements to facilities such as bus stops, bus and rail stations, pedestrian and cycle routes so that they are safer and, just as importantly, feel safer to potential users.

Freight Strategy



Overview

Warwickshire plays an important role in the freight sector, with our transport infrastructure facilitating local, regional, national and international movements by road and rail.



Motorways such as the M40 and M6, along with the A46 Trans-Midlands Trade Corridor, are vital for providing links through the county to international gateways such as ports and airports throughout the UK.

The core main line rail network through Warwickshire also facilitates many inter-regional and long-distance freight movements, enabling goods to be transported into the Midlands from ports in the south and onwards to the North of England and Scotland.

There is substantial logistics activity in and around Warwickshire, taking advantage of our central location in the country. There are several large distribution hubs and business parks on strategically important routes such as the A5 corridor. Warwickshire is located within the logistics 'Golden Triangle', from which 90% of the UK population can be reached within four hours' drive.

Our economy needs an efficient, effective and safe freight sector to function, getting goods and materials to customers both here and abroad.

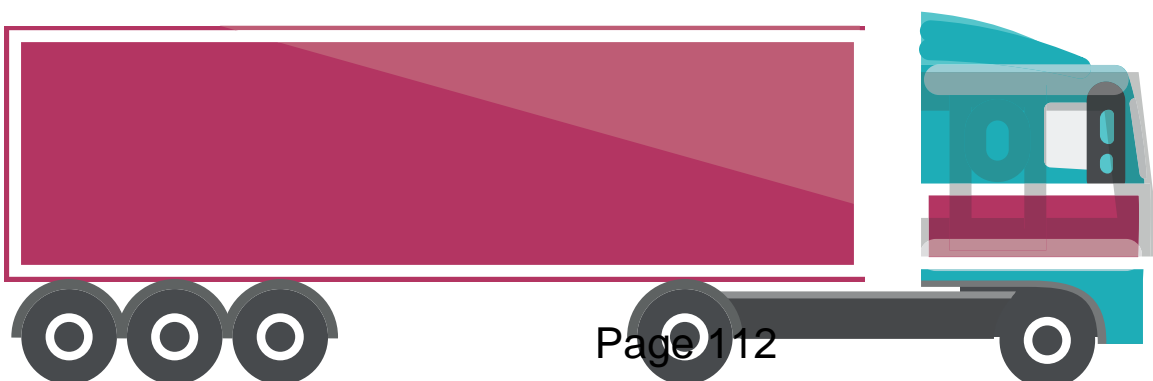
Freight in Warwickshire

The logistics sector in Warwickshire is a major employer and generator of economic activity. The A5 and M6 corridors have many large distribution parks located near them, taking advantage of good access to the Strategic and Major Road Networks. Rail-connected logistics terminals within the county are situated at Hams Hall and Birch Coppice.

Whilst major freight and logistics infrastructure such as Magna Park and Daventry International Rail Freight Terminal lie just outside Warwickshire, their impacts are felt here with associated freight movements on our road and rail networks. Our businesses take advantage of these distribution hubs to transfer freight from road to rail.

Freight movements provide a vital boost to our local economy, and our roads and railways facilitate wider national goods movements. However, we also need to recognise and address the impacts of these movements on our environment, places and the wellbeing of Warwickshire communities. In 2019 there were 127 collisions involving freight vehicles on Warwickshire's roads, and freight vehicles and locomotives cause emissions which affect air quality and contribute to climate change.

Freight vehicles also contribute to congestion, particularly on strategic routes. DfT data shows that in recent years HGVs contributed over 20% of all traffic on the M6 in Warwickshire. This strategy will help support the freight sector to become safer, more sustainable and more efficient, benefiting both the county and the wider UK economy.

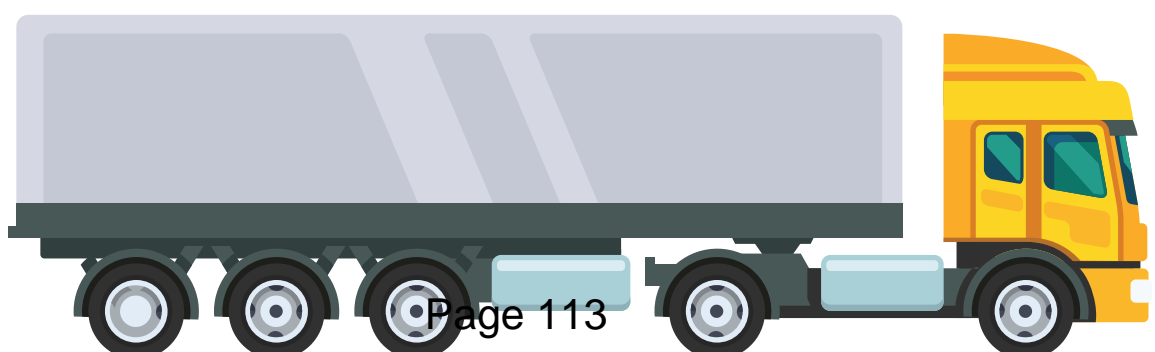
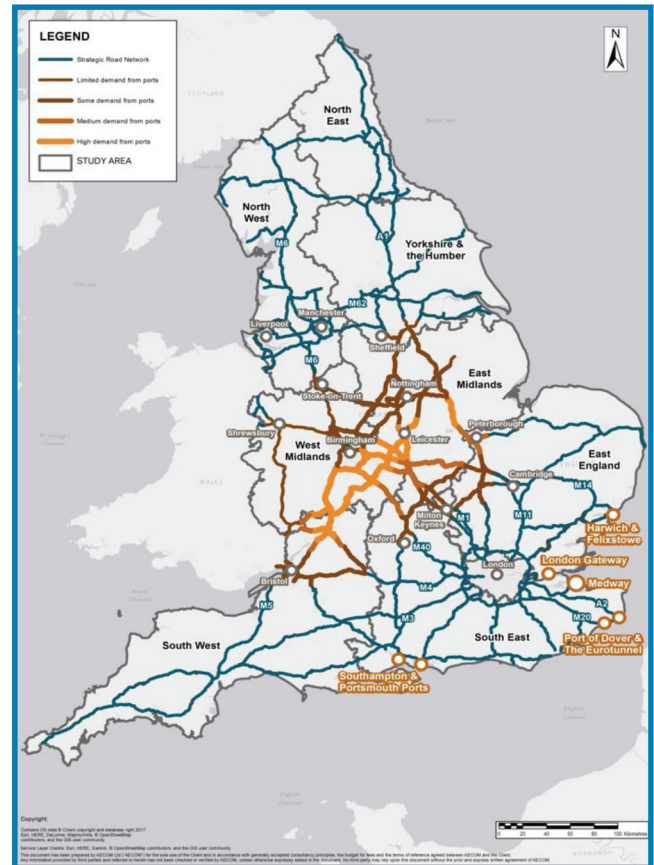


Lorry Parking Demand

The map opposite shows the results of a Lorry Parking Demand Assessment undertaken for National Highways. Inbound freight from ports in the south east of England leads to elevated demand for lorry parking in Warwickshire, because the majority of this freight is heading to destinations further north.

HGV drivers must legally take a break every 4.5 hours. This leads to the central arc of the Strategic Road Network, coloured bright orange, seeing the highest demand for lorry parking. This includes most of Warwickshire. Longer HGV journeys tend to be to from the ports highlighted in the south east, which, allowing for congestion around London, means Warwickshire is usually around 4.5 hours away.

As such, the demand for safe, secure lorry parking facilities is very high in Warwickshire.



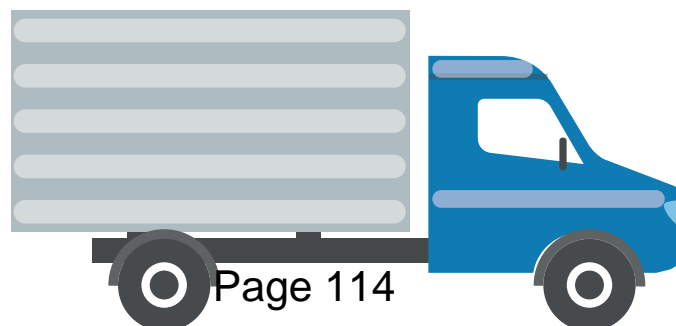
Supporting Sustainable Freight

Our challenge in developing a new Local Transport Plan is to ensure that freight supports our economy whilst enabling and encouraging more sustainable freight movements to be established over time.

Not all freight movements start and finish in Warwickshire and it is vital that we work with local and regional partners, as well as the Department for Transport and National Highways, to address any issues and take advantage of opportunities, such as those arising from developing technologies such as drones.

A shift away from road freight movements to more sustainable modes such as rail, active travel (e.g. cycle logistics) and potentially inland waterways can provide significant benefits including lower emissions, lower congestion, less noise pollution and a reduced likelihood of freight impinging on the wellbeing of those who live and work here.

As the country moves towards carbon Net Zero by 2050, freight operators will be required to transition to alternative fuels such as electric and hydrogen powered vehicles. This represents a challenge in terms of the infrastructure needed to support such a move. We will seek to maximise opportunities to make this transition as swift and convenient as possible.



Freight Policies

Warwickshire County Council will take evidence-led decisions, seeking out involvement of local communities wherever possible, to deliver freight interventions which support the efficiency, effectiveness and sustainability of this crucial sector.

We will seek to lead and support other organisations in helping us deliver these policy objectives.

Policy Position F1

Promote shift from road to rail and active travel modes

WCC will work with developers, freight operators and customers to encourage a shift to more sustainable modes, helping to reduce carbon emissions, improve air quality and road safety. This may require the introduction of new and improved infrastructure and the promotion of efforts to encourage co-operation in the freight sector, leading to rail network enhancements and greater freight capacity and connectivity.

Policy Position F2

Facilitate the transition to alternative fuels for freight vehicles

WCC will work with partners to help provide a network of recharging and refuelling stations that allows goods to flow freely across the county, without impacting on the environment through emissions, to provide continuity and growth of the local and sub-regional economy.

Policy Position F3

Support efforts to deliver a better network of lorry parking in the county

The strategic location of the county, as well as its distance of several hours' drive from major ports in the south of England, means that there is demand for good quality, safe and secure lorry parking in the area for drivers to meet their legal requirement to rest. We will work with planning authorities and developers to ensure that suitable parking supply meets this demand. Professional drivers should be safe, well-rested and best prepared to operate safely on Warwickshire's roads.

Policy Position F4

Support and deliver initiatives that improve journey time reliability for freight movements

Congestion results in reduced productivity and losses to the local economy. We will support efforts to improve the Strategic Road Network and Major Road Network to increase journey time reliability and the efficiency of the supply chain.

Policy Position F5

Reduce the impact of 'last mile' deliveries

Last mile deliveries often take place in our town centres and increasingly to our homes. The proliferation of vans in affected locations can impact on the amenity of an area and create local air quality issues. WCC will support initiatives that help consolidate and reduce the number of deliveries, timing them appropriately for local communities, as well as promoting active travel solutions for goods deliveries.

Policy Position F6

Reduce incidents involving freight vehicles

We will work with the logistics sector and organisations such as the Police, National Highways and the A5 Partnership to promote options that will reduce the likelihood of collisions occurring on roads in Warwickshire. Our Warwickshire Road Safety Partnership will consider the role of goods vehicles in road safety on Warwickshire's road network as we strive to reduce casualties.

Policy Position F7

Encourage freight vehicles to use appropriate routes

HGVs using unsuitable routes can affect the amenity of the affected area and also may present a safety issue for local communities. We will promote the use of suitable routes to help reduce instances of HGVs using inappropriate or smaller local roads, to enhance the environment and wellbeing of those living and working in affected areas.

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CONSULTATION ON DRAFT LOCAL TRANSPORT PLAN (LTP4) CONSULTATION ANALYSIS REPORT

Author: Chloe Kinton

Date published: January 2023

Report produced by Business Intelligence, Commissioning Support Unit

BACKGROUND

Warwickshire County Council is in the process of updating the current Local Transport Plan (LTP), which is a document that sets out the transport needs, challenges, objectives and priorities for the County. A LTP sets policies to shape future transport schemes and developments within the County. It allows the County Council to target resources to deliver a transport network that gives people who live and work in Warwickshire access to the facilities they need to go about their daily lives, along with those who visit the area.

The current Local Transport Plan (LTP3) covers the period from 2011 to 2026, but needs to be updated to meet the challenges and opportunities of the changing world we live in. Major changes to the way we move, work, shop and carry out leisure activities mean adaptation and change are needed to provide a modern transport system for Warwickshire. Significant global developments also affect Warwickshire, so there is a need to acknowledge and respond to transport challenges brought about by climate change, lifestyle changes as a result of the COVID-19 pandemic and emerging new transport technologies.

A previous consultation on the direction of the new Plan (LTP4) was undertaken in September 2021. This concluded that the four key themes identified (Environment, Well-being, Economy, and Place) were the right ones to focus on and that these should underpin the new Plan.

The draft LTP4 proposes a core strategy showing how the four key themes link into the wider aims of Warwickshire County Council taken from the Council Plan. The three aims are:

- **Thriving Economy and Places** – the right jobs, training, future skills, education, infrastructure and places
- **Best Lives** - communities and individuals supported to live safely, healthily, happily, and independently
- **Sustainable Futures** - adapting to and mitigating climate change and meeting Net Zero commitments

There were also six proposed Key Strategies that together make up LTP4:

1. **Active Travel:** a strategy to promote walking and cycling in Warwickshire to bring the physical and mental health benefits from these forms of transport to more people and protect the environment
2. **Public Transport:** how we intend to work with bus and rail companies to improve the existing public transport network in Warwickshire
3. **Motor Vehicles:** recognising the role of motor vehicles in the county as we move towards more sustainable transport options such as electric vehicles and hydrogen-fuelled transport
4. **Managing Space:** making changes to public spaces to make them more attractive places to be, cleaner and less dominated by vehicles, with the routes that connect them less congested
5. **Safer Travel:** reducing the number of people injured on Warwickshire's roads and increasing the safety and attractiveness of all travel options
6. **Freight Strategy:** managing freight movements across the county to promote and grow our successful economy

Feedback has been sought in this consultation on the proposed core strategy and the six proposed key strategies, as well as other aspects of LTP4. Information from the consultation will be considered as a decision is made on whether to formally adopt the new Local Transport Plan 4 and will help WCC work towards developing a transport plan that reflects the views of the local community and wider stakeholders.

METHODOLOGY

A range of methods were used to gather views as part of the consultation. These included:

- An online survey on Ask Warwickshire using Citizen Space.
- A paper-based version of the standard online survey could be requested by telephone or email. Alternative formats and languages could also be requested.
- Comments could be sent directly to the Transport Planning Team (via phone, post, or email).

The consultation period ran from 24th September 2022 to 20th November 2022. A range of promotion activities were carried out before and during the consultation period to raise awareness and encourage participation. This included emails to relevant distribution lists, news releases/articles, promotion via a range of social media assets and email reminders. Furthermore, an animation video was created to try to engage with as many people as possible. Material received via email, post and telephone has been analysed separately to the online and paper-based survey responses and has been incorporated into the qualitative analysis under the 'additional comments and feedback' section and referenced accordingly.

EXECUTIVE SUMMARY

KEY FINDINGS

- In total, 305 respondents completed the survey.
- There was broad support for the proposed Core Strategy:
 - 67.2% (n=205) agreed or strongly agreed with the proposed Core Strategy
 - Just over half of all respondents (53.1%, n=230) agreed or strongly agreed that the Core Strategy sets out a strategic approach to addressing the key issues surrounding the future of transport in Warwickshire.
- There was broad agreement with the inclusion of each of the key policies in the proposed Core Strategy:
 - 80.7% (n=246) agreed or strongly agreed with ‘engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places’.
 - 61.3% (n=187) agreed or strongly agreed with ‘transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible’.
 - 71.1% (n=217) agreed or strongly agreed with ‘decarbonising transport and transport related infrastructure’.
 - 72.1% (n=220) agreed or strongly agreed with ‘a flexible approach to policy development in response to a changing Warwickshire’.
 - 72.1% (n=220) agreed or strongly agreed with ‘data and evidence-led monitoring and evaluation of our transport interventions’.
- In terms of any other issues related to the proposed Core Strategy, the most frequently mentioned theme was around development/improvement of integrated public transport. Other common themes mentioned included: support for active travel options (e.g. walking, cycling), concerns around health and wellbeing, and rural isolation.
- There was broad support for each of the six key strategies:
 - The proposed Safer Travel Strategy received the highest level of agreement (75.4%, n=230 agreed or strongly agreed with this proposed strategy, whilst the proposed Motor Vehicle Strategy received the highest level of disagreement (13.1%, n=40 disagreed or strongly disagreed with this proposed strategy).

Proposed Active Travel Strategy

- 70.2% (n=214) agreed or strongly agreed with the proposed Active Travel Strategy.
- The key policy of ‘better, safer routes for walking and cycling’ received the highest level of agreement (82.0%, n=250 either agreed or strongly agreed with its inclusion).
- The most frequently mentioned theme regarding the proposed Active Travel Strategy was the integration, development, and maintenance of active travel infrastructure (cycle lanes/paths, walking pavements etc.). Other common themes mentioned included safe active travel and support for sustainable / integrated public transport system.

Proposed Public Transport Strategy

- 75.1% (n=229) agreed or strongly agreed with the proposed Public Transport Strategy.
- The key policies of ‘improved accessibility and attractiveness of public transport as a travel choice’ (90.2%, n=275) and ‘new developments and connectivity to public transport services’ (86.9%, n=266) received the highest level of agreement.
- The most frequently mentioned theme regarding the proposed Public Transport Strategy was around improving connectivity/integration of public transport network and services (e.g. bus/rail). Other common themes mentioned included concerns regarding the cost/affordability of public transport services, and the availability/frequency, reliability of public transport services.

Proposed Motor Vehicle Strategy

- 64.3% (n=196) agreed or strongly agreed with the proposed Motor Vehicle Strategy.
- The key policy of ‘making our towns and villages and the routes that connect them better places to be’ (82.6%, n=252) received the highest level of agreement. Whilst 12.5% (n=38) of all respondents either disagreed or strongly disagreed with the inclusion of the policy ‘increased use of technology in network monitoring’.
- The most frequently mentioned theme regarding the proposed Motor Vehicles Strategy was around reducing the reliance on private vehicles via the provision of sustainable public transport/active travel options. Other common themes mentioned included management of/improvements to the current transport network, improving access to electric vehicles/electric charging points, and the role of housing developments in causing transport network issues (e.g., congestion).

Proposed Managing Space Strategy

- 68.2% (n=208) agreed or strongly agreed with the proposed Managing Space Strategy.
- The key policies of ‘travel options which are accessible to all’ (90.8%, n=277) and ‘construction to best available standards’ (85.9%, n=262) received the highest level of agreement.
- The most frequently mentioned theme regarding the proposed Managing Space Strategy was the role of governance, policies and planning in setting standards (e.g. housing developments). Other common themes mentioned included provision of sustainable public transport/active travel options; concerns around environmental impacts (emissions/pollution, congestion, loss of green space; and the need for action (not just words) with clear measurable aims/goals to implement strategy.

Proposed Safer Travel Strategy

- 75.4% (n=230) agreed or strongly agreed with the proposed Safer Travel Strategy.
- The key policies were generally evenly supported – 82.0% (n=250) agreed with the inclusion of the policy of ‘promoting safety in all travel choices’.
- The most frequently mentioned theme regarding the proposed Safer Travel Strategy was around road safety education and behavioural changes. Other common themes mentioned included improvements of/investment in safety/speed measures (e.g. speed cameras, signage, traffic lights, speed humps); improvements to travel infrastructure (e.g. segregated road/travel network users); and the need for action (not just words) with clear measurable aims/goals to implement strategy.

Proposed Freight Strategy

- 70.5% (n=215) agreed or strongly agreed with the proposed Freight Strategy.
- The key policy of ‘encourage freight vehicles to use appropriate routes’ (86.6%, n=264) received the highest level of agreement.
- The most frequently mentioned theme regarding the proposed Freight Strategy was general comments relating to road freight restrictions. Other common themes mentioned included concerns around last mile deliveries, and general comments relating to other forms of freight transportation (e.g. rail).

Key Themes

- 58.4% (n=178) of all respondents either agreed or strongly agreed that the four key themes - Environment, Wellbeing, Economy and Place - have been well integrated, whilst 11.1% (n=34) either disagreed or strongly disagreed.
- Respondents who answered this question were then asked, if they wished, to explain their choice in an open textbox question. Almost half of all comments received to this question mentioned the theme of an action plan with clear measurable aims/goals to implement strategy. Other common themes mentioned included specific comments relating to one (or more) of the LTP key themes, and the cost of implementation.

Action Plan

- Respondents were presented with the action plan and asked to what extent they agreed with the approach – 56.7% (n=173) either agreed or strongly agreed with the approach outlined. Just 9.5% (n=29) of all respondents either disagreed or strongly disagreed with this approach.

- Respondents who answered this question were then asked to explain their choice (or provide any further comments or recommendations they may have). The most frequently mentioned theme regarding action plan approach was around monitoring progress. Other common themes mentioned included engagement and consultation, and the importance of action plan(s) to ensure clear measurable aims/goals in order to implement strategy.

Performance Monitoring

- Respondents were asked to provide any comments or recommendations as to what they considered to be important when monitoring the performance of the LTP and action plan. The most frequently mentioned theme regarding performance was methods for monitoring progress. Other common themes mentioned included the importance of action plan(s) to ensure clear measurable aims/goals in order to implement strategy, and continued consultation / engagement.

Integrated Sustainability Appraisal

- Just over two-fifths (41.0%, n=125) either agreed or strongly agreed with the assessment outcomes of the Integrated Sustainability Appraisal Report whereas 7.2% (n=22) either disagreed or strongly disagreed.
- Respondents then had the option to provide additional detail in relation to each assessment outcome. Strategic Environmental Assessment (45.9%, n=140) and Health Impact Assessment (45.6%, n=139) received the highest level of agreement from respondents to this question (either agreed or strongly agreed with these assessment outcomes). In contrast, 33.8% (n=103) either agreed or strongly agreed with the Equalities Impact Assessment
- Almost a quarter of all respondents (23.9%, n=73) either agreed or strongly agreed that the proposed measures are sufficient to address the outcomes in the Integrated Sustainability Appraisal, and 13.1% (n=40) either disagreed or strongly disagreed. Over a third of all respondents (34.3%, n=105) stated they neither agreed nor disagreed with a further 16.7% (n=51) saying 'don't know/not sure'

Awareness

- Respondents were then asked if they had any suggestions as to how awareness of LTP4 could be raised in Warwickshire. The most frequently mentioned theme regarding suggestions to raise awareness was communication/engagement via community methods. Other common themes mentioned included leafleting, use of social media/internet, and physical advertisements (posters, billboards, copies of plan(s)).

Any other comments

- Having read LTP4 and having considered the previous work to develop the Key Themes, respondents were asked how confident they felt that the County Council has listened to Warwickshire residents' and other stakeholders' ideas and concerns and produced a plan which reflects them and wider transport issues – 38.7% of all respondents (n=118) either agreed or strongly agreed with this statement whilst almost a quarter of all respondents (24.3%, n=74) either disagreed or strongly disagreed, with a further 23.6% (n=72) neither agreeing nor disagreeing.
- The most frequently mentioned theme regarding any other comments was around respondents awaiting the implementation/results of the consultation. Other common themes mentioned included concerns other stakeholders/factors will influence LTP4 progress, and respondents not feeling listened to/engaged with.

Additional comments and feedback

- In addition to the survey responses, direct responses were also received from a range of different stakeholders. The overriding sentiment of correspondence was broadly supportive towards the proposed Core Strategy, four key themes and six key priorities presented in the consultation. However, several concerns and issues were raised (most of which were also key themes raised by respondents in the online survey).

KEY MESSAGES

By and large, respondents expressed broad support for the proposed Core Strategy and each of the six key strategies - Active Travel, Public Transport, Motor Vehicles, Managing Space, Safer Travel and Freight – and contributed considered thoughts on transport-related priorities, benefits and issues associated with each of these within this consultation. The proposed Safer Travel strategy received the highest level of agreement (75.5%, n=231 agreed or strongly agreed with this proposed strategy).

There was noticeable consistency in the issues raised by respondents, both between questions and across respondent groups. There was also considerable repetition in the main issues, challenges and solutions raised in response to different questions, with some clear areas emerging both in addition to and in relation to the proposed Core Strategy, the six key strategies and other questions relating to LTP4. These were:

- Improving active travel facilities for walking and cycling to support active lifestyles
- General improvements in/encouragement to use sustainable (public) transport
- Planning to reduce the reliance on private cars and to enable electrification where possible
- Concerns around the pressures of housing developments and/or increasing populations on the existing transportation network(s)
- Clear and measurable action plan(s) to implement strategies and methods for monitoring progress (success and/or failures).
- Current frustration around implementation and time taken to see progress.
- Importance of consultation, engagement and communication with residents and stakeholders throughout the process

Overall, the consultation feedback has enabled identification of key priorities and areas of concern and provided numerous constructive suggestions which will help the team to further improve LTP4 as the process progresses.

CONSULTATION ANALYSIS

There were 305 responses to the online survey.

ABOUT RESPONDENTS

Respondents were asked what their main reason was for completing the survey. Table 1 gives a breakdown of responses.

Table 1. Main reason for completing the survey

Reason for completing survey	Total
Member of the general public	275 / 90.2%
Represent a local business	4 / 1.3%
Represent a local voluntary organisation or charity	2 / 0.7%
Member of a special interest group	7 / 2.3%
Elected member of a council or Parliament (including parish/town council(s))	14 / 4.6%
Responding in job capacity as a Warwickshire County Council employee	2 / 0.7%
Responding in job capacity as an employer of another public sector organisation	0 / 0%
Other	1 / 0.3%
Total	305

The figures in Table 1 indicate that 90.2% (n=275) of all respondents stated they were members of the general public. In terms of those who stated they were a member of a special interest group, these included environmental groups and active travel groups.

Table 2. In which district or borough do you live or undertake your role?

Location	Total
North Warwickshire Borough	27 / 8.8%
Nuneaton & Bedworth Borough	22 / 7.2%
Rugby Borough	50 / 16.4%
Stratford-on-Avon District	93 / 30.5%
Warwick District	108 / 35.4%
Countywide	2 / 0.7%
Live outside of Warwickshire	3 / 1.0%
Total	305

Respondents were also asked to specify the district or borough in which they live (or undertake their role if this was the main reason for completing the survey). The results of this are presented in Table 2. Just over a third of all respondents live or undertake their role in Warwick District (35.4%, n=108). According to Census 2021 data for the population aged 16 and over, 25.1% of Warwickshire's total population live in Warwick District, suggesting respondents from this area are slightly over-represented. However, whilst the Census 2021 data suggest Nuneaton & Bedworth is home to 22.1% of Warwickshire's total population, the survey results show that just 7.2% (n=22) of all respondents to this survey live or undertake their role in this area.

LOCAL TRANSPORT PLAN (LTP)

At the beginning of the survey, respondents were presented with the proposed Core Strategy. The Core Strategy details how the aim (to “manage and maintain Warwickshire’s transport network in a safe, sustainable and integrated way”) will be addressed by actions that support the four key LTP4 transport themes:

- **Environment** – travel choices that support a reduction in carbon to Net Zero
- **Wellbeing** – safety, comfort and health for transport users and those it affects
- **Place** – supporting urban and rural areas, and the links between them, to have sustainable travel choices
- **Economy** – transport that supports a modern, flexible economy

The Core Strategy sets out the need for action in Warwickshire and how this ties into regional, national and international efforts to address these issues. It also provides background to the important issues affecting transport locally, regionally, and nationally. Key policies within the Core Strategy include:

- Engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire’s different places
- Transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible
- Decarbonising transport and transport related infrastructure
- A flexible approach to policy development in response to a changing Warwickshire
- Data and evidence-led monitoring and evaluation of our transport interventions

The survey then presented respondents with sets of questions focusing on the six proposed key strategies that will provide a more detailed policy framework within which Warwickshire County Council will act. The key strategies cover:

- Active Travel
- Public Transport
- Motor Vehicles
- Managing Space
- Safer Travel
- Freight

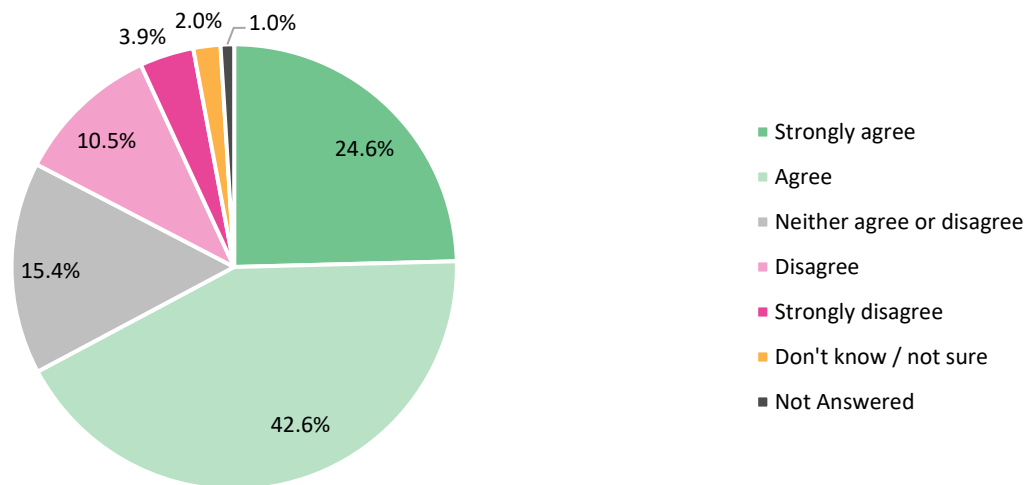
Survey questions and the resulting analysis for the proposed Core Strategy, each of the six key strategies and other aspects of LTP4 are analysed in the following sections.

PROPOSED CORE STRATEGY

First, respondents’ thoughts on the proposed Core Strategy were sought. Respondents were asked to what extent they agreed that the proposed Core Strategy identifies the key transport themes surrounding the future of transport in Warwickshire – Environment, Wellbeing, Place and Economy.

As Figure 1 shows, there was agreement – 67.2% (n=205) either agreed or strongly agreed that the Core Strategy identifies the key transport themes. Just 44 respondents (14.4%) disagreed (either disagreed or strongly disagreed) with this statement, whilst 15.4% (n=47) neither agreed nor disagreed.

Figure 1. To what extent do you agree that the proposed Core Strategy identifies the key transport themes surrounding the future of transport in Warwickshire?

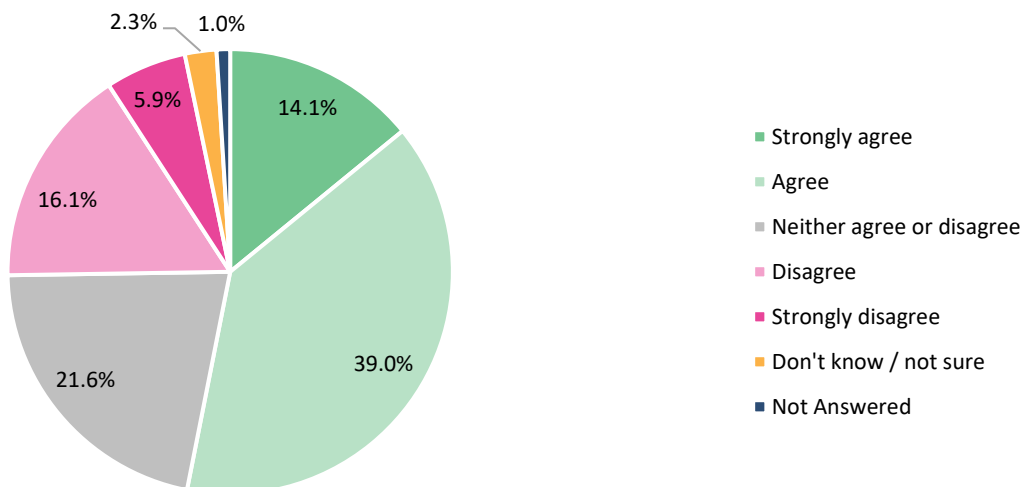


Next, respondents were asked to what extent the proposed Core Strategy sets out a strategic approach to addressing the key issues surrounding the future of transport in Warwickshire. As Figure 2 shows, just over half of all respondents (53.1%, n=162) agreed (agree or strongly agree) with this statement. However, 22.0% (n=67) disagreed (either disagree or strongly disagree) and a further 21.6% (n=66) neither agreed nor disagreed.

Cross-tabulation showed there was a statistically significant difference¹ in responses based on the district or borough in which the respondents live or undertake their role. Those respondents who stated they lived or undertook their role in Warwick District (76.9%, n=83) were significantly more likely to agree that the proposed Core Strategy identifies the key transport themes surrounding the future of transport in Warwickshire than those who live or work in the other districts and boroughs (between 56.0%-67.6%) (p=0.018051).

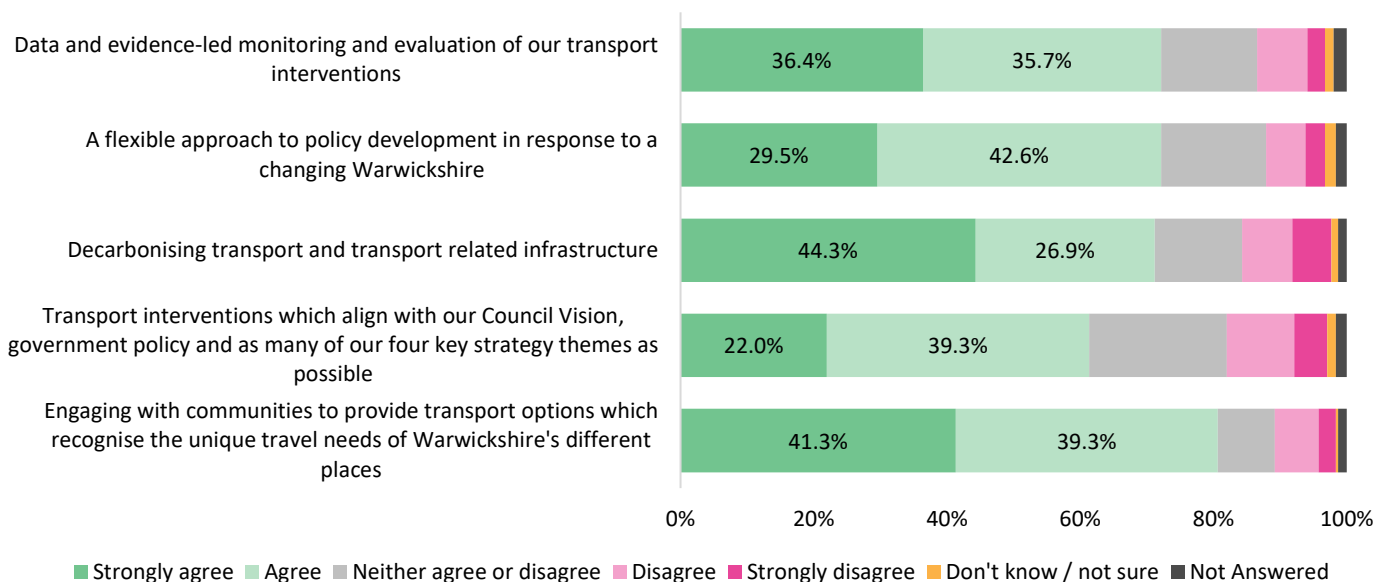
¹ Statistical significance testing helps to determine whether the difference between two proportions or means (independent groups) is due to chance or to some factor of interest. A p-value less than 0.05 is typically considered to be statistically significant.

Figure 2. To what extent do you agree that the proposed Core Strategy sets out a strategic approach to addressing the key issues surrounding the future of transport in Warwickshire?



Respondents were then asked to what extent they agreed with the inclusion of each key policy in the proposed Core Strategy. The results of this are presented in Figure 3. The key policy of ‘engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places’ received the highest level of agreement (80.7% of all respondents (n=246) either agreed or strongly agreed with its inclusion). In contrast, 15.1% of all respondents (n=46) disagreed (either disagree or strongly disagree) with the inclusion of the key policy of ‘transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible’.

Figure 3. To what extent do you agree with the inclusion of each key policy in the proposed Core Strategy?



The final question in this section asked respondents to state any other issues they thought should be considered in relation to the proposed Core Strategy. Themes based on comments around the Core Strategy are presented in Table 3. In total, 134 respondents gave a comment to this question. The most frequently mentioned theme

regarding the proposed Core Strategy was around development/improvement of integrated public transport – 41.0% of all respondents (n=55) who left a comment mentioned this in their answer. Other common themes mentioned included support for active travel options (e.g. walking, cycling), concerns around health and wellbeing, and rural isolation.

Table 3. Are there any other issues that you think we should consider in relation to the proposed Core Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Development/improvement of integrated public transport (sustainability, reliability, availability, accessibility, cost)	55 (41.0%)	<p><i>“My focus is public transport”</i></p> <p><i>“Public transport especially bus services... Buses are often late or don't turn up and the public has to wait for the next bus to arrive so are kept waiting for an hour in all weathers without a shelter”</i></p> <p><i>“The cost of public transport - this doesn't appear to be mentioned anywhere and I think is a serious issue in getting people to use lower carbon options”</i></p> <p><i>“The cost of public transport is prohibitive (and the solution is not to make it cheaper than car parking by increasing car parking charges - as neither of these options are affordable to most people). Public transport is also extremely unreliable and not everybody has the time to e.g. get a bus or train a few hours in advance of when it is actually needed in case the scheduled transport does not turn up”</i></p> <p><i>“We have an ageing population who will need the support of public transport in the future. This needs to be affordable and accessible”</i></p>
Support for active travel options (e.g. cycling/walking)	39 (29.1%)	<p><i>“Active travel... needs to be given far more consideration, and funding”</i></p> <p><i>“If you want to achieve active travel, it needs to be the easiest and safest choice by far”</i></p> <p><i>“There's a complete lack of funding and proposing providing for bike infrastructure as a key point. It needs to be introduced safely, not just painted on a road. It is essential for any active travel to have a cohesive and connected network, else people will not feel comfortable using it”</i></p> <p><i>“The present cycle path... are a bit hit and miss, some of them so narrow they are unusable and some just ending and dumping you on a busy road”</i></p>
Concerns around health and wellbeing	36 (26.9%)	<p><i>“I would like to see more emphasis, within the strategy, of actions planned to reduce harmful emissions from fossil fuel driven vehicles. Perhaps the Well Being Strategy could highlight this aspect to a greater degree. In my experience, the benefits of reduced emissions harmful to health never seem to be emphasised enough”</i></p>

		<p><i>"In relation to the wellbeing theme, there should be reference to other harmful emissions (not just CO2) from ICE vehicles, given that E vehicles will not supplant them for many years. Many emissions are known to link with poor health outcomes. (Transport cannot be isolated from health)"</i></p> <p><i>"More cars means more barriers to seeing people (bumping into people) meaning fewer friends meaning more mental health issues"</i></p> <p><i>"Noise monitoring needs to be introduced in urban areas; the trend towards noisy exhausts impacts adversely on public health and should elicit a protective response"</i></p>
Rural isolation / connectivity	29 (21.6%)	<p><i>"Better public transport in rural areas"</i></p> <p><i>"I'm not sure that the policy fully encompasses the rural areas. The population density is greatest around Stratford, Warwick and Leamington. And resources are likely to be directed towards the benefit of the bulk of the population. Yet the needs of rural dwellers are of importance to them, individually and as small communities"</i></p> <p><i>"Not convinced that rural places will actually be taken into account properly"</i></p>
Role of electrification (electric vehicles, fuel etc)	17 (12.7%)	<p><i>"One area which is a bit weak is looking at ensuring not just a bit of public transport, but ALL town and city public transport is made electric or (as a fall-back) Hydrogen fuel cell. Other cities and areas are years ahead of Warwickshire in this (e.g. Oxford, Harrogate, even Coventry). Warwickshire has basically ignored electrification, offering no incentives to taxi drivers or bus companies to clean up their act and consequently Warwick and Leamington have some of the highest pollution readings in the country on some streets... Frankly I've been embarrassed to say I'm from Warwickshire when I look at how few EV chargers we have, how our police force has ZERO electric police cars, our Royal Mail uses ZERO electric vans, and so on. We have a lot of catching up to do!"</i></p> <p><i>"Not everyone can afford newer cleaner of electric cars yet they are being targeted by green air zone charges"</i></p>
Concerns related to housing developments	15 (11.2%)	<p><i>"Will new housing developments be designed to minimise car use. E.g. local schools shops, safe walking and cycling routes?"</i></p> <p><i>"Location of new large housing developments - Locations with poor public transport links... should not be given approval until suitable public transport systems are agreed and financed"</i></p>
Comments on specific aspects of the Core Strategy	15 (11.2%)	<p><i>"Practical action is required today, not hundreds of pages of words of Strategy"</i></p> <p><i>"The core strategy is just full of wishy-washy sound bites. Doesn't actually say what you propose to do in relationship to any named communities etc."</i></p>

Environmental concerns (e.g. Net Zero)	14 (10.4%)	<i>“Futureproofing against policy changes from national government which weaken our commitment to net zero and climate adaptation and mitigation”</i> <i>“The strategy actually ignores environmental impact and historic context”</i>
Lack of road network improvements / investment in infrastructure	11 (8.2%)	<i>“Perhaps you should start by ensuring that potholes and other issues with the area’s very poor roads are addressed first”</i> <i>“Traffic lights at road works to extend only to the specific area of work, to regularly check the lights are working correctly and to remove obstructions at weekends when work is not taking place. More night-time road working. Improved road surfacing and marking”</i>
Concerns around traffic speed / safety	11 (8.2%)	<i>“Improving safety. This was mentioned earlier but does not seem to be delivered by the core strategy”</i> <i>“More traffic calming, speed cameras or signs showing speed”</i>

Other themes mentioned by a smaller number of respondents included general positive comments regarding the Core Strategy (n=5), wider impacts (e.g. cost of living crisis) (n=5), joined up thinking / collaborative approach (n=4), reviews of strategies/policies (n=2), car-sharing policies (n=2), and concerns regarding HS2 (n=2).

THE SIX PROPOSED KEY STRATEGIES

Respondents were then presented with information relating to each of the six proposed strategies.

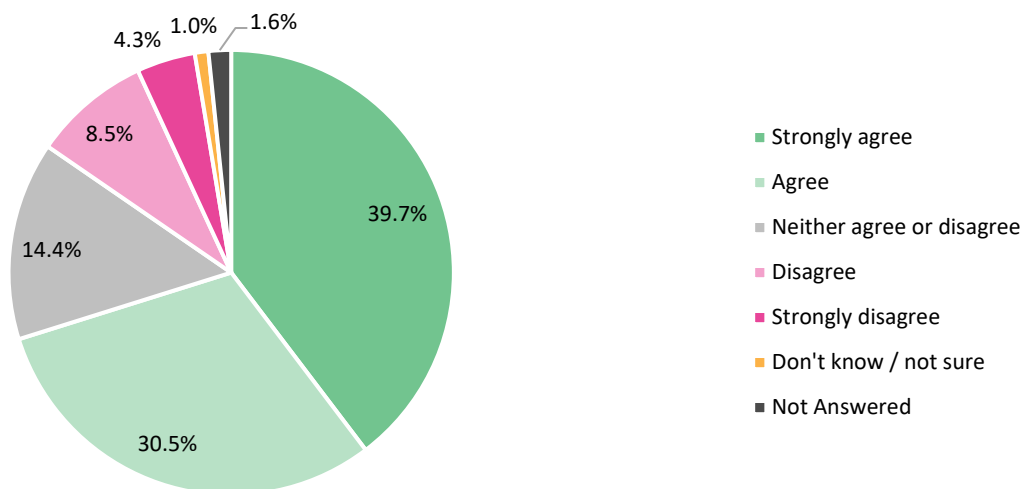
PROPOSED ACTIVE TRAVEL STRATEGY

The Active Travel Strategy details how Warwickshire County Council intends to increase walking, cycling and other active modes of travel to achieve local benefits in terms of better personal health, reduced congestion and improved air quality, as well as helping to meet the Net Zero carbon goal. Respondents were also presented with the three key policy areas identified in the Active Travel Strategy:

- Improving accessibility and attractiveness of active travel options
- Better, safer routes for walking and cycling
- Information and promotion

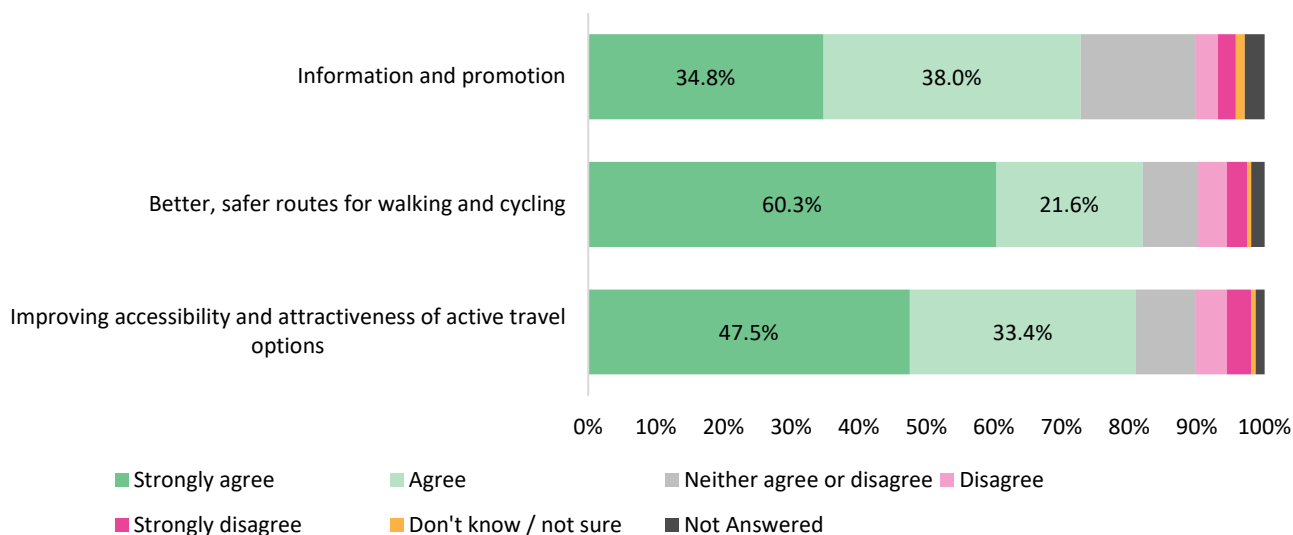
The extent to which respondents agreed that the proposed Active Travel Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 4 shows, 70.2% (n=214) agreed (either strongly agreed or agreed) with its inclusion, whilst 12.8% (n=39) disagreed (either strongly agreed or disagreed). A further 14.4% (n=44) neither agreed nor disagreed.

Figure 4. To what extent do you agree that the proposed Active Travel Strategy should be a key strategy within LTP4?



Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Active Travel Strategy. The results of this are presented in Figure 5. The key policy of ‘better, safer routes for walking and cycling’ received the highest level of agreement (82.0%, n=250 either agreed or strongly agreed with its inclusion).

Figure 5. To what extent do you agree with the inclusion of each policy in the proposed Active Travel Strategy?



Cross-tabulation of respondents’ agreement with the ‘better, safer routes for walking and cycling’ policy showed there was a statistically significant difference in responses based on respondent age. Those respondents under the age of 40 (91.9%, n=34) were significantly more likely to agree with the inclusion of this policy compared to those respondents aged 65-74 (78.4%, n=69) (p=0.035218).

The final question in this section asked respondents to state any other comments they had in relation to the proposed Active Travel Strategy. Themes based on comments around the Active Travel Strategy are presented in Table 4. In total, 145 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Active Travel Strategy was the integration, development, and maintenance of active travel infrastructure (cycle lanes/paths, walking pavements etc.) – almost half of all respondents (45.5%, n=66) who left a comment mentioned this in their answer. Other common themes mentioned included safe active travel and support for sustainable / integrated public transport system.

Table 4. Do you have any comments on the proposed Active Travel Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Integration, development, and maintenance of active travel infrastructure (cycle lanes/paths, walking pavements etc)	66 (45.5%)	<p><i>“Care should be taken to fix holes in the current cycle infrastructure and make a cohesive network to cover conurbations”</i></p> <p><i>“Make cyclists use the cycle paths and routes provided. Council must set aside money to maintain any cycling or walking routes”</i></p> <p><i>“It's more than routes - it's convenience and comfort”</i></p> <p><i>“People will only move out of their cars if there is a realistic alternative. Cycle routes need to be dedicated- not just white lines at the side of a busy road. Cycle routes need to be everywhere and go places people need to go”</i></p> <p><i>“As a regular walker, improvements to, and better maintenance of public footpaths, is badly needed. A number of footpaths are poorly signed, and there are many instances where farmers don't carry out the necessary maintenance, making access difficult and problematic. Some footpaths start or end at difficult to reach locations. Thought should be given to linking footpaths and providing better access to them, to decrease the amount of road walking”</i></p>
Safe active travel	29 (20.0%)	<p><i>“It's good to see the inclusion of creating safe cycle routes. This is hugely important. It is also important these be constructed to a proper standard that allow journeys by cycle safely and without stopping - so without unnecessary obstacles (bollards, fences, etc) and with priority for cycles when they need to crossroads”</i></p> <p><i>“More people will cycle or walk to work or school if safe routes and facilities are provided”</i></p> <p><i>“We need more footpaths to make walking safer”</i></p>
Support for sustainable / integrated public transport system	26 (17.9%)	<p><i>“It needs to be acknowledged that a significant part of the population for a range of reasons... need a vehicle. The only solution to that is to provide a public transport system worthy of the name”</i></p> <p><i>“Make the whole public transport system integrated so trains, buses and taxis are all co-located”</i></p>

		<i>"Active travel needs to be made easier... It also needs to be made much more integrated with public transport routes within the county, whereby you can walk, or cycle, and use public transport for the longer stretches of the journey. Presently taking a bike on a train, is difficult, a bus almost impossible, this needs to change"</i>
Affordability / financing of active travel and/or sustainable public transport	20 (13.8%)	<i>"Affordable, available, attractive public transport options will encourage some active travel"</i> <i>"It has to be affordable so people will use it"</i> <i>"I would like to see specific proposals for new cycling and walking paths and for policies that will encourage people to use them (free or very low-cost bicycle rental, used bicycle exchanges, free/low-cost help with bicycle maintenance, rewarding shoppers who walk or cycle to the grocery/shops). People need concrete incentives and facilities to make active travel part of their daily routine"</i>
Importance of health, wellbeing, and active habits	17 (11.7%)	<i>"Families must be looking at changing their habits and walk children to school wherever possible"</i> <i>"Put the health of public citizens first"</i>
Impact of (new) housing developments on travel	15 (10.3%)	<i>"I wonder where housing policy fits in here - a lot of sustainable travel options seem closed off, particularly as regards new build housing developments which seem to be designed with high car dependency and involving long commutes"</i> <i>"Design new housing with public transport and cycling access already included"</i>
Rural isolation / connectivity	12 (8.3%)	<i>"Encouraging cycling and walking is a good policy but in rural areas the infrastructure does not exist to facilitate this in a safe way"</i> <i>"Rural communities rely on car use. Cycling is not appropriate and public transport virtually non-existent even if it was reasonably priced or subsidised."</i>
Concerns regarding active travel (cycling/walking)	10 (6.9%)	<i>"There is no point building more cycle lanes unless their use is going to be enforced. The VAST majority of cyclists ignore the cycle lanes and, instead, use the roads (outside of the cycle lanes) or the pavements. This is a complete waste of money - and makes driving and/or walking more difficult as roads/pavements respectively are narrower"</i> <i>"It's all very well and good to promote cycling and walking but you fail to realise that for a number of reasons these options are not options at all. Please be realistic in your aims"</i>

Other themes mentioned by a smaller number of respondents included: active travel issues/concerns for those with disabilities (n=4), promotion/publicity of active travel (n=3), enhancing green spaces (n=2), electrification of travel options (n=2), active travel education (n=2), concerns around vehicle-related congestion, and cycle storage (n=2).

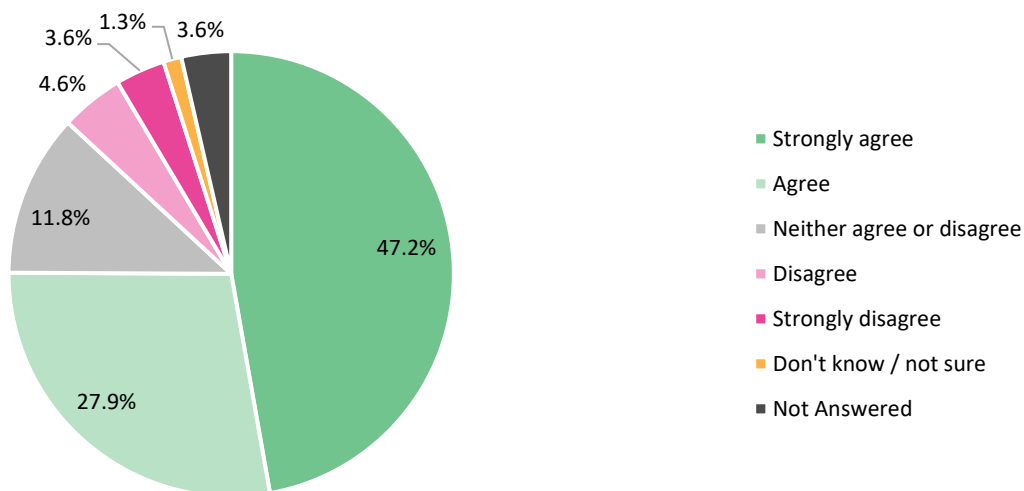
PROPOSED PUBLIC TRANSPORT STRATEGY

The Public Transport Strategy details how Warwickshire County Council intends to invest in public transport in order to drive economic growth, community feeling, social inclusion, and support business with the potential to be the preferred way to replace private vehicle use in many areas of Warwickshire. Respondents were presented with the five key policy areas identified in the Public Transport Strategy:

- Working with partner organisations to improve public transport
- Improved accessibility and attractiveness of public transport as a travel choice
- Information and ticketing
- New developments and connectivity to public transport services
- Community Rail Partnership

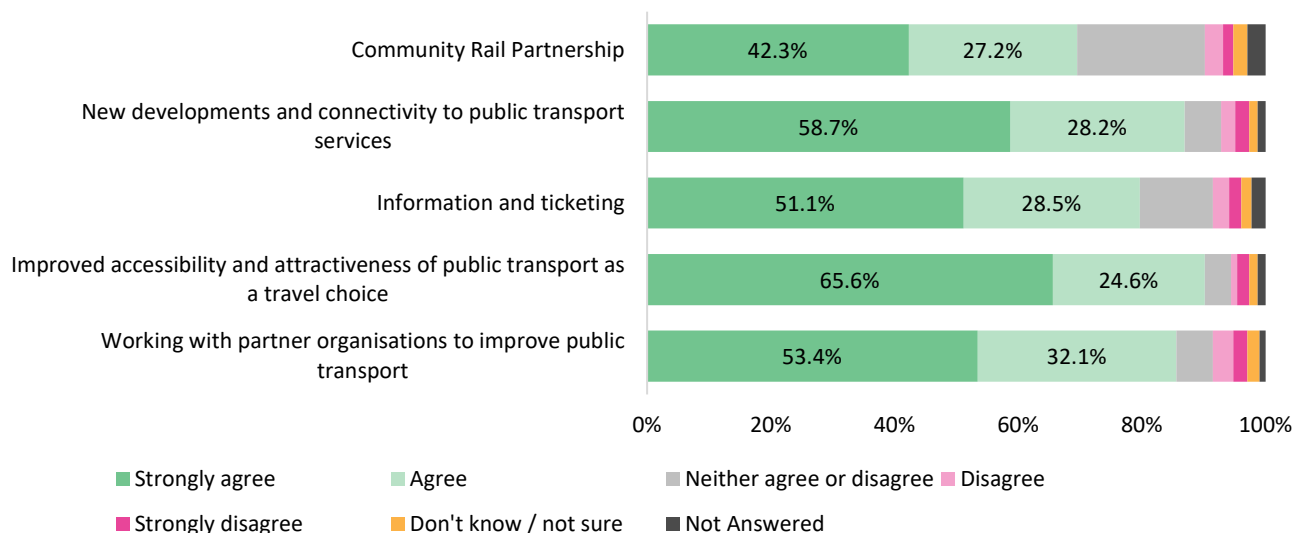
The extent to which respondents agreed that the proposed Public Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 6 shows, 75.1% (n=229) agreed (either agreed or strongly agreed) with its inclusion, whilst 8.2% (n=25) disagreed (either strongly disagreed or disagreed). A further 11.8% (n=36) neither agreed nor disagreed.

Figure 6. To what extent do you agree that the proposed Public Transport Strategy should be a key strategy within LTP4?



Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Public Transport Strategy. The results of this are presented in Figure 7. The key policies of 'improved accessibility and attractiveness of public transport as a travel choice' (90.2%, n=275) and 'new developments and connectivity to public transport services' (86.9%, n=266) received the highest level of agreement. There was, however, a lower level of agreement with 'Community Rail Partnership' (69.5% (n=212) agreed or strongly agreed with the inclusion of this policy).

Figure 7. To what extent do you agree with the inclusion of each policy in the proposed Public Transport Strategy?



Cross-tabulation of respondents’ agreement with the ‘new developments and connectivity to public transport services’ policy showed there was a statistically significant difference in responses based on respondent age. Those respondents over the age of 75 (96.4%, n=27) were significantly more likely to agree with the inclusion of this policy compared to those respondents aged under 40 (81.1%, n=30) (p=0.031501).

The final question in this section asked respondents to state any other comments they had in relation to the proposed Public Transport Strategy. Themes based on comments around the Public Transport Strategy are presented in Table 5. In total, 159 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Public Transport Strategy was around improving connectivity/integration of the public transport network and services (e.g. bus/rail) – over a third of all respondents (34.0%, n=54) who left a comment mentioned this in their answer. Other common themes mentioned included concerns regarding the cost/affordability of public transport services, and the availability/frequency, reliability of public transport services.

Table 5. Do you have any comments on the proposed Public Transport Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Improving connectivity / integration of public transport network and services (bus, rail etc.)	54 (34.0%)	<p><i>“We need integrated public transport”</i></p> <p><i>“There can be only one main goal for the future, to be achieved as soon as possible. The absolute requirement is a completely integrated and automated electric based transport system for all of the public”</i></p> <p><i>“There needs to be work on an integrated bus-rail system: for instance, buses from villages to local stations”</i></p>

		<p><i>"If we had reliable, regular & interconnected public transport across the county, people wouldn't need to use their cars for rural or urban travel"</i></p> <p><i>"Better integration of bus and rail connections"</i></p>
Concerns regarding the cost / affordability of public transport services	53 (33.3%)	<p><i>"There should be more done to bring the costs of public transport down to an affordable level"</i></p> <p><i>"Bus Transport - the unclean, shabby and unreliability of bus transport means that it will not meet the need. The costs are likely to increase as the need to update and improve the fleet to be more environmentally friendly, reliable and indeed 'attractive to travel on'"</i></p> <p><i>"Bus tickets need to be more affordable"</i></p> <p><i>"I would like a clear commitment to lowering the cost... I don't ride the bus to work everyday, because I am lucky to be able to ride a bicycle there, but when I do, I think how unaffordable it would be to do this every day"</i></p> <p><i>"It needs to be affordable and reach places people go to. Why use public transportation at double/treble the cost?"</i></p>
Availability / frequency, reliability of public transport services	42 (26.4%)	<p><i>"Currently buses are far too infrequent, unreliable to be attractive. We would happily sell a car if buses were able to provide an acceptable level of service"</i></p> <p><i>"I myself will currently try and use public transport, if convenient... What is increasingly putting us off though is that advertised buses have been increasingly not arriving at all, let alone late. So you then have to wait at least another hour until the next one... So to encourage people to use public transport more, it really has to be more reliable"</i></p> <p><i>"Trains are infrequent and unreliable - if you want people to not use their cars then these issues need to be addressed"</i></p> <p><i>"More reliable trains and buses if you want people to stop using their cars"</i></p>
Better public transport information / communication	15 (9.4%)	<p><i>"Having tried to use buses in the past there is a complete lack of easily accessible information on routes, times and cost. A communication strategy is needed to inform those not currently using public transport or where and when buses run"</i></p> <p><i>"A lack of up to date travel information"</i></p>
Rural isolation / connectivity	11 (6.9%)	<p><i>"Public transport is already sparse in rural communities in Warwickshire, the main focus of the commercial bus companies being the main transport corridors. If there is to be any reduction in car use in rural areas, then there must be more rural public transport available"</i></p> <p><i>"What about addressing rural communities in particular?"</i></p>
General negative comments regarding proposed Strategy	10 (6.3%)	<p><i>"Fails to provide any meaningful direction on how public transport will be improved... LTP4 will not deliver any outputs that address the climate change emergency"</i></p>

		<i>"Ambitions are too limited"</i>
Need for action (not just words) with clear measurable aims/goals to implement strategy	10 (6.3%)	<i>"Fine words but history shows that there is a mismatch between words in a strategy and what actually gets done"</i> <i>"A forward-thinking public transport strategy should include actions"</i>
Role of electrification (electric vehicles, fuel etc)	10 (6.3%)	<i>"Without affordable public transport fuelled by non-fossil fuels we just will not meet net zero in time for a meaningful planet for our children"</i> <i>"Electrification of the bus fleet should obviously be a priority here"</i>

Other themes mentioned by a smaller number of respondents included concerns regarding housing developments (n=5), active travel issues (n=4), concerns regarding congestion (n=4), importance of joined-up/collaborative thinking (n=4), concerns around public health and wellbeing (n=3), concerns regarding HS2 (n=3), public transport promotion/publicity (n=2), car-sharing options (n=2), and concerns around 'smart' ticketing (n=2)

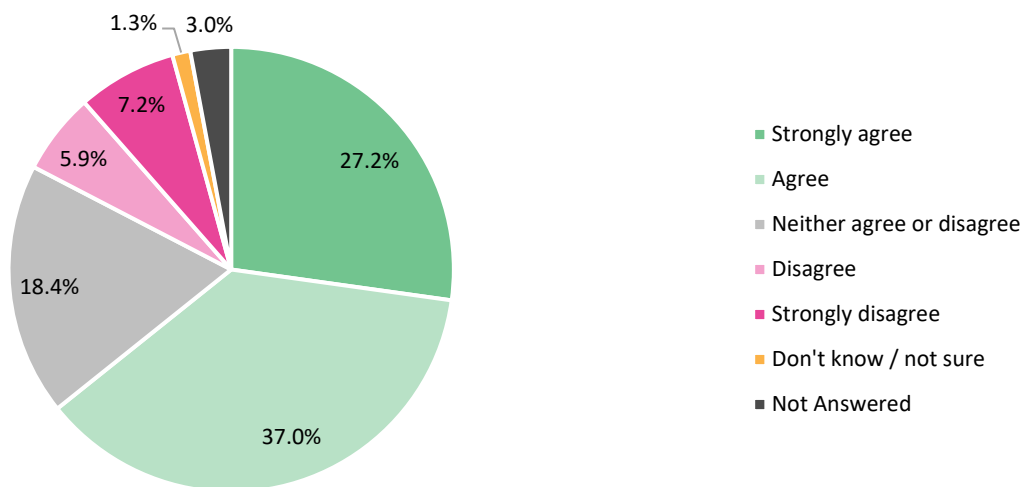
PROPOSED MOTOR VEHICLES STRATEGY

The proposed Motor Vehicles Strategy involves management of those routes Warwickshire County Council control (including the Major Road Network of strategically important Warwickshire routes) and acknowledges involvement with the Strategic Road Network (motorways and other major national routes passing through the county). Key issues this strategy aims to improve for Warwickshire's road network include journey time reliability, air quality, reducing noise pollution and the visual amenity of areas. The proposed Motor Vehicle Strategy seeks to improve the attractiveness of key routes, to reduce traffic impact on historic and congested areas where residents live, while moving away from the car being the default option for travel for the areas where this is appropriate (populated areas and key public transport routes). Respondents were presented with the four key policy areas identified in the Motor Vehicles Strategy:

- Using our influence with partners to provide a modern fit-for-purpose route network
- Increased use of technology in network monitoring
- Maximising funding opportunities
- Making our towns and villages and the routes that connect them better places to be

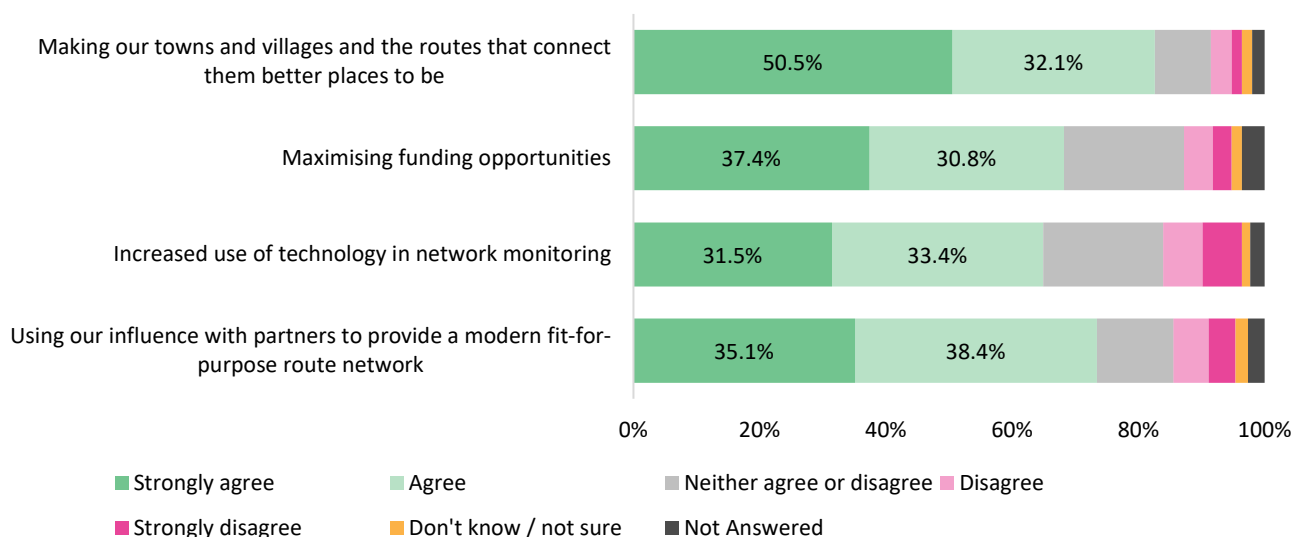
The extent to which respondents agreed that the proposed Motor Vehicles Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 8 shows, 64.3% (n=196) agreed (either agreed or strongly agreed) with its inclusion, whilst 13.1% (n=40) disagreed (either strongly disagreed or disagreed). A further 18.4% (n=56) neither agreed nor disagreed.

Figure 8. To what extent do you agree that the proposed Motor Vehicles Strategy should be a key strategy within LTP4?



Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Motor Vehicles Strategy. The results of this are presented in Figure 9. The key policy of ‘making our towns and villages and the routes that connect them better places to be’ (82.6%, n=252) received the highest level of agreement. The highest level of disagreement (12.5% (n=38) either strongly disagreed or disagreed) was with the inclusion of the policy ‘increased use of technology in network monitoring’.

Figure 9. To what extent do you agree with the inclusion of each policy in the proposed Motor Vehicles Strategy?



Cross-tabulation of respondents’ agreement with the ‘making our towns and villages and the routes that connect them better places to be’ policy showed there was a statistically significant difference in responses based on respondent age. Those respondents under the age of 40 (91.9%, n=34) were significantly more likely to agree with the inclusion of this policy compared to those respondents aged 40-64 (76.7%, n=89) (p=0.021327).

The final question in this section asked respondents to state any other comments they had in relation to the proposed Motor Vehicles Strategy. Themes based on comments around the Motor Vehicles Strategy are presented in Table 6. In total, 137 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Motor Vehicles Strategy was around reducing the reliance on private vehicles via the provision of sustainable public transport/active travel options – over two fifths of all respondents (43.8%, n=60) who left a comment mentioned this in their answer. Other common themes mentioned included management of/improvements to the current transport network, improving access to electric vehicles/electric charging points, and the role of housing developments in causing transport network issues (e.g. congestion).

Table 6. Do you have any comments on the proposed Motor Vehicles Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Reducing the reliance on private vehicles by providing sustainable public transport/active travel options	60 (43.8%)	<p><i>"We already have sufficient provision for motor vehicles. We don't need to improve provision for it and nor should we target decreasing journey times - investment in other infrastructure to enable fewer journeys by car will have a greater impact on this than building wider roads etc ever would"</i></p> <p><i>"There must be greater disincentives to use the car and greater incentives to use public transport – increased parking charges and decrease the cost of public transport"</i></p> <p><i>"I am concerned that the Motor Vehicle Strategy may not result in reduction of vehicle usage in our county"</i></p> <p><i>"I don't think this priority reflects the work that needs to be done. It still prioritises improvements for private cars. They need to be de-prioritised and that is going to be unpopular"</i></p> <p><i>"Improving public transport should be the core solution to reduce private vehicles"</i></p>
Management of / improvements to current transport network (e.g. introduction of traffic controls)	35 (25.5%)	<p><i>"You could easily improve traffic flow by removing some of the unnecessary traffic-controlled crossings. Also keeping speed limits in towns to 30 to get the traffic out the towns quicker this then improves air quality"</i></p> <p><i>"Better road networks are needed"</i></p> <p><i>"Introduce roundabouts and/or part time traffic light systems at key spots"</i></p>
Improving access to electric vehicles / charging point options	20 (14.6%)	<p><i>"We need much more accessible car electricity charge points. I have none in my local area... I am fortunate that I can charge at home, other citizens may not have this option and so may consider having an electric vehicle impractical"</i></p> <p><i>"In my experience, the biggest concerns for prospective EV buyers are initial costs and the lack of public access charging infrastructure"</i></p>

		<i>"The transition to electric vehicles will be quicker if there is a co-ordinated public sector strategy for charging facilities"</i>
Housing developments/overpopulation causing congestion / transport network issues	19 (13.9%)	<i>"The reason traffic is such a shocking problem in Warwickshire is because far too much house building is occurring!! I am always surprised and shocked at how much more housing is being built in Warwickshire - already an over-populated area - compared to others. This is the fundamental reason we are now faced with considerable air and noise pollution problems"</i> <i>"I feel major roads near new housing developments should be improved to take the increase in traffic flow at the same time as the new houses are built instead of doing nothing. This would avoid major traffic delays, traffic building up, increasing pollution which in turn leads to health and breathing problems for people living in the immediate vicinity"</i> <i>"The developers of housing sites should put in the roads and infrastructure before they are allowed to build housing"</i>
Restricting motor vehicle access to/ in town centres (pedestrianisation, Park & Ride)	12 (8.8%)	<i>"One good plan would be to look at how each town could limit most private motor vehicle traffic to the outskirts of the town, and only let in people that either live in the town centre or have accessibility needs"</i> <i>"Park and Ride should be the default position in every large town in the county"</i> <i>"Pedestrianizing town centres should be a starting point"</i>
Rural isolation / connectivity	11 (8.0%)	<i>"Rural transport is not dealt with in a significant way and there are no strategies outlined to ensure public transport is made available or that, if considered necessary, car use for rural residents is recognised"</i> <i>"Connecting rural communities"</i>
Specific policies / charges (e.g. pollution, roads, parking, multi-car/car-sharing)	10 (7.3%)	<i>"I'm certainly in favour of pollution-reducing initiatives, and "monitoring" (item 2) should include pollution monitoring"</i> <i>"As well as providing incentives for people not to use their cars as much, we should make multiple car ownership more difficult"</i>
Concerns around congestion / emissions and its impact(s)	10 (7.3%)	<i>"We need to think about the many non-sequenced traffic lights. It is well known that a major contributor to emissions and noise is stop-start motoring"</i> <i>"Currently recent developments strongly favour more and more traffic lights, which has an impact on congestion but greatly increases emissions and travel time"</i>

Other themes mentioned by a smaller number of respondents included: concerns around public health and wellbeing (n=5), concerns regarding HS2 (n=3), speed/safety (n=3), concerns around 'smart' ticketing (e.g. RingGo) (n=3), importance of joined-up/collaborative thinking (n=3), and action plan(s) for implementing strategy (n=2).

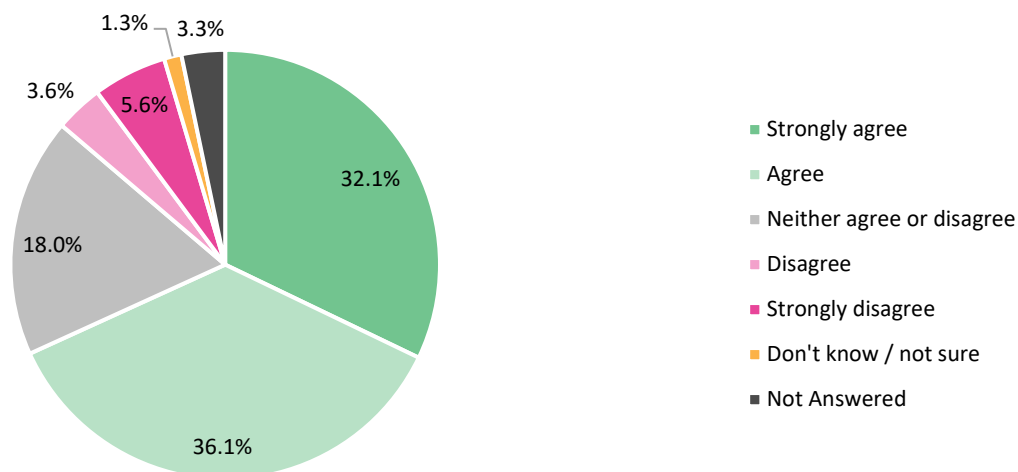
PROPOSED MANAGING SPACE STRATEGY

The proposed Managing Space Strategy describes how WCC can better manage and design the physical space of Warwickshire to provide a sustainable and efficient transport network. Respondents were presented with the six key policy areas identified in the Managing Space Strategy:

- Increasing sustainable development and travel
- Travel options which are accessible to all
- Prioritising use of space to promote sustainable travel options
- Robust data-led decision making in assessing new developments
- Construction to best available standards
- Influencing Planning Authorities and Developers

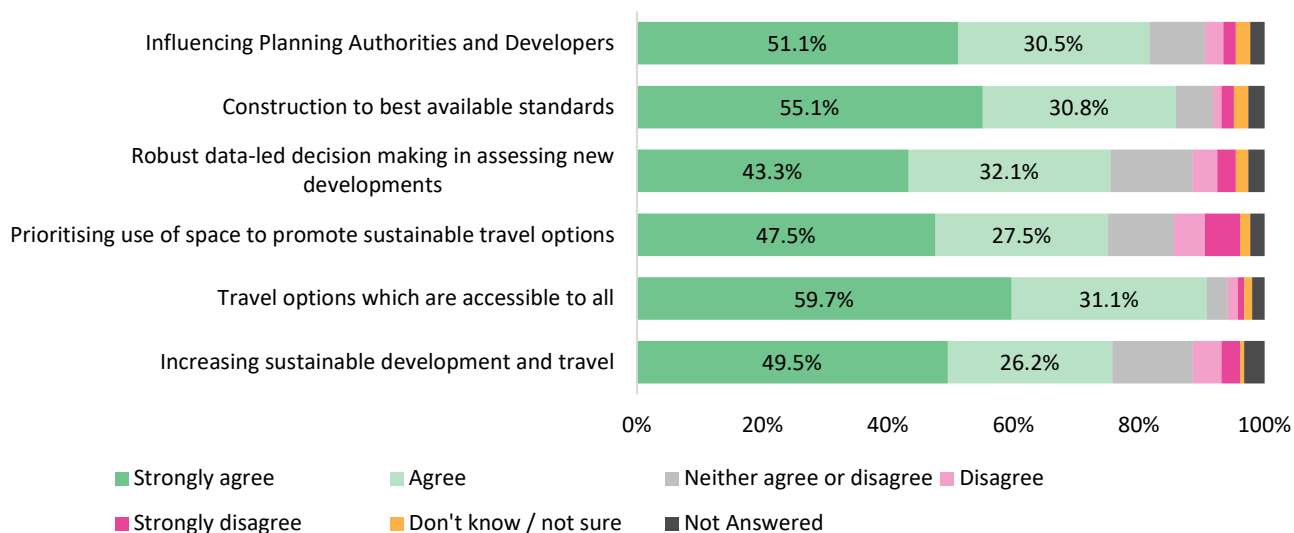
First, the extent to which respondents agreed that the proposed Managing Space Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 10 shows, 68.2% (n=208) agreed (either agreed or strongly agreed) with its inclusion, whilst 9.2% (n=28) disagreed (either strongly disagreed or disagreed). A further 18.0% (n=55) neither agreed nor disagreed.

Figure 10. To what extent do you agree that the proposed Managing Space Strategy should be a key strategy within LTP4?



Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Managing Space Strategy. The results of this are presented in Figure 11. The key policies of 'travel options which are accessible to all' (90.8%, n=277) and 'construction to best available standards' (85.9%, n=262) received the highest level of agreement. The highest level of disagreement, 10.5% (n=32) of all respondents disagreed (either strongly disagreed or disagreed), was with the inclusion of the policy 'prioritising use of space to promote sustainable travel options'.

Figure 11. To what extent do you agree with the inclusion of each policy in the proposed Managing Space Strategy?



The final question in this section asked respondents to state any other comments they had in relation to the proposed Managing Spaces Strategy. Themes based on comments around the Managing Spaces Strategy are presented in Table 7. In total, 96 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Managing Space Strategy was the role of governance, policies and planning in setting standards regarding housing developments – almost a quarter of all respondents (22, n=22.9%) who left a comment mentioned this in their answer. Other common themes mentioned included provision of sustainable public transport/active travel options, concerns around environmental impacts (emissions/pollution, congestion, loss of green space), and the need for action (not just words) with clear measurable aims/goals to implement strategy.

Table 7. Do you have any comments on the proposed Managing Spaces Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Role of governance, policies and planning in setting standards/legislation regarding housing developments	22 (22.9%)	<p><i>“Housing developers must not be allowed to provide the minimum required to satisfy design standards, which do not take into account local knowledge and risk factors”</i></p> <p><i>“Are you really going to control the builders and get them to adhere to standards?”</i></p> <p><i>“Hold developers to account on active/sustainable travel provision, from planning, through to end product. There have been cases in Warwickshire of developers getting planning consent based on these provisions, only to then leave them out at the construction phase, with only a 'sorry, didn't work out' and the relevant council has just bowed down and surrendered. This needs to stop. Even now, most new developments are totally car-centric”</i></p>

		<p><i>"Evidence over last 5 years is that councils are unable to influence Planners/Developers"</i></p> <p><i>"Influencing developments is really key, the recent developments have been catastrophic... They're poorly located for any amenities and drive people to own and drive cars for everything. Completely contradicting everything within this plan"</i></p>
Providing sustainable public transport/active travel options	19 (19.8%)	<p><i>"Prioritising use of space to promote sustainable travel options' - I am especially glad to see this. Road traffic by standard size is very inefficient and this is seldom mentioned I material. So very glad to this included!"</i></p> <p><i>"The reasons to embrace sustainable travel include: Reduced costs Safer travel, Less stress, Opportunity for productive work, Reduced responsibilities for tax, insurance, MOT, servicing, tyres etc"</i></p> <p><i>"It's very important to provide greater connectivity with space and public transport"</i></p>
Concerns around environmental impacts (emissions/pollution, congestion, loss of green space)	18 (18.8%)	<p><i>"If some travel options are more harmful to the environment why should they be open to everyone? Prioritising space has negative connotations for the Environment. Space is becoming more important and retaining both environment, ecological and historical values need prioritising"</i></p> <p><i>"Don't eat up any more of our countryside and wild places"</i></p> <p><i>"Residents' health and wellbeing has been greatly harmed by... pollution, traffic and lack of access to countryside"</i></p>
Need for action (not just words) with clear measurable aims/goals to implement strategy	17 (17.7%)	<p><i>"It is very vague. "Improvements may include" and so on - again, it needs to be much more ambitious"</i></p> <p><i>"Whilst these are laudable policy goals, I have to say that the constant putting back of delivery times for already funded cycle route and pedestrian access improvements... makes me wonder how well these is going to be delivered in reality"</i></p> <p><i>"Let's see some real schemes actually materialise. New houses with car chargers. LTNs, decent cycle paths. Bring it on but I want to see action not consultation"</i></p>
Rural isolation / connectivity	14 (14.6%)	<p><i>"More acceptance of the needs of villages and their residents. Too many villages cannot use Public Transport, whether they want to or not. What is provided is not integrated with local hubs"</i></p> <p><i>"Transport options which are accessible to all" – this is currently not the case in rural areas! There must therefore be a focus on how this can be changed"</i></p> <p><i>"The statement "More rural locations are heavily dependent on private cars and this is unlikely to change significantly " is a depressing one. Why is it unlikely to change? Is the answer "because the strategy is not designed to offer better alternatives"?"</i></p>
Importance of joined up thinking / engagement	11 (11.5%)	<p><i>"I see no joined up thinking or working... With more cars on the road travelling g further, less active travel all because no thought</i></p>

		<p><i>has been given to what needs to be in place with the growth of the local population"</i></p> <p><i>"The action needs to be joined up to the rhetoric. Too often infrastructure improvements are scheduled to take place after development has taken place"</i></p> <p><i>"Ensure the community is aware and are heard so they can contribute to influencing Planning and Development"</i></p>
Comments on specific policies/aspects of the proposed Managing Spaces Strategy	10 (10.4%)	<p><i>"Policies MS1 and MS3 are weak. It suggests space for Active Travel provision would only be provided where feasible and appropriate. This implies that it will happen only if it doesn't disrupt motor vehicle facility. How can you expect to generate a modal shift if this is the case?"</i></p> <p><i>"Policy Position MS3 is surely doomed because its success depends upon taming the motorist"</i></p>

Other themes mentioned by a smaller number of respondents included: concerns around public health and wellbeing (n=5), concerns regarding HS2 (n=4), speed/safety (n=3), electric vehicles/electric charging (n=3), town-centre shopping, out of town shopping (park and ride/pedestrianisation) (n=3), questions around wording/terminology (n=2), speed/safety (n=2), and lack of publicity/promotional work (n=2).

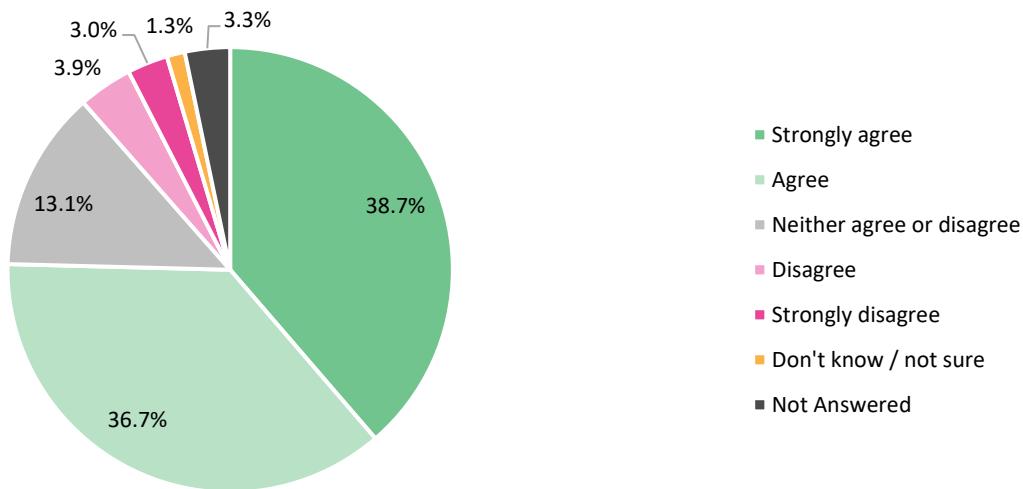
PROPOSED SAFER TRAVEL STRATEGY

The proposed Safer Travel Strategy focuses on access to safe travel choices. Respondents were presented with the five key policy areas identified in the Safer Travel Strategy:

- Working with partners to deliver road safety improvement
- Evidence-led road safety engineering interventions
- Wide-ranging community engagement to improve road safety
- Road engineering design to align with appropriate quality standards
- Promoting safety in all travel choices

Figure 12 presents the extent to which respondents agreed that the proposed Safer Travel Strategy should be a key strategy within LTP4. Indeed, 75.4% (n=230) agreed (either agreed or strongly agreed) with its inclusion, whilst 6.9% (n=21) disagreed (either strongly disagreed or disagreed). A further 13.1% (n=40) neither agreed nor disagreed.

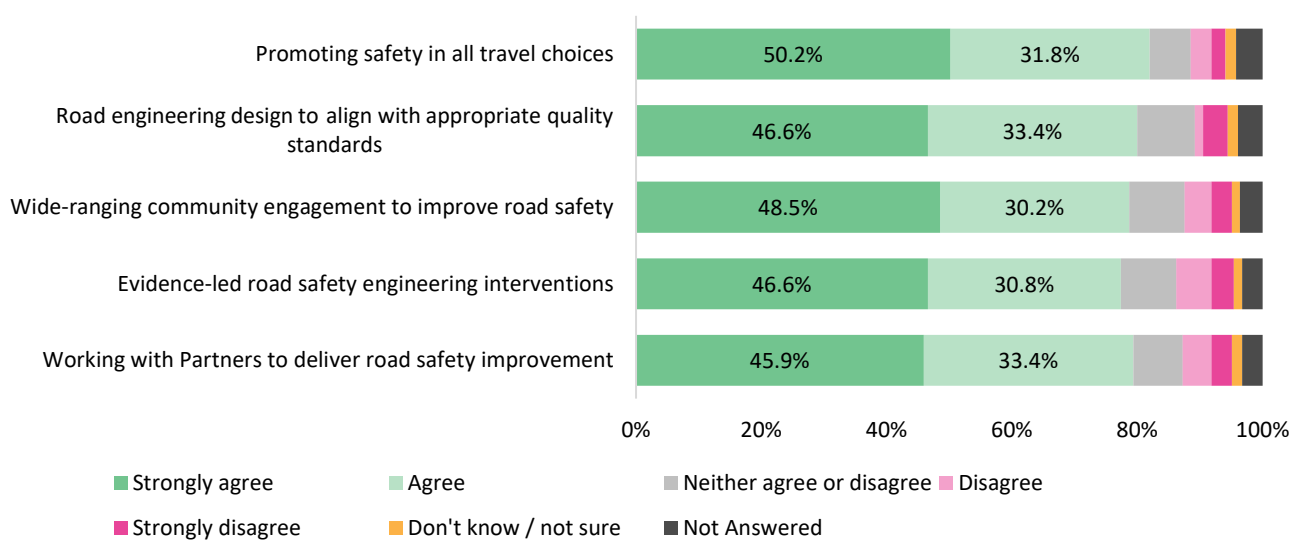
Figure 12. To what extent do you agree that the proposed Safer Travel Strategy should be a key strategy within LTP4?



Cross-tabulation showed there was a statistically significant difference in responses based on whether the respondent had a long-standing illness or disability. Those respondents who stated they had a long-standing illness or disability were significantly more likely to agree with the importance of the proposed Safer Travel Strategy being a key strategy in LTP4 (85.7%, n=42) than those without (73.8%, n=155) (p=0.039411).

Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Safer Travel Strategy. The results of this are presented in Figure 13. The key policies were generally evenly supported with the highest level of agreement (82.0% (n=250)) being with the inclusion of the policy of ‘promoting safety in all travel choices’.

Figure 13. To what extent do you agree with the inclusion of each policy in the proposed Safer Travel Strategy?



The final question in this section asked respondents to state any other comments they had in relation to the proposed Safer Travel Strategy. Themes based on comments around the Safer Travel Strategy are presented in Table 8. In total, 110 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Safer Travel Strategy was around road safety education and behavioural changes – almost 30.9% of all respondents (n=34) who left a comment mentioned this in their answer. Other common themes mentioned included improvements of/investment in safety/speed measures (e.g. speed cameras, signage, traffic lights, speed humps), improvements to travel infrastructure (e.g. segregated road/travel network users), and the need for action (not just words) with clear measurable aims/goals to implement strategy.

Table 8. Do you have any comments on the proposed Safer Travel Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Road safety education / behavioural changes	34 (30.9%)	<p><i>“Cyclists safety is not respected by a lot of road users, there have been changes to the Highway Code to help influence this behaviour, but when I am cycling from my village... I am literally taking my life in my hands”</i></p> <p><i>“Driver education is vital for road safety yet greatly lacking, both nationally and locally”</i></p> <p><i>“Driving standards have reduced over the past few years therefore driver education needs reviewing”</i></p> <p><i>“Education is vital in this. There are far too many bad drivers who speed, tailgate (this is extremely dangerous), don't pay attention and who aren't aware enough of other road users etc. There are also many cyclists who pull out without looking behind or signalling. In a recent Crash Detective programme a cyclist was shown pulling out in front of an HGV without looking or giving any warning. Many cyclists also ignore red lights. There is also quite a number of pedestrians who step into the road without looking and without warning”</i></p> <p><i>“Good to see road safety education being an important part of this. Road safety is the responsibility of all users, whether pedestrians, cyclists or drivers. Hopefully the road safety education in schools reflects this”</i></p>
Improvements of/investment in safety/speed measures (e.g. speed cameras, signage, traffic lights, speed humps)	26 (23.6%)	<p><i>“The most frequent causes of road accidents at hotspots is key to finding ways of reducing the risks on the roads by better design”</i></p> <p><i>“Engineering roads in particular ways has the most effect e.g. in slowing down traffic (narrower, less straight roads with trees etc to navigate. 20mph limit neighbourhoods? Schools? Would like to see more about these”</i></p> <p><i>“Consider more speed restrictions especially on single track roads and twisty roads”</i></p> <p><i>“Install more average speed cameras - a percent of drivers far exceed the speed limits”</i></p>

		<i>"Please go wild with the traffic calming initiatives. There's a lot of roads that would benefit from a few speed bumps and narrowed paths"</i>
Improvements to travel infrastructure (e.g. segregated road/travel network users)	21 (19.1%)	<i>"As much segregated infrastructure as possible. Separating pedestrians, cycles and vehicles is an obvious way to reduce the potential for collisions"</i> <i>"Get pedestrian and cyclist off the roads on safe routes away from traffic. When I walk I would much prefer a route away from the traffic that is well lit and direct... cut verges think about how junctions and roundabouts are designed and lit"</i> <i>"Looking at re-formatting some roads would be welcomed"</i>
Action plan (not just words) with clear measurable aims/goals to implement strategy	15 (13.6%)	<i>"If evidence-based decision making means waiting for accidents to happen I disagree. Planning should aim to prevent accidents"</i> <i>"Please get on with it. No more consultations and public meetings. Just get going"</i> <i>"Sounds good if it is actually put into practice instead of the usual delaying and stalling so in the end nothing actually happens"</i>
Enforcement of traffic / road use (policing)	12 (10.9%)	<i>"As both a motorist and a cyclist I regularly witness poor and dangerous driving. This could be people using mobiles while driving or overtaking cyclists on blind bends. There seems to be very little enforcement. That needs to improve"</i> <i>"Please enforce the rules (parking on cycle paths and footpaths), make it easy for citizens to report photo and video evidence of rule/law breaking and advertise that such exists as a disincentive to those who put others at risk"</i> <i>"We need far, far more visible roads policing, not just camera vans, but proper, old school traffic officers patrolling the roads, and pulling people over"</i>
Prioritising sustainable public transport / active travel options	11 (10.0%)	<i>"Active travel and public transport must be a priority over private car use"</i> <i>"Our public transport should be the best, reliable, effective and efficient, making it the first choice. This will reduce traffic on our roads and make it safer"</i>
Environmental / health and wellbeing concerns (e.g. pollution)	11 (10.0%)	<i>"Safety should include safety from pollution - air pollution and noise pollution"</i> <i>"Promote environment in all decisions... look for complementary policy - reduce cars / lorries, enhance green cycle ways, turn roads into greenways - reduce accidents"</i>

Other themes mentioned by a smaller number of respondents included importance of joined up thinking / collaboration (n=5), role of schools (n=4), publicity/promotional work (n=2), and questions around wording/terminology (n=2).

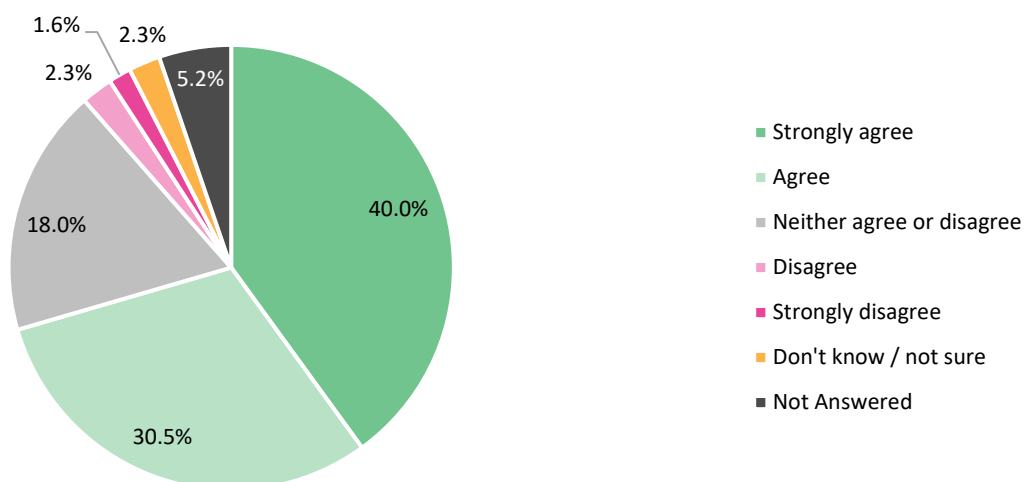
PROPOSED FREIGHT STRATEGY

The final proposed strategy presented was the proposed Freight Strategy. Respondents were presented with the seven key policy areas identified in the Freight Strategy:

- Promote shift from road to rail and active travel modes
- Facilitate the transition to alternative fuels for freight vehicles
- Support efforts to deliver a better network of lorry parking in the county
- Support and deliver initiatives that improve journey time reliability for freight movements
- Reduce the impact of 'last mile' deliveries
- Reduce incidents involving freight vehicles
- Encourage freight vehicles to use appropriate routes

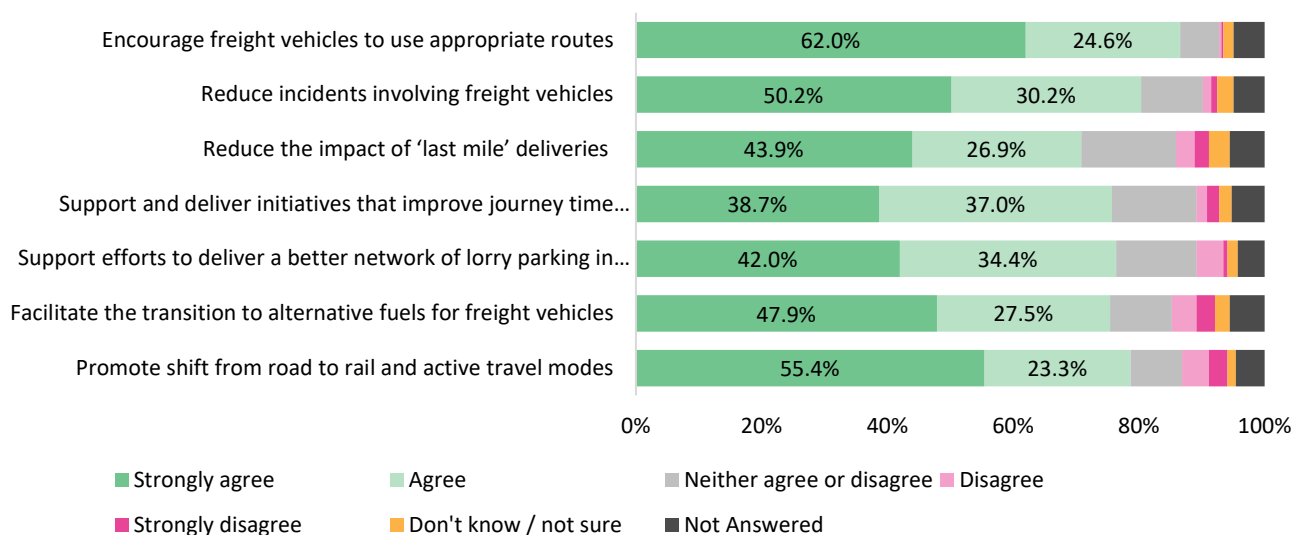
The extent to which respondents agreed that the proposed Freight Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 14 shows, 70.5% (n=215) agreed (either agreed or strongly agreed) with its inclusion, whilst 3.9% (n=12) disagreed (either strongly disagreed or disagreed). A further 18.0% (n=55) neither agreed nor disagreed.

Figure 14. To what extent do you agree that the proposed Freight Strategy should be a key strategy within LTP4?



Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Freight Strategy. The results of this are presented in Figure 15. The key policies of 'encourage freight vehicles to use appropriate routes' (86.6%, n=264) received the highest level of agreement.

Figure 15. To what extent do you agree with the inclusion of each policy in the proposed Freight Strategy?



Cross-tabulation of respondents' agreement with the 'encourage freight vehicles to use appropriate routes' policy showed there was a statistically significant difference in responses based on the district or borough in which the respondents live or undertake their role. Those respondents living or working in Warwick District (91.7%, n=99, p=0.018715) were significantly more likely to agree with the inclusion of this policy compared to respondents living or working in the other districts and boroughs.

The final question in this section asked respondents to state any other comments they had in relation to the proposed Freight Strategy. Themes based on comments around the Freight Strategy are presented in Table 9. In total, 89 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Freight Strategy was general comments relating to implementing proposed road freight restrictions – 22.5% of all respondents (n=20) who left a comment mentioned this in their answer. Other common themes mentioned included concerns around last mile deliveries, and general comments relating to other forms of freight transportation (e.g. rail).

Table 9. Do you have any comments on the proposed Freight Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Implementation of proposed road freight restriction(s) (e.g. time / speed / location limits)	20 (22.5%)	<p><i>"Limit times HGV vehicles can travel"</i></p> <p><i>"Ban freight from town centres at particular times. Stop lorries using residential short cuts"</i></p> <p><i>"Some HGVs are now too big for some rural roads. Maybe HGVs should be banned from B roads or roads reclassified to allow excluding vehicles of a certain size"</i></p> <p><i>"HGVs should be banned from all urban routes with housing nearby between 11pm and 5am"</i></p>

		<i>"Should get more freight off the roads and onto rail or designated routes. Unfortunately, freight (and possibly multiple courier deliveries) are major contributors to congestion, poor air quality etc"</i>
Concerns around 'last mile' deliveries	16 (18.0%)	<i>"Last mile deliveries could and should start to shift to EV and preferably cargo cycle"</i> <i>"Reducing the impact of "last mile" deliveries might cause a new problem where more vehicles are being used on the road to collect supplies"</i> <i>"Last mile deliveries are a major issue due to the plethora of parcel delivery companies. There seem to be an endless number of white vans on our streets from before dawn to after dusk each day. Hopefully the strategy will be able to address this issue in the context of reduced pollution and better safety?"</i> <i>"I am still uncertain as to how you will reduce the last mile of deliveries by car/van. Walking or cycling with a lot of parcels (different shapes, sizes and weights) is very difficult"</i>
General comments relating to other forms of freight transportation (e.g. rail, canals, HS2)	16 (18.0%)	<i>"Freight trains often delay commuter trains when they use the same track"</i> <i>"The use of canals to carry freight in our region is virtually impossible. I am a supporter of the canals but realistically they simply could not manage to take a significant percentage of goods traffic off the road (many reasons, including; location of industry, speed of movement, unit size of movement, time costs of interchange incurred, state of repair of waterways etc.)"</i> <i>"A shift from road to rail freight movements will require some means of dealing with the movement of freight from rail to road vehicles for the onward journey to the final destination. This will require planning to allow the parking of rail and road vehicles for freight transfer"</i>
Enforcement/monitoring of traffic / road use (policing)	15 (16.9%)	<i>"It will be great to achieve this but it seems to me to mean better monitoring and enforcement"</i> <i>"More ways to monitor roads that trucks use"</i>
Action plan (not just words) with clear measurable aims/goals to implement strategy	12 (13.5%)	<i>"Plenty to agree with but feel that these are just the current buzz phrases that sound great but will run into objections when you try to implement them"</i> <i>"Targets? Too vague to understand what will actually be done beyond just words"</i>
Improvement to existing road/transport infrastructure networks	10 (11.2%)	<i>"Improvement to the existing road networks will achieve these aims"</i> <i>"Better signage should be introduced... where the roads are unsuitable for heavy goods vehicles"</i>
Comments relating to alternative fuels (e.g. electric and hydrogen powered vehicles)	10 (11.2%)	<i>"Facilitate the transition to alternative fuels for freight vehicles"</i> <i>"Alternative fuels are great but the biggest issue is the infrastructure in place for trucks to charge. Vehicle charging (both</i>

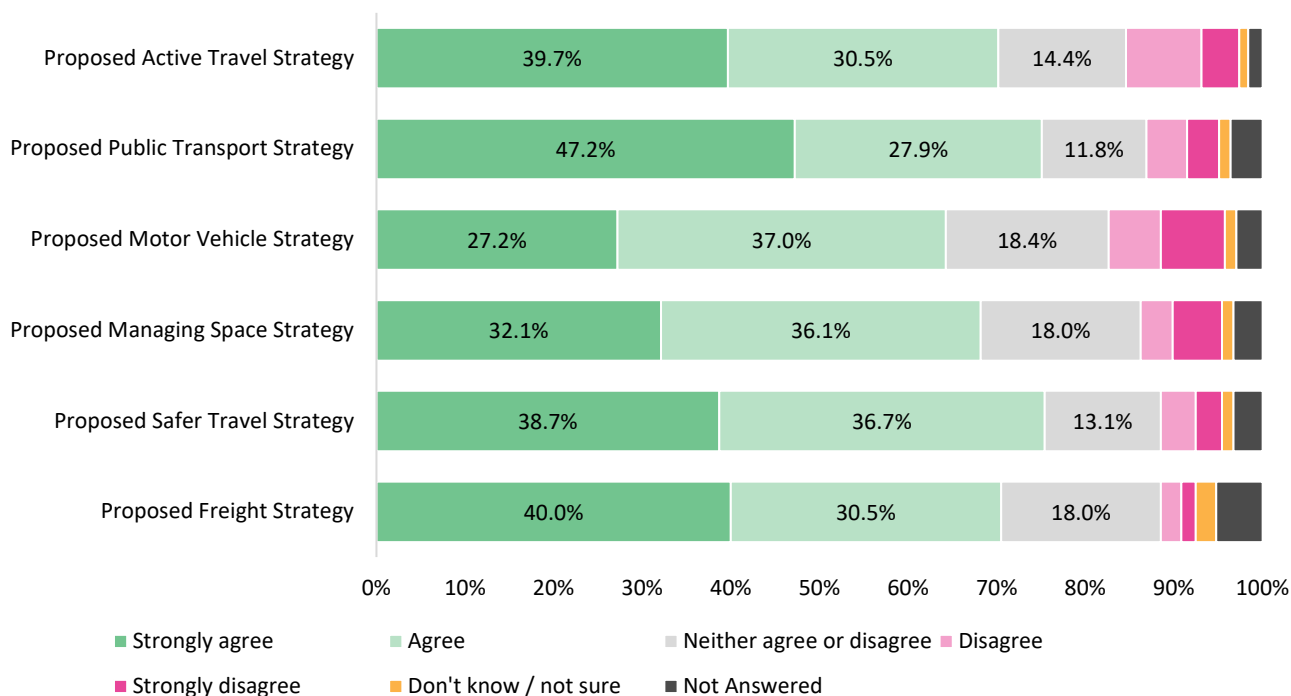
		<i>for company cars and freight vehicles) should be included in the new build of any distribution centre to facilitate future use of this technology"</i>
Joined up thinking / collaborative working	10 (11.2%)	<i>"Please, please, please joined-up thinking and working together"</i> <i>"Freight is a tricky one, but the creation of hubs to transfer goods onto smaller local vehicles is the only way to keep the largest vehicles away from our towns. This less of a localised problem and one where counties need to co-operate with each other to understand the whole route"</i>

Other themes mentioned by a smaller number of respondents included speed/safety (n=6), Net Zero (n=3), health and wellbeing (n=3), and use of drones (n=2).

SUMMARASING THE SIX PROPOSED KEY STRATEGIES

Figure 16 below presents the levels of agreement for each of the six proposed key strategies highlighted in the previous sections in order to visually compare the results for all six strategies. As Figure 16 shows, the highest level of agreement (respondents either agreed or strongly agreed) that the individual strategy should be a key strategy within LTP4 was for the proposed Safer Travel Strategy (75.4%, n=230) and the proposed Public Transport Strategy (75.1% (n=229). In total, 13.1% (n=40) disagreed (either disagreed or strongly disagreed) with the proposed Motor Vehicle Strategy.

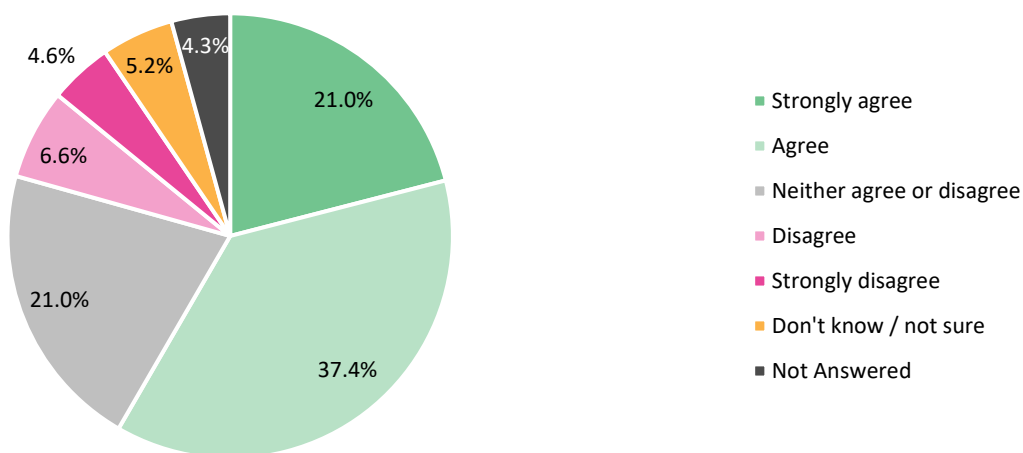
Figure 16. To what extent do you agree that the individual proposed key strategies should be a key strategy within LTP4?



LOCAL TRANSPORT PLAN (LTP) – KEY THEMES

The next section of the survey focused on the four key themes – Environment, Wellbeing, Economy and Place – identified in a previous consultation in September 2021. Respondents were asked to what extent they agree that these key themes that were adopted following the previous consultation have been well integrated into LTP4. Figure 17 shows that 58.4% (n=178) of all respondents agreed (either agreed or strongly agreed) that these key themes have been well integrated. In contrast, 11.1% (n=34) disagreed (either disagreed or strongly disagreed). In total, 21.0% (n=64) of all respondents neither agreed nor disagreed that the key themes adopted have been well integrated into LTP4 following the previous consultation.

Figure 17. To what extent do you agree that the key themes adopted following the previous consultation have been well integrated into LTP4?



Respondents who answered this question were then asked, if they wished, to explain their choice in an open textbox question. Themes based on comments around the LTP4 key themes are presented in Table 10 below. In total, 60 respondents gave a comment to this question, many of these were not specifically relating to the adoption of the key themes but raised other concerns about the implementation of the policy. Almost half of all comments (46.7%, n=28) received to this question mentioned the having an action plan with clear measurable aims/goals to implement strategy. Other common themes mentioned included specific comments relating to one (or more) of the LTP key themes, and the cost of implementation.

Table 10. To what extent do you agree that the Key Themes adopted following the previous consultation have been well integrated into LTP4? Please explain your response

Theme / description	Count (%)	Example quotation(s) for illustration
Action plan (not just words) with clear measurable aims/goals to implement strategy	28 (46.7%)	<p><i>“Abstract and meaningless without specific, locally based policies and targets”</i></p> <p><i>“Are any of these objectives focused and measurable ...SMART ?”</i></p>

		<p><i>"At a general level the LTP4 aims appear to build on what came earlier; but the devil will be in the detail as we respond to an ever-changing context"</i></p> <p><i>"What are the timescales? Do you have the funding? When can we expect a progress report?"</i></p> <p><i>"I think WCC should use all levers at their disposal to drive action. Putting together a Plan is all very well but things need to actually happen & as quickly as possible"</i></p> <p><i>"It is the implementation that counts, and the vision and perseverance of the implementors"</i></p> <p><i>"There is no real sense of where the key themes and the strategies/policies interact - why has the LTP not addressed each of the key themes in turn? Why is it structured around different strategies instead of the key themes? Having so many different parts - key themes, strategies, policies, actions - it is difficult to keep track of what any of it will actually achieve, and impossible to see how any of it joins up"</i></p>
Specific comments relating to one (or more) of the LTP Key Themes (Environment, Wellbeing, Economy, Place)	18 (30.0%)	<p><i>"Just focus on Place and Economy [Key Themes]"</i></p> <p><i>"Overall I think the key themes are integrated but think Place is a weakest link here - there's no real emphasis on what it really mean"</i></p> <p><i>"Would like to see the Wellbeing theme more clearly included in all sections of the LTP4. The other key themes have been clearly highlighted across the various policy positions but Wellbeing could be more broadly included particularly in connection with points already mentioned regarding inclusivity and access for all"</i></p> <p><i>"The themes are so broad that just about any policy could be said to include them"</i></p> <p><i>"Environment lacks consideration and other policies place it in conflict. e.g. greater inter connectivity, reduces the rural scene and makes housing development along strips or the joining of towns and villages more possible resulting in a reduction to the environment impacting flora and fauna negatively"</i></p>
Cost of implementation	15 (25.0%)	<p><i>"Sensible ideal, but I suspect, like most Government ideas, the total cost will be greater than estimated"</i></p> <p><i>"It remains to be seen how much actually comes to fruition, given changing politics and funding"</i></p> <p><i>"Do you have the funding?"</i></p>
Comments relating to consultations / engagements (e.g. frequency, future consultations)	12 (20.0%)	<p><i>"There have been so many consultations and nothing is acted upon"</i></p> <p><i>"We have to wait for the action plan. Will that be consulted on?"</i></p> <p><i>"This survey appears loaded to obtain agreement with already decided proposals rather than a real consultation"</i></p>

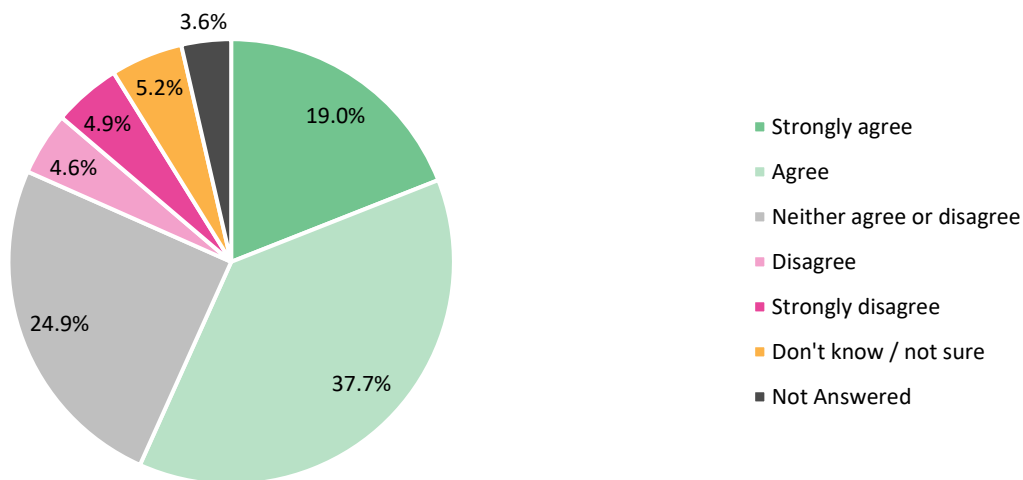
<p>Concerns around housing developments / population growth</p>	<p>10 (16.7%)</p>	<p><i>“How is the demand for housing being monitored to determine the accuracy of previous forecasting? I worry that areas of Warwickshire are being spoilt by overly dense housing developments at the expense of local environments, just because building helps the economy through jobs and attracts new businesses and people to the area”</i></p> <p><i>“We have more houses built and being built, but local infrastructure is not growing to cope, in fact the developments are generally so far outside of local centres that it is impossible to walk to the local shops”</i></p> <p><i>“A lot of new housing with very little road improvements”</i></p>
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Other themes mentioned by a smaller number of respondents included: rural isolation/connectivity (n=5), role of electrification (electric vehicles, fuel etc) (n=4), HS2 (n=3), and Brexit (n=2).

LOCAL TRANSPORT PLAN (LTP) – ACTION PLAN

Following the consultation on the draft LTP, the Council will produce and publish an action plan which will identify how it will go about delivering the strategies, the timescales involved and the intended outcomes which will align with one or more of the key themes of the LTP4. The action plan was available to download, and a summary version could also be viewed. Respondents were asked to what extent they agreed with the approach. Figure 18 shows that 56.7% (n=173) agreed (either agreed or strongly agreed) with the approach outlined. Just 9.5% (n=29) of all respondents disagreed (either disagreed or strongly disagreed) with this approach.

Figure 18. To what extent do you agree with the approach outlined above?



Further to this, respondents who answered this question were then asked to explain their response (or provide any further comments or recommendations they may have). Themes based on comments around the action plan approach are presented in Table 11 below. In total, 75 respondents gave a comment to this question. The most frequently mentioned theme regarding action plan approach was around monitoring progress – a third of all respondents (33.3%, n=25) who left a comment mentioned this in their answer. Other common themes

mentioned included engagement and consultation, and the importance of action plan(s) to ensure clear measurable aims/goals in order to implement strategy.

Table 11. To what extent do you agree with the approach outlined above? - Please use the space below to explain your choice or add any further comments or recommendations

Theme / description	Count (%)	Example quotation(s) for illustration
Monitoring progress (frequency, updates)	25 (33.3%)	<p><i>"How will progress be monitored and reported?"</i></p> <p><i>"I agree that it gives a clear outline of proposals. It would be good to have an update occasionally on progress levels."</i></p> <p><i>"Regular progress updates would also be good, so as residents of the county can see what is being achieved, and where."</i></p> <p><i>"Needs to be updated more frequently than annually - say quarterly"</i></p> <p><i>"This will be good as long as it is properly monitored and updated with new initiatives. How with the desired outcomes be monitored and how much value management is being applied?"</i></p>
Engagement / consultation (for transparency)	21 (28.0%)	<p><i>"I think you need more local people who have lived in the towns for at least 25 years to get their opinions and voices on the transport infrastructure and what's required"</i></p> <p><i>"Speak to the people of the area before making proposals"</i></p> <p><i>"Please continue engagement with stakeholders in developing the action plan."</i></p> <p><i>"There has... been no face-to-face consultation or meaningful discussion with affected residents in my area"</i></p>
Action plan (not just words) with clear measurable aims/goals to implement strategy	20 (26.7%)	<p><i>"Actions speak louder than words. Nice layout for a plan but I'd prefer to see a proper project management Gantt chart with SMART objectives. Even better - let's see real changes in the real world please"</i></p> <p><i>"Action plans are all very well but what we need is action!"</i></p> <p><i>"From words on paper to reality on the ground"</i></p> <p><i>"Most of the strategies outlined in this document will never come to fruition"</i></p>
Funding/costs/budget	17 (22.7%)	<p><i>"Funding will always be the main driver, whether you think so or not. Why waste your time on things you won't get funding for?"</i></p> <p><i>"Who's paying for this?"</i></p> <p><i>"There is no mention of the costs of all this and how prepared tax-payers are to fund it"</i></p>

Concerns regarding information provided (too much information to process/understand, unable to view information)	10 (13.3%)	<i>"Too much info"</i> <i>"Too much to take in"</i>
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LOCAL TRANSPORT PLAN (LTP) – PERFORMANCE MONITORING

The performance of the LTP will be monitored against the published Action Plan on an ongoing basis. This is likely to involve twice annual meetings chaired at a senior level within the County Council where actions will be measured against a set of agreed Performance Indicators, although this process is still subject to significant development and will be continuously reviewed.

In this context, respondents were asked to provide any comments or recommendations as to what they considered to be important when monitoring the performance of the LTP and action plan. Themes based on comments around performance monitoring are presented in Table 12 below. In total, 110 respondents gave a comment to this question. The most frequently mentioned theme regarding performance was methods for monitoring progress – 40.9% of all respondents (n=45) who left a comment mentioned this in their answer. Other common themes mentioned included the importance of action plan(s) to ensure clear measurable aims/goals in order to implement strategy, and continued consultation / engagement.

Table 12. Please provide your comments or recommendations as to what you consider to be important when monitoring the performance of the LTP and action plan?

Theme / description	Count (%)	Example quotation(s) for illustration
Methods for monitoring progress (measurement, frequency, updates)	45 (40.9%)	<p><i>"A timetable with milestones that drive improvements that can be measured and, more importantly, seen by local citizens"</i></p> <p><i>"Implementation schedule and plans for failure to maintain schedule. Outcomes in the key areas of the plan. Public awareness programme schedule"</i></p> <p><i>"Clarity on feedback loops and lessons learnt - monitoring of emerging risks and opportunities as well as performance and actions"</i></p> <p><i>"Schedules needed to see deadlines are met"</i></p> <p><i>"Due the strategic approach of the LTP the current plan does not detail any timescales against the delivery of suggested policy positions. While Action Plans will give specific delivery timescales against individual schemes this will not provide targets against the policy positions themselves. More detail on intended progress against the policy points, would provide a framework against which stakeholders could hold the WCC to account and also enable clearer demonstration of success"</i></p> <p><i>"Monitor actual delivery of schemes"</i></p>

Action plan (not just words) with clear measurable aims/goals to implement strategy	41 (37.3%)	<p><i>"Action, not words!"</i></p> <p><i>"Achievement to plan and how any shortfall will be recovered"</i></p> <p><i>"Needs annual plan with actions broken down quarterly"</i></p> <p><i>"It is important to include what actions will be taken if the monitoring reveals that the targets will be missed"</i></p> <p><i>"Set SMART targets"</i></p> <p><i>"The Action Plan must be achievable within the published timeline"</i></p>
(Continued) engagement / consultation processes	38 (34.5%)	<p><i>"Engagement with Town / Parish, Community Groups and local businesses"</i></p> <p><i>"Ask the people who live in the areas, don't make decisions in your offices about our lives"</i></p> <p><i>"Should conduct more field investigations not just discussing and planning in the meeting"</i></p> <p><i>"Continuing Community Engagement"</i></p> <p><i>"Get views from as diverse a pool as possible"</i></p> <p><i>"Many people ignore your offer of input and are disillusioned concerning your real willingness to listen to the public"</i></p>
Funding/costs/budget	26 (23.6%)	<p><i>"Being transparent on how much money it wastes"</i></p> <p><i>"Budget, overspend recovery"</i></p> <p><i>"It will be interesting to see the spend against each policy both in comparison to each other and over time"</i></p>
Data collection	21 (19.1%)	<p><i>"Honesty, stats can be manipulated to show the desired results rather than measuring reality. Should include user surveys too."</i></p> <p><i>"Need to collect and publish real data"</i></p> <p><i>"Data to support any positive or negative outcomes against plans"</i></p>
Comments relating to the environment	13 (11.8%)	<p><i>"A look at the pollution levels at each stage to ensure what proposed/put in place is effective in what trying to achieve"</i></p> <p><i>"Air quality"</i></p> <p><i>"Travel choices that support a reduction in carbon to Net Zero Does this project result in a net reduction in carbon emissions? and can it be sustainably used with no carbon emissions?"</i></p>
Comments relating to public transport / active travel	12 (10.9%)	<p><i>"Are more people using the bus/trains? Are more people happy with the quality of the bus/train service?"</i></p> <p><i>"Improvements to active travel measured versus the baseline"</i></p>
Comments relating to wellbeing	12 (10.9%)	<p><i>"Safety, comfort and health for transport users and those it affects"</i></p>

		<p><i>Does this project improve the wellbeing over the long term and in a zero-carbon sustainable way?"</i></p> <p><i>"Health and wellbeing and wider determinants of health data/indicators e.g. road traffic accidents, active travel, public transport uptake, air quality, and continued engagement with partners."</i></p>
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LOCAL TRANSPORT PLAN (LTP) – INTEGRATED SUSTAINABILITY APPRAISAL

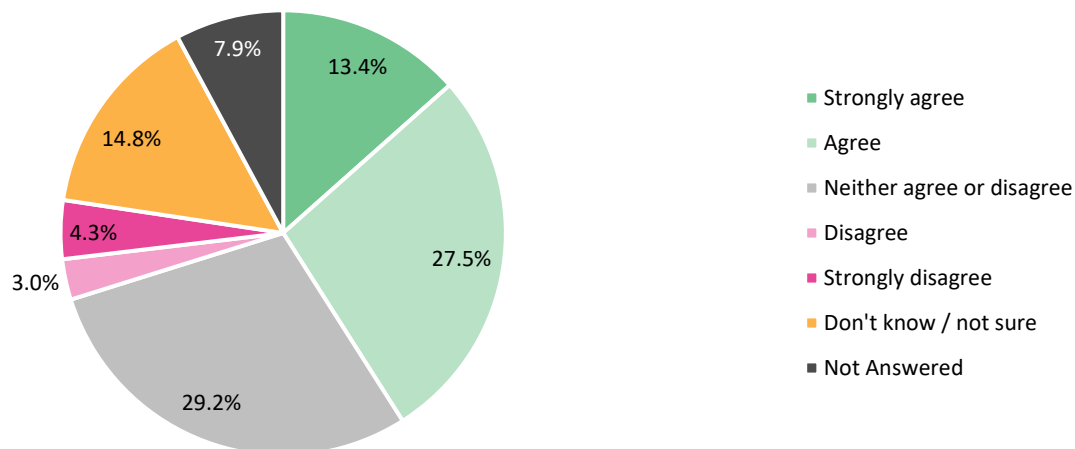
The Integrated Sustainability Appraisal (ISA) considers the impacts of the proposals on people and the environment. It then suggests ways to reduce and monitor these impacts. The ISA combines the following assessments:

- Strategic Environmental Assessment – assessing environmental impacts
- Health Impact Assessment – impacts on people’s health
- Equalities Impact Assessment – whether the impacts are fair across groups of people

This section sought respondents’ views to ensure the next Local Transport Plan is accessible to everyone and brings benefits to communities from all backgrounds and walks of life. Questions focused on whether respondents thought that the proposed LTP4 would create any impacts on people or the environment, and if so, what these might be and how they might affect the respondents, other people and the environment. Ideas on how to enhance the positive impacts and overcome or reduce the negative impacts of these proposals were also sought from respondents.

First, respondents were asked to what extent they agreed with the assessment outcomes of the Integrated Sustainability Appraisal Report. Figure 19 shows that just over two-fifths (41.0%, n=125) agreed (either agreed or strongly agreed) with the assessment outcomes, whilst just 7.2% (n=22) disagreed (either disagreed or strongly disagreed). A further 29.2% (n=89) neither agreed nor disagreed, and 14.8% (n=45) selected ‘don’t know/not sure’ with the assessment outcomes of the Integrated Sustainability Appraisal Report. It should be noted here that 51.9% of respondents to this question selected ‘neither agree nor disagree’, ‘don’t know/not sure’ or did not answer. This uncertainty or lack of response may be due to the Integrated Sustainability Appraisal Report being a long, dense and technical document (as suggested by respondents in several of the open text box questions).

Figure 19. To what extent do you agree with the assessment outcomes of the Integrated Sustainability Appraisal Report?



Respondents then had the option to provide additional detail in relation to each assessment outcome. The results of this are presented in Figure 20. Strategic Environmental Assessment (45.9%, n=140) and Health Impact Assessment (45.6%, n=139) received the highest level of agreement from respondents to this question (either agreed or strongly agreed with these assessment outcomes). In contrast, 33.8% (n=103) agreed (either agreed or strongly agreed) with the Equalities Impact Assessment. In fact, almost a third (28.9%, n=88) of respondents to this question stated that they neither agreed nor disagreed with the Equalities Impact Assessment outcome.

Figure 20. If you wish, please provide additional detail below in relation to each assessment outcome



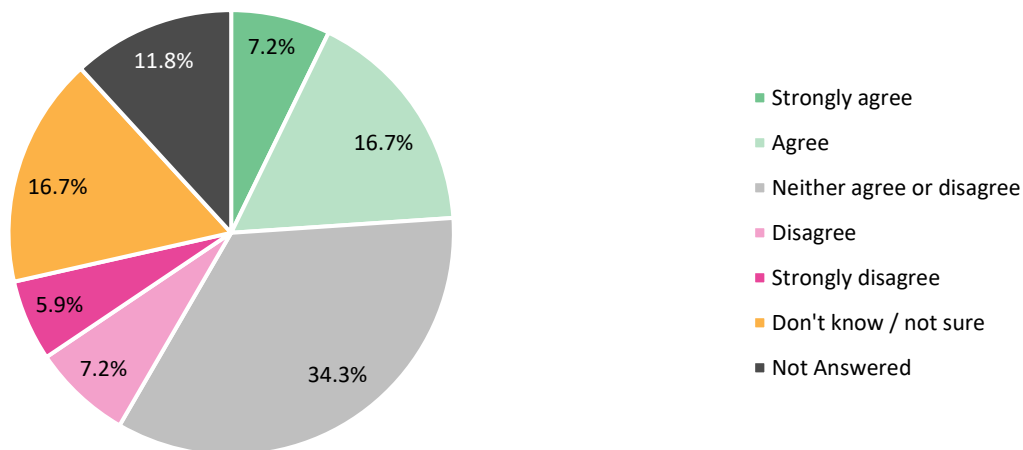
Further to this, respondents could utilise the open text box to explain why they had answered this way. In total, just 37 respondents gave a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

- Action plan (not just words) with clear measurable aims/goals to implement strategy:

- *“I would want to see actual Impact Reports of actual measures and actions actually taken”*
- *“It is impossible to know exactly what actions will be taken therefore impossible to assess the impact of them”*
- *“Most of the strategies are wishful thinking and will never be implemented”*
- *“So much pie in the sky. There are too many areas of the plan that can't be accurately defined or measured”*
- Length of documentation:
 - *“Do you think anyone answering this questionnaire actually went through the 298 pages?”*
 - *“An executive summary of that 298-page document would have been useful”*
 - *“I don't think that I have time to read 298 pages before giving an opinion on this. I wish that I did as it is very important. I scanned as far as page 52 and was still not sure if I had got to the bit where the 'assessment outcomes' are given! There is way too much to absorb, evaluate and then distil down into 'strongly agree' etc”*
- Comments relating to specific aspects in the documentation:
 - *“ISA report clearly concludes that the motor vehicle and freight strategies will have a detrimental effect and will not achieve climate emergency CO2 reduction targets. These strategies should be amended to rectify this”*
 - *“It is good to see that climate and Covid-19 are now key elements of the strategy and a recognition that the previous was unfit for purpose. The recognition that there is an equality issue with public transport and the risk of covid transmission is also welcome”*
 - *“There needs to be greater emphasis on access to public transport for those with health issues, disability and the needs of the elderly too”*

Next, respondents were asked to what extent they thought the proposed measures are sufficient to address the outcomes in the Integrated Sustainability Appraisal. As Figure 21 shows, almost a quarter of all respondents (23.9%, n=73) agreed (either agreed or strongly agreed) with this statement whilst 13.1% (n=40) disagreed (either disagreed or strongly disagreed). In total, over a third of all respondents (34.3%, n=105) stated they neither agreed nor disagreed that the proposed measures are sufficient to address the outcomes in the Integrated Sustainability Appraisal, with a further 16.7% (n=51) stated they ‘don’t know/not sure’. Again, the level of uncertainty or lack of response may reflect the Integrated Sustainability Appraisal Report being a long, dense and technical document (as suggested by respondents in several of the open text box questions).

Figure 21. Do you think the proposed measures are sufficient to address the outcomes in the Integrated Sustainability Appraisal?



Further to this, respondents could utilise the open text box to explain why they had answered this way. In total, 36 respondents gave a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below. Several themes and comments were repeated from previous questions:

- Length of documentation:
 - *"I'm not entirely sure it is reasonable to expect people to read this document given it is 298 pages long. A summary of the findings would be much more useful with the option to read the entire document if required/desired"*
 - *"The whole document seems way too complicated and almost impossible for the general public to understand let alone use the outcomes to hold the WCC to account. Keep it simple!"*
- Action plan (not just words) with clear measurable aims/goals to implement strategy:
 - *"Too few firm actions, not going nearly far enough"*
 - *"I'm not sure I can judge that until action is taken"*
- Comments relating to specific aspects in the documentation:
 - *"WCC have declared a Climate Emergency. Surely the LTP should support addressing it. The ISA report says it doesn't"*
 - *"I think it's challenging to improve congestion and continue to provide for increasing motor vehicle use while reducing pollution and CO2 emissions. I think there needs to be more honesty and clarity in what is top priority. I fear the private car always wins over active travel and hence don't believe these benefits will be delivered"*
- Funding/costs/budget:
 - *"Will you have the funding to carry this out properly"*
 - *"You don't have the money, do you?"*

Respondents were then asked if there were any other impacts that need to be taken into consideration in the Integrated Sustainability Appraisal or when developing the proposals. In total, 25 respondents gave a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

- Environmental factors:
 - *"Impacts on flood management"*
 - *"Climate change will be one of the most important challenges facing us, hence the relevance in it being prominent in Sustainability Appraisals"*
 - *"It is vital that important habitats are completely protected"*
- Population/demographic factors:
 - *"The changing demographic to include more and more people unable to drive or have access to cars in locations and communities away from the main population centres of the County is a very specific one that should be considered alongside the move away from cars etc"*
 - *"Impacts on those who are not among the 'more digitally connected'"*
 - *"I may have missed it but haven't seen anything specific about the impact of recent events on our town centres. What is the plan to draw people into the Centres and create a good experience throughout the year? Do you see an opportunity to create more living space within the towns to offset the loss of businesses?"*
- Inequality factors:
 - *"There are the impacts for people facing health and disability issues as to how you run better services for public transport. I feel that those of us that are not in a wheelchair are overlooked. It's hard to see my disability other than my walking stick. Public transport needs to be reliable, not so expensive and easier to access"*

- *“When considering inequalities also consider deprivation and impact of schemes on the more deprived cohorts in Warwickshire”*

The final question in this section asked respondents to share any ideas on how to enhance the positive impacts and overcome or reduce the negative impacts of these proposals. In total, 34 respondents left a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

- Consultation and engagement:
 - *“A set of focus groups would do this for you”*
 - *“Keeping the public up to date with objectives, why there is disruption and the overall benefits after time might help people be a bit more patient when having the daily routine disrupted”*
 - *“Key is to keep residents informed and meet and discuss issues with residents who demonstrate experience and knowledge”*
 - *“Need to improve communication of your plans and particularly the achievement of these plans”*
- Active travel / public transport:
 - *“Accelerate active travel and particularly cycling provision delivery. Compared with most other measures in the action plan many of the cycle infrastructure schemes have very long delivery times and often not even a specific planned delivery”*
 - *“There isn't much in the plan about ensuring "connectivity" between bus and rail travel. I am very keen to see the integration of public transport as it is so varied”*
- Environmental factors:
 - *“Protection of environmental and health are very important to”*
 - *“In terms of climate, current practice must be scrutinised for where it needs to change. Every action now needs to have net zero as a goal and that includes routine actions taken by the local authorities (such as cutting vegetation)”*
- Housing developments:
 - *“New developments are putting a massive strain on all services and causing negative impacts all round”*
 - *“Avoid undue influence by developers”*

LOCAL TRANSPORT PLAN (LTP) – AWARENESS

Respondents were then asked if they had any suggestions as to how awareness of LTP4 could be raised in Warwickshire. Themes based on comments around awareness are presented in Table 13 below. In total, 108 respondents gave a comment to this question. The most frequently mentioned theme regarding suggestions to raise awareness was communication/engagement via community methods – 35.2% of all respondents (n=38) who left a comment mentioned this in their answer. Other common themes mentioned included: leafleting, use of social media/internet, and physical advertisements (posters, billboards, copies of plan(s)).

Table 13. Do you have any suggestions as to how we could raise awareness of LTP4 in Warwickshire?

Theme / description	Count (%)	Example quotation(s) for illustration
Communication/engagement via community methods (Council emails, community groups etc)	38 (35.2%)	<i>“Adding the link to all emails and correspondence sent out by the Councils, highlighting it through local Parish Councils”</i>

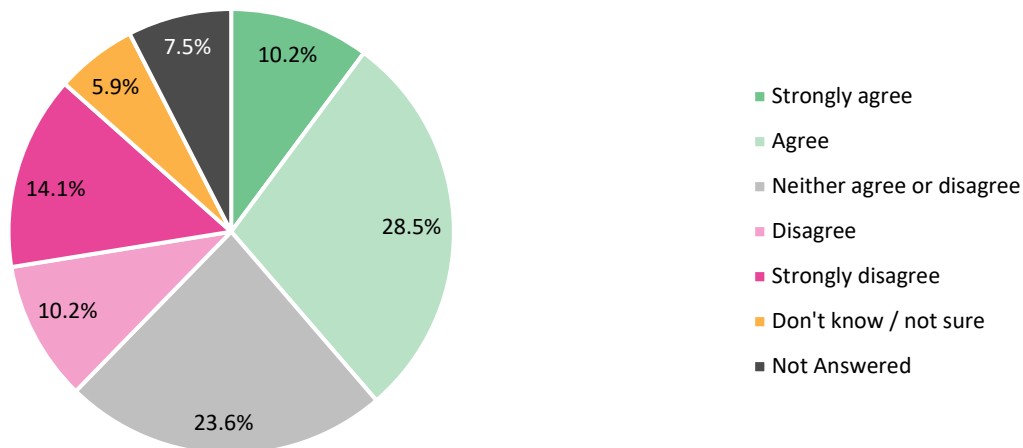
		<p><i>“Engage with people in public spaces - supermarkets, public squares, village community centres. Engage with District, Town & parish councils”</i></p> <p><i>“Attendance at parish councils”</i></p> <p><i>“Community interest groups often have regular meetings where a presentation could be given”</i></p> <p><i>“Local Community newsletters”</i></p> <p><i>“Hold drop-in sessions at various times of day in community venues”</i></p> <p><i>“Get out door to door and on the streets and get the message across”</i></p>
Leafletting	29 (26.8%)	<p><i>“Leaflet to relevant households”</i></p> <p><i>“Leaflets, if the cost is not too great”</i></p> <p><i>“Door to door leafletting throughout the Borough”</i></p> <p><i>“Leaflets delivered to houses”</i></p>
Use of social media / internet	28 (25.9%)	<p><i>“Make as much use as possible of social media”</i></p> <p><i>“Posts on social media”</i></p> <p><i>“Judicious use of Facebook community groups”</i></p> <p><i>“Internet link with summary sent via email/text to subscribers”</i></p> <p><i>“YouTube videos. Everyone loves a YouTube”</i></p>
Physical advertisements (e.g. posters, billboards, copies of plan(s))	25 (23.1%)	<p><i>“Advertise it on the back of buses and at bus stations and railways stations”</i></p> <p><i>“Advertise the plan, or access to the plan, on buses and trains”</i></p> <p><i>“Billboards in key locations/radio adverts”</i></p> <p><i>“Display in libraries”</i></p> <p><i>“Having it on... local parish notice boards, local shops, schools as it impacts them directly”</i></p>
Local press (newspapers, radio, local MP)	22 (20.4%)	<p><i>“Publish results online and in the local press”</i></p> <p><i>“Advertise on local radio”</i></p> <p><i>“Place adverts in local newspapers”</i></p> <p><i>“Direct mailing by MPs”</i></p>
Availability of a shorter/executive summary version	18 (16.7%)	<p><i>“Make it quicker to read and comment on. Most people will give up”</i></p> <p><i>“Make it shorter, simpler”</i></p>

		<p><i>"Not include 298 pages to read"</i></p> <p><i>"Summarise it - reading through all this information took far too long - I got very bored and skipped most of it"</i></p>
Comments relating to being unaware about the LTP4 Consultation	14 (13.0%)	<p><i>"I only found out about LTP4 due to being on Nextdoor"</i></p> <p><i>"I received this invitation by email via my local community. Many people would not have the opportunity to see this survey or be aware of the LTP4"</i></p> <p><i>"I'm in the industry and didn't know about this consultation...!!!"</i></p> <p><i>"I found out from a WhatsApp group but thought I was on the Ask Warwickshire mailing list - perhaps I missed a mailing. Encourage sharing"</i></p>
Action plan (not just words) with clear measurable aims/goals to implement strategy	11 (10.2%)	<p><i>"Actually implement it, not just talk about it"</i></p> <p><i>"Actually using the initial suggestions to drive change"</i></p> <p><i>"Save money and get on with it"</i></p>

LOCAL TRANSPORT PLAN (LTP) – ANY OTHER COMMENTS

The final section offered respondents the chance to discuss any other comments they wished to raise. Having read LTP4 and having considered the previous work to develop the Key Themes, respondents were asked how confident they felt that the County Council has listened to Warwickshire residents' and other stakeholders' ideas and concerns and produced a plan which reflects them and wider transport issues. Figure 22 shows that 38.7% of all respondents (n=118) agreed (either agreed or strongly agreed) with this statement. In contrast, almost a quarter of all respondents (24.3%, n=74) disagreed (either disagreed or strongly disagreed), with a further 23.6% (n=72) neither agreeing nor disagreeing.

Figure 22. Having now read LTP4, and considering the previous work to develop our Key Themes around transport, how confident are you that the County Council has listened to Warwickshire residents' and other stakeholders' ideas and concerns and produced a plan which reflects them and wider transport issues?



In total, 80 respondents chose to leave a comment in the open text box to explain their choice to this question. Themes based on comments around listening to respondents are presented in Table 14 below. The most frequently mentioned theme regarding any other comments was around respondents awaiting the implementation/results of the consultation – 38.8% of all respondents (n=31) who left a comment mentioned this in their answer. Other common themes mentioned included concerns other stakeholders/factors will influence LTP4 progress, and respondents not feeling listened to/engaged with.

Table 14. Comments on response to question on confidence that the County Council has listened to Warwickshire residents and other stakeholders

Theme / description	Count (%)	Example quotation(s) for illustration
Awaiting implementation / results	31 (38.8%)	<p><i>"Have seen many consultations from WCC, but so far have failed to see any tangible improvements or benefit. I await the outcome of this one with anticipation!"</i></p> <p><i>"History shows that these sort of strategies are never fully implemented"</i></p> <p><i>"Delivery is what is needed"</i></p> <p><i>"I see very little here that makes me think travelling in Warwickshire is going to be significantly different in 5 years to how it is now"</i></p> <p><i>"It's all very strategic and therefore hard to disagree with anything. The issues will come at the next stage on what this means on the ground."</i></p> <p><i>"So far it's just words. I'm interested to see what actually gets built (roads, pavements, cycleways, bus ticketing, etc)."</i></p>
Concerns other stakeholders/factors will influence LTP4 progress	21 (26.2%)	<p><i>"I feel sure the finance implications will win out whatever residents"</i></p> <p><i>"I do worry that the vested interests of the motor vehicle lobby, freight industries and developers might have a greater say in how things develop when it comes down to it"</i></p> <p><i>"The residents have not been listened too, its mainly stakeholders and developers who have the biggest say in all transport measures"</i></p> <p><i>"You have already listened to the small group of lobbyists with their own agenda"</i></p> <p><i>"You seem to have only listened to the same old self interest groups as usual. Not the residents likely to be affected by them"</i></p>
Respondents not feeling listened to/not engaged with	19 (23.8%)	<p><i>"The public's views, opinions and ideas are very rarely seriously considered"</i></p>

		<p><i>"Council in the end just do what they want to do regardless of what the people want"</i></p> <p><i>"Levels of public engagement in this by WCC have not been good enough"</i></p> <p><i>"Most people I know hadn't even heard about this so 'what consultation'?"</i></p> <p><i>"You don't listen, never have. Come up with a plan, waste money on a consultation and then just do the plan anyway"</i></p>
Respondents feeling listened to/engaged with	15 (18.8%)	<p><i>"Generally stakeholders are listened to"</i></p> <p><i>"I think they have listened and the plan is very comprehensive"</i></p> <p><i>"I think you have listened to people's views"</i></p> <p><i>"I think you've listened, and included views of the stakeholders in LTP4 and its a fairly well balanced document aiming in the right directions"</i></p> <p><i>"This feels very positive"</i></p>
Comments on the survey/consultation process	14 (17.5%)	<p><i>"If you want the public to respond, this is a very long survey which I find taxing... Could they be shorter and slightly less detailed?"</i></p> <p><i>"Too long a survey"</i></p> <p><i>"This is purely an exercise that shows total disregard for public views and is full of pre determined outcomes"</i></p>

Other themes mentioned by a smaller number of respondents included: specific aspects/key priorities (n=8), Climate Emergency (n=6), HS2 (n=3).

The final question gave respondents the opportunity to raise anything else regarding the proposed LTP4. In total, 39 respondents left a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

- Communication, engagement, consultation:
 - *"Continue to listen to residents and stakeholders throughout the implementation of the plan to ensure you get it right"*
 - *"Could you send all homes a newsletter in the post"*
- Action plans:
 - *"It needs to be followed up with clear plans and action"*
 - *"Need actions, not words. No-one would disagree with the ideas in the LTP, but they are all words until they actually get implemented"*
- Environmental considerations
 - *"Create 'green corridors' wherever major transport routes run"*
 - *"There is little mention of soft landscaping. The plan needs a professional horticultural perspective, for example: selection and use of trees to reduce pollution, use of soft landscaping to calm traffic, increased use of shrubs (which don't grow as large as trees) to reduce, noise and pollution"*
- Comments relating to improving public transport/active travel options:

- *“Need to do more better to promote sustainable travel end to end from strategy, building integrated network, signage and wide promotion more miles of footpath cycle path than roads links to bus and rail for longer journeys”*
- *“Please just do something now to sort out the terrible uncoordinated buses”*
- Further (financial) information required:
 - *“You have failed to mention the costs”*
 - *“You have failed to show any projected costing or timescales”*

ADDITIONAL COMMENTS & FEEDBACK

In addition to the survey responses, direct responses were also received from a range of different stakeholders, as shown in Table 15.

Table 15. Respondent groups who provided direct responses

Group type	Respondent(s)
County Councils / District/Borough Councils	Coventry City Council Gloucestershire County Council North Warwickshire Borough Council Stratford District Council Warwick District Council
Town / Parish Councils	Kenilworth Town Council Leamington Town Council Warwick Town Council
Working groups	Stratford Town Centre Partnership
Transport-specific groups	Stratford Rail Transport Group Stratford-on-Avon Town Transport Group
Local resident/community groups	Three local residents, Fiets.uk (Bicycle blog)
Other stakeholders/groups	WSP (on behalf of Hodgetts Estates – developer of residential and commercial property)

The overriding sentiment of correspondence was broadly supportive towards the proposed Core Strategy, four key themes and six key priorities presented in the consultation. However, the following concerns and issues were raised (most of which were also key themes raised by respondents in the online survey):

- Concerns were raised regarding decisions on/prioritisation of the transport hierarchy where there are potential tensions or policy choices (for example, the consideration of active travel and/or public transport provision first, ahead of motor vehicles)
- Perception that the LTP remains predominately focused on road transport as a priority (with the inclusion of the Motor Vehicle Strategy), with not enough emphasis/prioritisation on the environment (climate change, sustainability, the Council’s Climate Change Emergency)
- Perception that there needs to be improvement and investment in the (public) transport infrastructure (including connecting people to employment sites/urban areas, access for vulnerable groups / those in rural locations, timetables responding to demand, reliable/affordable fares)
- General support for new and improved active transport routes - methods for increasing safety and encouraging increase in both walking and cycling were suggested as clear priorities (including safe cycle parking/storage at relevant locations)
- Perception that new road construction will encourage additional car/motor vehicle journeys

- Perceived need for electric vehicle (EV) charging infrastructure across Warwickshire
- Specific comments around the impact(s) of large HGVs using inappropriate routes
- Specific comments around the environmental impact of school runs
- Specific comments around connecting employment sites and residential developments to a sustainable public transport/active travel network
- Importance of regional connectivity with partner authorities
- Belief that language used in documentation should be, stronger, simplified and to the point to ensure commitments and meaningful policies
- Some concerns that the anticipated pace of change will be too slow and underestimates what will be needed to deliver the scale of change required in the time available. Comments and suggestions that LTP4 is just a continuation of previous (limited success) approach
- Perception that LTP4 is a high-level document and therefore further detail, and substance should follow on from this. Belief that this plan should contain quantifiable objectives and targets that its success should be prioritised and/or performance measured
- Concerns around how key strategies will be (financially) resourced
- Collaborative flexible working and joint-/cross-partnerships with key stakeholders and authorities is required (with feedback, engagement, consultation and communication throughout the process).

EQUALITY AND DIVERSITY MONITORING

The online survey asked respondents to complete information regarding equality and diversity. The results are set out in Table 16 below. To summarise, there was an over-representation of those aged 65 and over (37.9% of respondents to the survey stated they were aged 65 and over compared to the equivalent figure for Warwickshire of 20.2%). It is important to consider the specific profile of respondents to this survey when considering the feedback.

Table 16. Overall online respondent profile

Equality & Diversity	Category	Survey Responses	Warwickshire Census 2021 Profile (aged 16 and over, if applicable)
Gender	Female (including trans female)	91 / 29.8%	250,708 / 51.1%
	Male (including trans male)	130 / 42.6%	239,861 / 48.9%
	Non-binary / agender / gender-fluid	1 / 0.3%	
	Prefer to self-describe	3 / 1.0%	
	Prefer not to say	37 / 12.1%	
	Not answered	43 / 14.1%	
Identify as trans/transgender	Yes	2 / 0.7%	
	No	252 / 82.6%	
	Prefer not to say	33 / 10.8%	
	Not answered	18 / 5.9%	
Age in years	Under 18	0 / 0.0%	13,129 / 2.7%

	18-24	2 / 0.7%	44,206 / 9.0%	
	25-39	35 / 11.5%	114,249 / 23.3%	
	40-49	34 / 11.1%	75,162 / 15.3%	
	50-59	53 / 17.4%	85,351 / 17.4%	
	60-64	29 / 9.5%	35,849 / 7.3%	
	65-74	88 / 28.9%	63,593 / 13.0%	
	75+	28 / 9.2%	59,022 / 12.0%	
	Prefer not to say	22 / 7.2%		
	Not answered	14 / 4.6%		
Long standing illness or disability	Yes	49 / 16.1%		
	No	210 / 68.9%		
	Prefer not to answer	29 / 9.5%		
	Not answered	17 / 5.6%		
Ethnicity	White - English/Welsh/Scottish/Northern Irish/ British	213 / 69.8%	490,070 / 82.1%	
	White - Irish	6 / 2.0%	5,540 / 0.9%	
	White - Gypsy or Irish Traveller	1 / 0.3%	388 / 0.1%	
	Other White background	12 / 3.9%	35,025 / 5.9%	
	Black or Black British - African	0 / 0.0%	4,974 / 0.8%	
	Black or Black British - Caribbean	0 / 0.0%	2,104 / 0.4%	
	Other Black background	0 / 0.0%	1,038 / 0.2%	
	Asian or Asian British – Bangladeshi	0 / 0.0%	601 / 0.1%	
	Asian or Asian British – Indian	2 / 0.7%	24,290 / 4.1%	
	Asian or Asian British - Pakistani	0 / 0.0%	3,156 / 0.5%	
	Chinese	0 / 0.0%	3,114 / 0.5%	
	Other Asian Background	1 / 0.3%	6,160 / 1.0%	
	Mixed – White and Asian	1 / 0.3%	4,616 / 0.8%	
	Mixed – White and Black African	1 / 0.3%	1,474 / 0.2%	
	Mixed – White and Black Caribbean	0 / 0.0%	4,530 / 0.8%	
	Other Mixed background	1 / 0.3%	2,913 / 0.5%	
	Arab	0 / 0.0%	780 / 0.1%	
	Other Ethnic background	0 / 0.0%	5,449 / 0.9%	
		Prefer not to say	43 / 14.1%	
		Prefer to self-describe	2 / 0.7%	
	Not answered	22 / 7.2%		
Religion	Buddhist	3 / 1.0%		
	Christian	126 / 41.3%		
	Jewish	1 / 0.3%		
	Muslim	0 / 0.0%		
	Hindu	0 / 0.0%		
	Sikh	2 / 0.7%		
	Spiritual	2 / 0.7%		
	Any other religion or belief	3 / 1.0%		
	No religion	100 / 32.8%		
		Prefer not to say	49 / 16.1%	
	Not answered	19 / 6.2%		
Sexual orientation	Heterosexual or straight	200 / 65.6%		

	Asexual	10 / 3.3%	
	Gay man	9 / 3.0%	
	Gay woman / lesbian	1 / 0.3%	
	Bi / bisexual	7 / 2.3%	
	Other	1 / 0.3%	
	Prefer not to say	58 / 19.0%	
	Not answered	19 / 6.2%	

Individual respondents anonymised for privacy reasons. Local Authorities anonymised as a result of being in pre-election period at time of OSC consideration

Respondent	Comments
Private resident	<ul style="list-style-type: none"> • Insufficient public transport links. Specifically in Kingsbury • Frequency of services should be greater to Coleshill, Minworth and Fazeley
Local authority	<ul style="list-style-type: none"> • WCC/LA already have a good working relationship • Several joint schemes in progress. Essential that this continues • LA Transport Strategy currently in development • Close alignment of LA's proposed strategic objectives with WCC's Key Themes • No cross boundary schemes on the indicative action plan. Scope to do so. Four schemes suggested for addition to the final Action Plan • LA supports the proposed LTP
Private sector business	<ul style="list-style-type: none"> • LTP4 important to respondent as a major employer in Warks • Owns some key sites in the county • Generates lots of commuter trips heavily dependent on cars • Seeking to implement demand management interventions • Strategic roads in Warks important for logistics • lists important policies for respondent; KP1 (support), KP3 (respondent also decarbonising), AT1 (support), AT2 (support, would like to be involved in working groups), PT1 (support), PT4 (support in principle, mindful of viability concerns); MV1 (support), MV2 (support, would like access to any data used/generated), MV4 (support in principle, will consider most appropriate HGV routing), MS1 (support), MS2 (agrees), MS3 support, especially re autonomous vehicles and EV charging), MS4 (supports, welcome further detailed consultation), MS6 (support in principle), F1 (support in principle, notes concerning viability), F2 (support in principle, not clear how this will be achieved), F4 (support and welcome, want more detail), F6 (support in principle, want detail),

	<p>F7 (will review more detailed guidance), ST5 (support in principle, would welcome further consultation on detail)</p> <ul style="list-style-type: none"> • Areas where LTP could be strengthened – Not clear how the documents integrate together, could be considered generic, needs more of a focus on business as well as communities, needs further explanation of maximising developer contributions (MV3), Needs more on action plan development and scheme prioritisation/consultation, More focus on delivery (“Active travel infrastructure between Gaydon and Leamington Spa not delivered by WCC”, More detail on Park and Ride, More on suitable locations for DRT, Should emphasis modelling software used for TA at pre application, significant development should be defined.
Local authority	<ul style="list-style-type: none"> • Right goals and aspirations • Concerned about pace of change (too slow) • Not brave or radical • Continuation of existing approach that has achieved little • Active travel top of hierarchy is good. Think it may be symbolic • Infrastructure is slow to implement (K2L) • Comms around active travel should target motorists as well as cyclists/pedestrians • Should focus on improving active travel options within towns and improving active travel options between towns • Public transport strat lacks substance • Would like a policy of subsidising bus fares (more) • Car is important. EV wont solve all car related problems • Support proposals to promote non car dependent development. Want to understand how this relates to planning • Would like more 20 limits and ULEZs • Proposed LTP is a missed opportunity • Not radical enough • Needs targets.

Local authority	<ul style="list-style-type: none"> • A network of new cycle routes should be developed, in addition to making existing routes safer. • Safe cycling routes are welcomed but must be supported by safe and secure cycle parking / storage at relevant locations. • Public transport access between Leamington and Stratford is poor. • While the strategy identifies key strategies and objectives, it is unclear how these will be prioritised and resourced. It risks being something of a 'wish list'. • Freight strategy - should seek to minimise damage to communities caused by the movement of freight vehicles.
Not-for-profit organisation	<ul style="list-style-type: none"> • Overall broad support • PT1 - Want reference to supporting delivery of WM Rail Investment Strategy • PT2 - “new and improved” services, stations and interchanges • PT3 – Add something on “simpler fare structures” as these are a key regional ambition • Would like additional policy PT6 specifically supporting rail network enhancements to provide more freight capacity and improve rail connectivity • Freight strategy – not just WC main line that matters! Suggest change West coast mainline to “core main line rail network through Warwickshire” • Page 3 should mention the rail connected logistics terminals at Hams Hall and Birch Coppice. • Be more explicit about supporting rail infrastructure in F1
Private sector company	<ul style="list-style-type: none"> • Overall supportive • Strong agreement with four key themes and overall transport vision • Key policies should reference importance of co-locating employment and residential development • Overall, keen to see more emphasis on working with developers as well as other partner organisations, and explicitly to support

	<p>developer led proposals for sustainable travel infrastructure and development</p> <ul style="list-style-type: none"> • Freight – be aware of developing govt policy • Freight - more emphasis on a shift to rail needed
Local Town Trust	<ul style="list-style-type: none"> • Request for Integrated Transport Plan for Stratford which LTP4 doesn't deliver as too high level and not detailed enough • Want a town that is easy to move about in for all • Pedestrianised core • Multi-modal transport solutions, including public and private travel, active travel and "last mile" solutions
Local Authority	<ul style="list-style-type: none"> • Support for travel hierarchy and that carbon reduction underpins policy choices • Community engagement is key • Core strategy does not clarify which, if any, of the key themes takes priority. WDC wants carbon reduction to do so. • WDC considers that a successful LTP4 needs to deliver the development strategy in SWLP. • AT – more detail, reference to design standards and link between infrastructure and behaviour change needed • PT – generally supportive esp. working with partners but stronger emphasis on value of PT in carbon reduction and reducing car dependency • MV – Low Traffic Neighbourhoods should be included here, benefit of network management on climate change, design guides should promote sustainable travel options • MS – welcome recognition of link between transport and place, improving places should be at the heart of transport decisions, 20 minute neighbourhoods need emphasising, promote active travel through improved town centres • ST – general support for this approach, design can be too car-focussed, people need to feel safe when travelling

	<ul style="list-style-type: none"> • F – support; WCC needs to do more to facilitate the switch to alternative fuel vehicles and provide associated infrastructure • Dev Control framework – questions timing of RSAs and requests they occur after planning permission eg by condition; supportive of school travel plans and increased walking/pedestrian provision • Action and Monitoring Plans – more detail needed • Overall – not confident that net zero carbon will be achieved through these policies which don't have enough detail for them to be measurable
Private individual	<ul style="list-style-type: none"> • Very supportive of plan in general • Environment should come first • Language should be stronger ie enable not encourage • Concept of modal shift and policies to enable it need to be stronger • Reduce motor-centric thought and focus on measures to reduce car dependency
Local authority	<ul style="list-style-type: none"> • Supports objectives of all strategies • We should focus on cross-boundary routes on all modes, by collaborating with respondent • Cotswold AONB – could PT5 be amended to acknowledge the Gloucestershire Community Rail Partnership due to our focus on Moreton-in-Marsh as key rail head for North Cotswold Line? • North Cotswold Line Task Force – we could use them to promote NCL rail and Moreton-in-Marsh improvements • Want more ambition on green infrastructure – saying we will be proactive. • Carbon emissions – want to work with us for our shared goals. • Supports Freight Strategy • Need to focus on collaboration on key routes such as A46, A429, A44 and rail, plus local routes, for cross-border issues around development and modelling. (Specific point – they think A429 shouldn't be in MRN)

<p>Private individual</p>	<ul style="list-style-type: none"> • Children being driven to school is a major problem that we have ‘completely missed and ignored’ • Causes congestion, danger, emissions. Suggests parking fees for school drop-offs, and higher ‘car tax’ and other solutions outside our remit.
<p>Private individual</p>	<ul style="list-style-type: none"> • Doesn’t clearly say supportive or not – most of the critical comments are to say we’re not doing things we have in fact included, but where the perception is they’re not being followed through on. Only one or two specific criticisms of policies/lack of. • Multiple (20+) comments suggesting minor wording changes to individual policies where we haven’t shown enough ‘commitment’. E.g. where we’ve said ‘we will seek to promote’ something, a comment says this should be ‘we will promote’. <ul style="list-style-type: none"> ○ Also, various comments where we have said measures ‘may’ include (because we will choose the most appropriate and not be able to use all), respondent says this must say ‘will’ include. • Core Strategy – ‘Warwickshire is not alone’ page is a ‘get out clause’. WCC should strive to lead. Car sharing, Car clubs and taxis should be mentioned, EVs don’t reduce congestion. • Active Travel – must keep promoting cycling as travel, not just sport. Believes signage is key to getting people cycling. <ul style="list-style-type: none"> ○ Suggests our tweets re: Road Safety can be ‘victim-blaming’ and excuse poor cycling. • Public Transport – environment should always be first listed priority (I think at one point we mention ‘economy’ first in PT strategy). Cross boundary ticketing needed, developments must have safe active travel routes to stations, Warwickshire should join TfWM. Pricing of rail not consistent – cheaper from Stratford to Bhm than from Nuneaton. Bus shelters are important.

	<ul style="list-style-type: none"> • Motor Vehicles – there should not be a Motor Vehicle strategy. Could all fit into Managing Space. <ul style="list-style-type: none"> ○ Need to talk more about induced demand from road building. Mention car clubs, car sharing, the waste of public space that parked cars take up. • Managing Space – same comments as under Motor Vehicles, broadly. We should make environment impact the first point always – page 6. <ul style="list-style-type: none"> ○ Doesn't support move to non-polluting private vehicles, says these references should be removed, as doesn't reduce car dependency. ○ Transport assessments are inadequate – WCC not robust enough with developers. • Safer Travel – actions needed, not just words in a strategy document <ul style="list-style-type: none"> ○ Replace VAS to make travel safer ○ Zero KSIs by 2050 not ambitious enough ○ We prioritise motor vehicle movements too often, e.g. new junction designs. ○ Education needs to be appropriate – focus on lights, not cycle helmets (Not quite clear what this point is getting at) • Freight – off road parking and charging facilities for freight needed, laybys not appropriate.
Local Transport Group	<ul style="list-style-type: none"> • Not supportive • LTP says good things but too abstract, nothing of substance included, so will not achieve anything • Critical of: lack of Stratford specific plans; WCC not directly informing them; WCC not directly referring to Stratford documents. • Claims WCC still focused on road vehicle based investment.

	<ul style="list-style-type: none"> • PT4 – developer funding for bus for Long Marston was not secured, despite what this policy says. • Generally this whole response is pro the Stratford-Honeybourne line reinstatement.
Local authority	<ul style="list-style-type: none"> • Specific criticisms of a few individual policies • Quick wins are needed, e.g. extending bus routes. • Core Strategy: <ul style="list-style-type: none"> ○ Bus understated throughout; development patterns (out of town shopping) hurts our plans; Action Plans clarity needed – when are they coming? • Active Travel <ul style="list-style-type: none"> ○ Walk/cycle not suitable for shopping trips or the less mobile ○ E-scooters need licences ○ PROWs need work [not for LTP?] • Public Transport <ul style="list-style-type: none"> ○ WCC need strategic, early work to promote buses, plus infrastructure, shelters, signs. • Motor Vehicles <ul style="list-style-type: none"> ○ Safety of P&R, park and stride sites – lighting etc ○ Charging points for EVs/hydrogen need a focus • Managing Space <ul style="list-style-type: none"> ○ Disappointed with statement – EVs most likely to be biggest significant change for rural locations – thinks we should focus on bus. • Freight Strategy <ul style="list-style-type: none"> ○ Generally supports our strategy actually – key focus on HGVs using appropriate routes • Safer Travel <ul style="list-style-type: none"> ○ Says safety of women and children on public transport should be specifically covered.

<p>Local transport group</p>	<ul style="list-style-type: none">• Critical of LTP because: very high level; consists mainly of policies, not detail; no long-term plan; not geographically specific to the needs of Warwickshire/Stratford. Does not support needs of Stratford town.• Reactionary approach to transport• Suggests we do what York City Council have done.• (They have then supplied two documents explaining their approach to transport and how we could do things – but these aren't a response to the LTP consultation – pre-existing local documents. They also broadly suggest ideas that we agree with and suggest in the LTP)
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Britainthinks

Insight & Strategy

Warwickshire County Council | Citizen Engagement on LTP4

Stage 2 report | July 2022

Contents

1. Introduction
2. Overarching response
3. Response to updated papers and Freight paper
4. Response to Action Plan
5. Holding the Council accountable



1. Introduction

Methodology

Stage 1

Residents were introduced to the strategy papers and asked to provide their initial feedback via focus groups, digital learning platform and deliberative discussion session.

Stage 2

1. Launch event and induction groups

30-minute plenary launch event with all residents

- Updated residents on activity and explained how their previous feedback had been used.

3x 20-minute interviews with 'hard-to-reach' residents, who find it difficult to take part in research online or need accommodations to take part

2. Digital learning platform

1-week digital learning platform involving all residents

- Shared updated strategy papers and new action plan with residents to gather their views

'Hard-to-reach' residents sent information packs reflecting content of the digital learning platform

Key findings

Residents support the updated papers, with the majority feeling they have improved. Papers are rated better when positive impacts on residents' day-to-day lives are easy to identify, which leads to more excitement about their implementation (e.g. Active Travel).

Changes have improved comprehension and helped clarify the benefits residents will feel when the LTP is implemented. However, some concerns remain about the impact of the LTP on car drivers and how feasible some of the plans feel (e.g., public transport improvements, uptake of active travel).

The look and feel of the core strategy design is well-liked, and residents want to see it carried across to the other strategy papers. Diagrams, images and quotes are particularly supported, helping communicate complex ideas through simple, easily understood visuals.

Much of the remaining scepticism and concerns can be addressed simply through clear signposting to policies in the different strategy papers and action plan to highlight the integrated nature of the LTP and show evidence of the emerging plans.

Residents find the action plan reassuring, adding weight to the vision for transport in Warwickshire shared across the strategy papers. Residents are particularly keen to see planned improvements for their local area and for forms of transport they use/ want to use in future (e.g., specific roads, active travel infrastructure).

To enable accountability, residents expect to see the Council publish plans, share timescales for improvements, and outline how the success of implementation will be measured.



2. Overarching response

Residents feel the strategy papers have improved, and continue to express high levels of support

- They feel the vision presented to them in the strategy papers is ambitious and will have positive impacts on Warwickshire and their own lives if implemented.
 - This is both in terms of their own transport access, local environment, safety, and health.
- There continues to be some scepticism as to whether the plan will be effectively and equally implemented across the county over the next 5-10 years, with some concern North Warwickshire and rural areas will benefit less.
 - The action plan goes some way in overcoming these concerns but needs to be fully comprehensive in order to overcome residents' concerns that not all areas will benefit.
- Despite these concerns, residents do not want to see the ambition diluted. They support the overarching aims and want to be kept updated on actions, even when there are delays.

“Our county is famous for one England's greatest social observers and writers, and perhaps that too can be inspiration for this transport plan? How would they wish to be presented in a Shakespeare play of our time? Bold, bright, brilliant...or painted as no more than caricatures. I have belief that it would be the former.”

Residents support the papers, and hope that they will see the plans brought to life in the county

“I think the Council has gone away and really thought about the feedback and priorities given by the focus group. The papers are all clear and readable to all.”

“I definitely support the ambition that Warwickshire Council has in this regard. I don't know if you are pioneers or whether other local authorities are pushing ahead at the same pace. The real proof will be how this plan translates into tangible action and how that is communicated throughout society.”

“I feel that this plan has been well thought through and there has been a lot of consideration given to the general public, who will ultimately be the ones who benefit. Providing all promises are kept within this plan, then it will change lives for the better. I fully support the plan for the safety aspects especially.”

Papers perform best when they are see to have tangible benefits for residents' and their families' day-to-day lives

Paper	Mean score (out of 5)
Active Travel	4.2
Freight	4
Core Strategy	3.9
Safer Travel (previously Road Safety)	3.8
Public Transport	3.6
Managing Space	3.2
Motor Vehicles	3.2

These papers have visions and policies that are easily applied by residents to their lives and local areas. As such, they express more excitement at the prospect of the implementation of the Council's vision, resulting in a higher score.

The visions of these papers are supported, but residents express more neutrality about their implementation. Benefits help the county (e.g., cleaner air, better transport options), but feel less direct to their own day-to-day lives.

3. Response to updated papers and Freight paper



Core Strategy



There is still strong support for the strategy, particularly the centrality of environmental protection and improved wellbeing

Key take-outs from updated paper

Overall views

- ✓ The strategy highlights how the different strategy papers interlink and compliment each other, providing a coherent overview of the Council’s vision for transport. This is particularly felt to have improved in the new version.
- ✓ It recognises the complexity of the issues at hand and acknowledges the importance of delivering on improvements for the strategy to be a success (e.g., the delivery of good public transport).
- ✓ Complex information is presented in plain English and is easy to understand.
- ✓ The Council’s priorities are felt to be clear, with an obvious rationale behind them (e.g., the importance of active travel and public transport).
- ✓ The new version incorporates residents’ feedback.
- ✓ References to timelines and the action plan make the strategy feel more concrete and likely to be implemented.

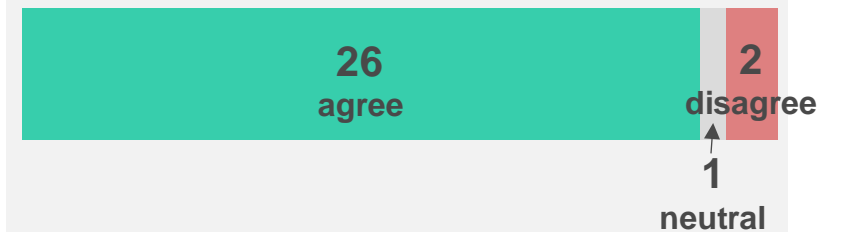
Overall score

3.9 out of 5



23/29 say the strategy has improved
6/29 say it stayed the same

Are the Council’s aims clear from the strategy paper?



“[What stands out is] The way the different strands of the strategy have been intertwined. In the original paper they did not appear sympathetic toward one another and seemed to be pulling in different directions, it is definitely better now!”

Residents can identify tangible positive impacts they would see in their daily life if the core strategy were implemented

Impact of paper

- ✓ It will enable residents to make travel choices that are healthier, greener and cheaper in the long term, thus improving their quality of life.
- ✓ The strategy will improve residents' health and protect the local environment by reducing pollution through the reduction of private cars.
- ✓ It will boost the economies of towns by making them more attractive to both residents and visitors due to traffic reduction and the ability to access them through active travel and public transport provision.
- ✓ Use of electric cars will increase, again reducing emissions in Warwickshire to improve the environment.
- ✓ The strategy will put Warwickshire on the map and lead to surrounding counties improving their own transport systems.
- ✓ Roads will be safer to travel on.
- ✓ Communities will be better connected, with the option to travel between them in a range of safe ways.

"I would like to think that Warwickshire would be cleaner, safer, greener and prosper via improved travel links. If we can be a trailblazer with this paper, how exciting would that be!"

"I have an image of a quieter Warwickshire with people out and about publicly in different guises, happily using their bikes, scooters, electric vehicles, nice buses and trains, able to get to their health appointments or work/training as well as socialise"

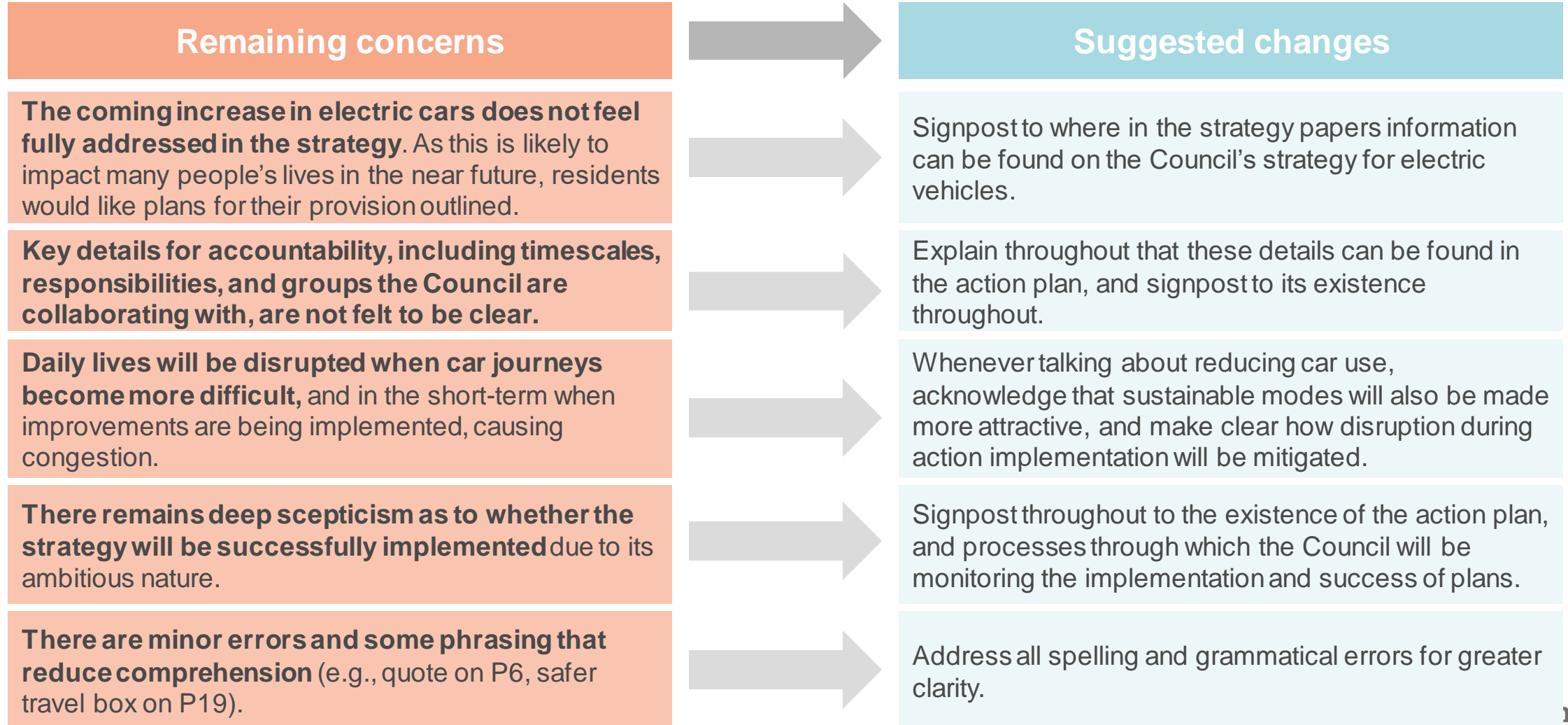
"I think this plan will have a very positive impact on the county and surrounding areas, the economy will be boosted by a more pleasant and accessible place overall."

"This will make Warwickshire an even better place to live and travel around in. We will have a system that works and saves people time and money. This will improve people's wellbeing."

"I think that the plan will lead to a less congested Warwickshire, and a Warwickshire in which public transport starts to be used more widely. I feel that this would be a good change, as it will help in the fight against climate change."

Signpost to the different strategy papers and action plan to allay scepticism and concerns about missing content

Further improvements needed

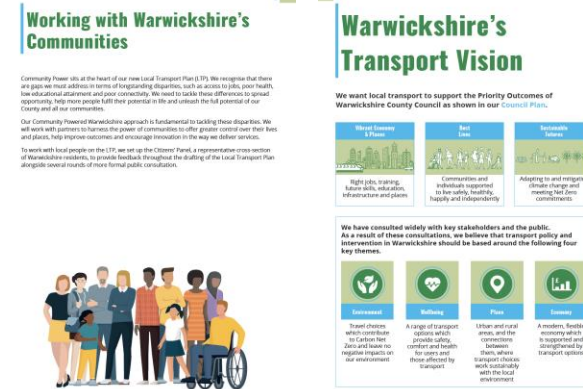


The designed-up core strategy is overall felt to be visually appealing and clearer to read than the previous version

Positives people look and feel

- ✓ The images, diagrams, colours, quotes, spacing, and use of headings break up the text and make the document very easy to navigate.
- ✓ The colour scheme is praised as ‘bold’ and ‘bright’ but without being ‘garish’, which was a criticism some had levelled at the previous PPT version. Some residents call out the blue and green on the title page as being particularly visually pleasing.
- ✓ The use of images, diagrams and graphs are help bring the content of the plan to life and demonstrate the key themes in the text.

Many comment that they would like the design of the core strategy to be carried across to the other strategy papers, to help with comprehension.



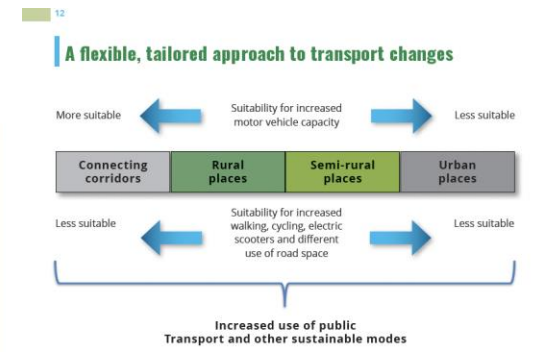
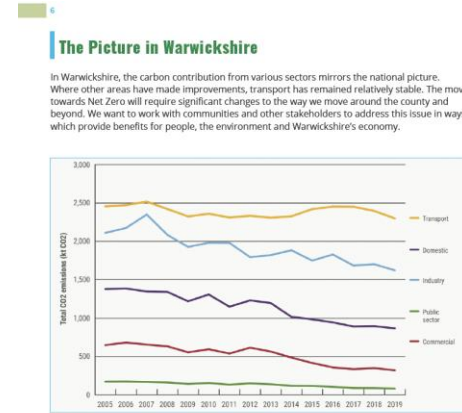
“A key positive, for myself, is the clear way in which the paper is set out. I think that it has a simple layout, is clear and uses spacing well and a good colour scheme, so that it is not just a block of text. In addition, the use of images breaks the pages which allows for an easier flow.”

“These ‘sub strategy’ papers would benefit from being in a similar visual style to the core strategy paper. I think that would make the position, plan, how to implement and timescales much more easily digestible.”

Some tweaks could be made to improve the clarity and comprehension of the graphs and diagrams

Improvements on look and feel Page 16 of 49

- A few comment that there are too many graphs in quick succession and it may help to spread these out and / or only pull out key stats.
- Several other minor graph tweaks are suggested by residents to improve clarity:
 - Ensure the order of the legend matches the order lines appear (from top to bottom) in the chart (e.g., on pages 6 and 8).
 - Ensure colours on graphs are distinct from each other.
- The diagram on page 12 also causes confusion for a handful of residents, who did not understand what it was trying to convey.
 - Walking, cycling, etc is described as ‘less suitable’ in urban areas. This is assumed to be a typo and should change to ‘more suitable’.
 - Ensure language is concise.
 - Use colour and icons to visually communicate key information (e.g., the more/less suitable arrows).



“There is an over reliance on graphs. Convert them to hard numbers that have more impact on affecting change.”

“The diagram has 'less suitable' at both ends of the line. Active travel should be more suitable in urban settings.”

A low-angle, close-up shot of a person's legs and feet as they run on a paved surface. The person is wearing light blue leggings with a colorful floral pattern in shades of pink, orange, and purple. They are also wearing white athletic sneakers with black soles. The background is a blurred outdoor setting with trees and a building, suggesting a park or urban trail. A semi-transparent white rectangular box is centered over the image, containing the text "Active Travel".

Active Travel

The overall aim of the paper is still strongly supported, and it is felt to be clearly explained

Key take-outs from updated paper

Overall views

- ✓ The premise of the paper is well-supported, and residents feel the policies could have significant positive impacts on their health and wellbeing if implemented successfully.
- ✓ The aims of the paper feel clear, and the plans well-explained.
- ✓ For some, extra detail about additional active travel infrastructure would increase credibility.
- ✓ No one flags concerns specific concerns about those with restricted mobility, such as disabled people, being forgotten in the plans.

"I think that this is well set out, and a good explanation of the things they intend to implement and how they intend to monitor them. Making that shift over from using cars to walking, cycling etc. is so exciting and I really hope it works."

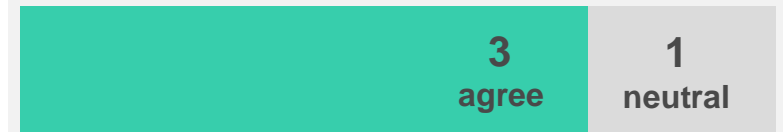
Overall score

4.2 out of 5



4/4 say the strategy has improved

Are the Council's aims clear from the strategy paper?



The potential impact of the plans feels exciting to residents, who anticipate benefits to their health and wellbeing

Impact of paper

- Overall, if the plan is implemented successfully, residents feel it will lead to a better quality of life for Warwickshire's residents.
- With an increase in active travel, residents expect positive impacts on their own and others' health and wellbeing.
- Some also expect positive impacts on air quality and the environment, due to a decrease in pollution from motor vehicles.
- With improvements to infrastructure, they also anticipate improvements in safety, especially for children and older people.
- Some feel this would also help them save money by reducing fuel bills.

"This is a wonderful plan and the way forward for the new generation – a better standard of life."

"I am a daily walker that suffers from asthma brought on by traffic fumes, so if these are reduced my health will improve and I will be less restricted as to where I can walk without being suffocated!"

"With the cost of petrol and diesel going up, I think this will be a cost-saving exercise for me. This will also be a change of life for myself to actually be more healthy. I do cycle and encourage my daughter to cycle too. After reading the plan I believe it will encourage other people to do this and feel safe."

The paper needs to reassure residents that infrastructure will be high quality, well funded and accessible

Remaining concerns

Some are **concerned that the standard of current walking and cycling infrastructure is poor**. To reassure them on the impact of the plans, they **seek confirmation that new, high-standard active travel infrastructure will be put in place**, as opposed to simply creating new signposted routes on existing infrastructure.

Concerns about the impact of the plans on those with additional mobility needs, such as disabled people, have not been entirely allayed in the updated paper.

Little detail on funding undermines the credibility of the plans, especially as some consider active travel to currently be underfunded.

Suggested changes

Indicate clearly if new active travel infrastructure will be built and give details about the standards these routes will adhere to. Alternatively, signpost to where this information will be available.

Acknowledge that people with restricted mobility will likely have different needs, and include information on how they will be supported if possible.

Include extra details and reassurance about funding, or signpost where this information will be available.



Slower travel

Residents still strongly support the aims of the revised paper, especially the focus on collaboration with other organisations

Key take-outs from updated paper

Overall views

- ✓ The aim and proposed methods are well supported.
- ✓ The plans are communicated clearly and in detail, and are easily understood by residents
- ✓ Residents particularly welcome the focus on collaboration between WCC and other organisations.
- ✓ However, the paper would benefit from clarification about what initiatives are new and how the plans would be resourced.

“I am not sure what is new, or just a continuation of business as usual activity, is it the formation of the WRSP? I think this could be made clearer - the the document is not just detailing what happens now. What happened before and what lessons have been learned?”

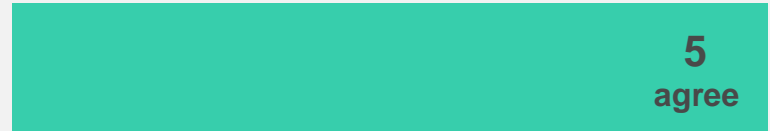
Overall score

3.8 out of 5



2/5 say the strategy has improved
3/5 say it stayed the same

Are the Council's aims clear from the strategy paper?



Residents are confident that successfully implementing the plans would increase safety when travelling

Impact of paper

- ✓ If the plans go ahead, residents are confident that serious incidents will decrease.
- ✓ Residents would feel safer travelling themselves, and the plans would also 'put their minds at rest' about their children or families travelling in Warwickshire.
- ✓ Some say this would encourage them to use public transport.
- ✓ Successful implementation would restore some residents' faith in WCC, and make them feel proud of their local area.

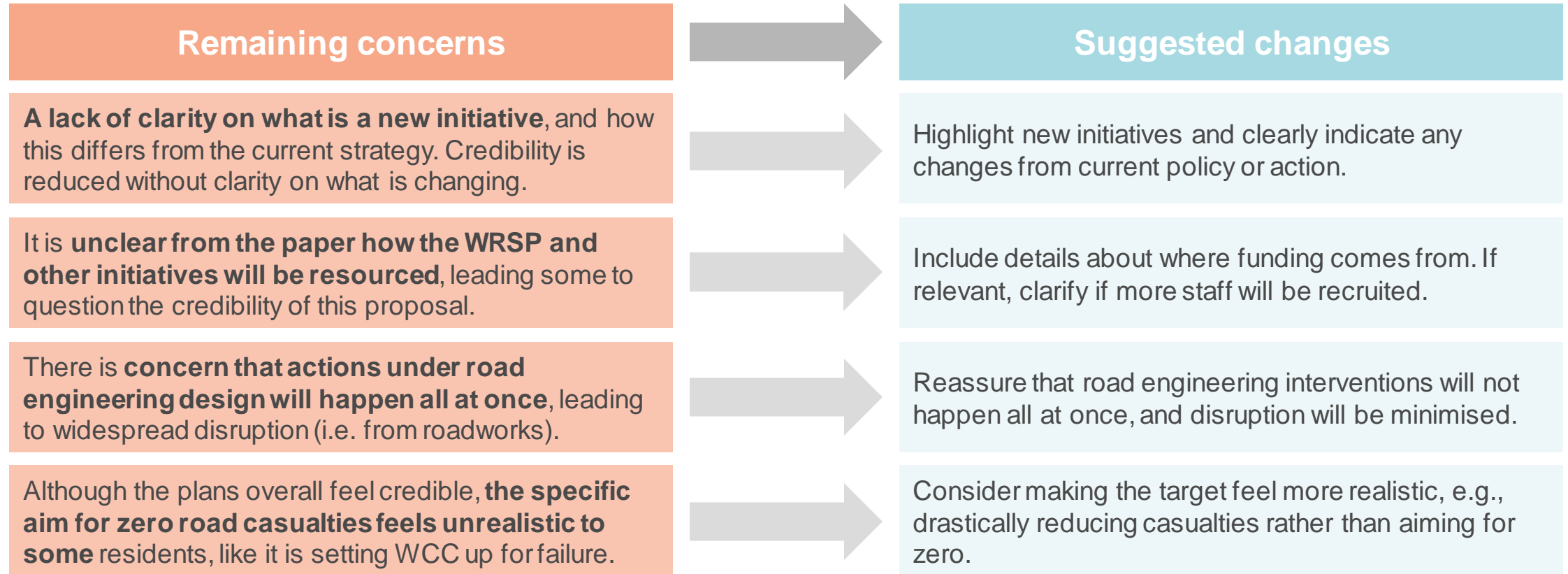
"Hopefully it will improve on previous success and make Warwickshire an even safer place to be. I would be proud to live in an area that had gone beyond the norm when reducing accidents and death."

"This will ultimately put my mind at rest for my children's safety in the future. I will feel safer and so will my family."

"I think it will assure people that public transport is not so much of a pain and is the better choice. Less cars on the road is definitely a good thing and it will restore faith in our Council."

Highlight how initiatives will be funded and implemented and how plans differ from previous strategy

Further improvements needed



Public Transport

Residents feel the new paper has improved, but there's still a bit more to do to boost credibility of the plans

Key take-outs from updated paper

Overall views

- ✓ Residents feel their feedback has been implemented and their priorities reflected in the plans.
- ✓ They see a clear commitment by the Council to make travel by public transport easier.
- ✓ Outlining funding and monitoring processes goes some way to reassure residents that private companies will be held accountable.
- Despite this, there remains scepticism as to how successful the implementation of this strategy will be.

"I know not all of this is set in stone but even to improve the existing services is just as reassuring."

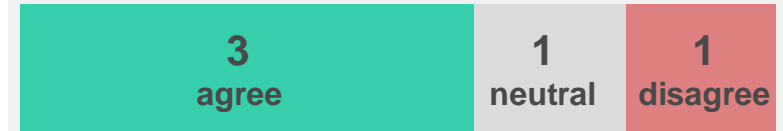
Overall score

3.6 out of 5



3/5 say the strategy has improved
2/5 say it stayed the same

Are the Council's aims clear from the strategy paper?



The 1 disagree was based on the visual layout of the slides, rather than the content.

The plans feel like they will improve the environment and residents' wellbeing, though may leave rural areas behind

Impact of paper

- If implemented, it will improve public transport services, making travel safer and accessible to more people (assuming it is kept affordable).
- It will reduce residents' reliance on private vehicles, reducing congestion and emissions to improve the environment.
- It will attract visitors to Warwickshire, who contribute to the local economy.
- However, some feel those living in urban areas will benefit more from this increased connectivity by public transport compared to rural areas, which will be left behind.

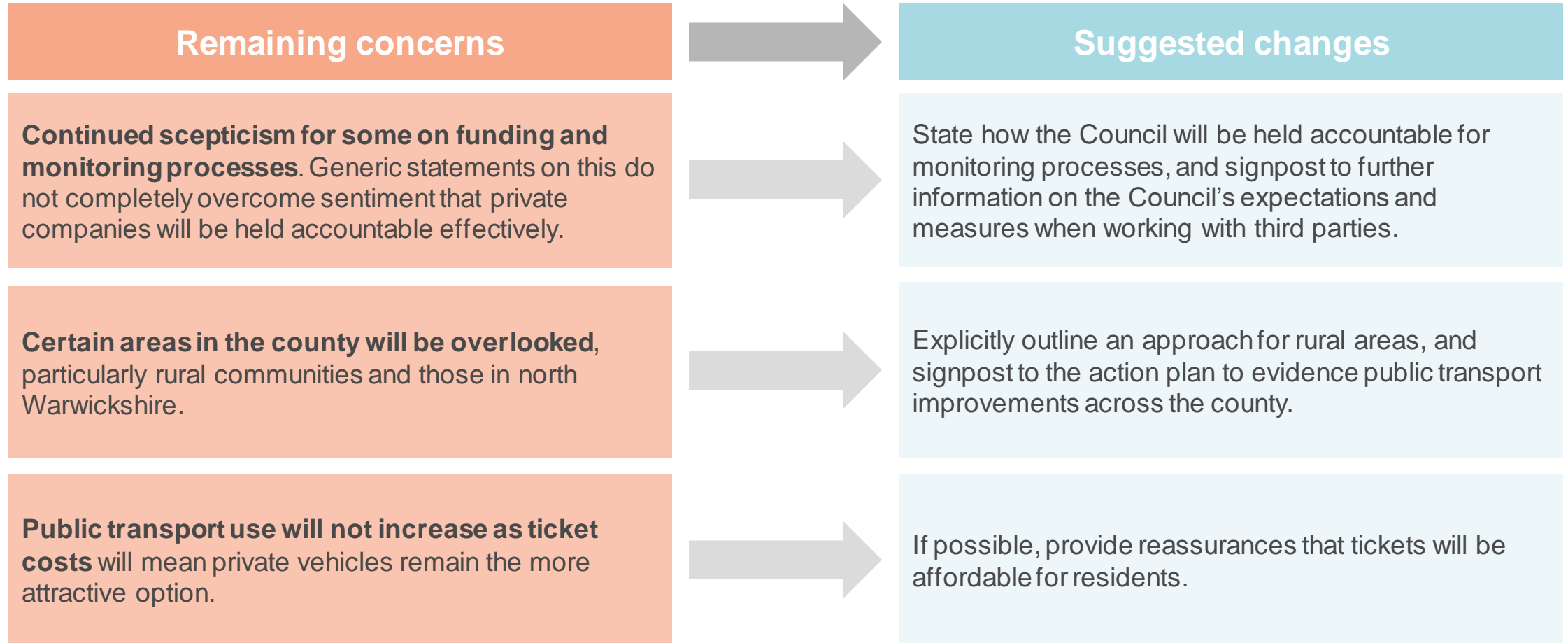
"It could be a refreshing change for communities to utilise public transport which meets their needs."

"Tourists visiting to Warwickshire more and using the great connection links we have to offer."

"Time will tell if rural communities become an inclusive part of the plan but historically they are the 2st to feel cuts in budgets which result in a reduction in provision."

Residents continue to be sceptical about how improvements will be monitored and distributed fairly across the county

Further improvements needed



Managing Space

The new paper is easier to understand, and feels clear on the Council's intentions, but concerns over feasibility remain

Key take-outs from updated paper

Overall views

- ✓ Content is easier to understand, concise, and feels more relatable to residents' lives.
- ✓ It gives residents confidence that the Council are looking to make the transport system both fit for purpose and sustainable.
- ✓ It makes the most out of Warwickshire's existing transport system to provide value for money.

"I think it's more concise and less corporate. The first paper was boring and I felt no connection to it, I couldn't align it with any personal impact. This felt a bit more relatable."

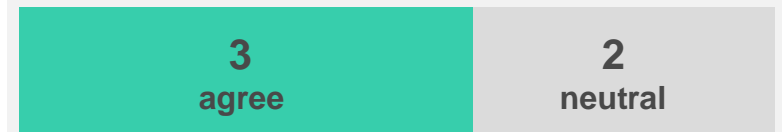
Overall score

3.2*
out of 5



3/5 say the strategy has improved
2/5 say it stayed the same

Are the Council's aims clear from the strategy paper?



*neutrality towards this paper appears to be driven by a lack of perceived tangible benefits to their day-to-day lives and travel routes when compared to the other strategy papers.

Residents expect the strategy will make the local area more attractive and easier to access if successfully implemented

Impact of paper

- It will improve public space in towns, making it more appealing to visitors.
- Rural areas will have better travel options.
- Strategy will reduce pollution and traffic, therefore improving the environment and people's health.
- It will influence developers and construction in the years to come, but little is likely to be seen in the short-term.

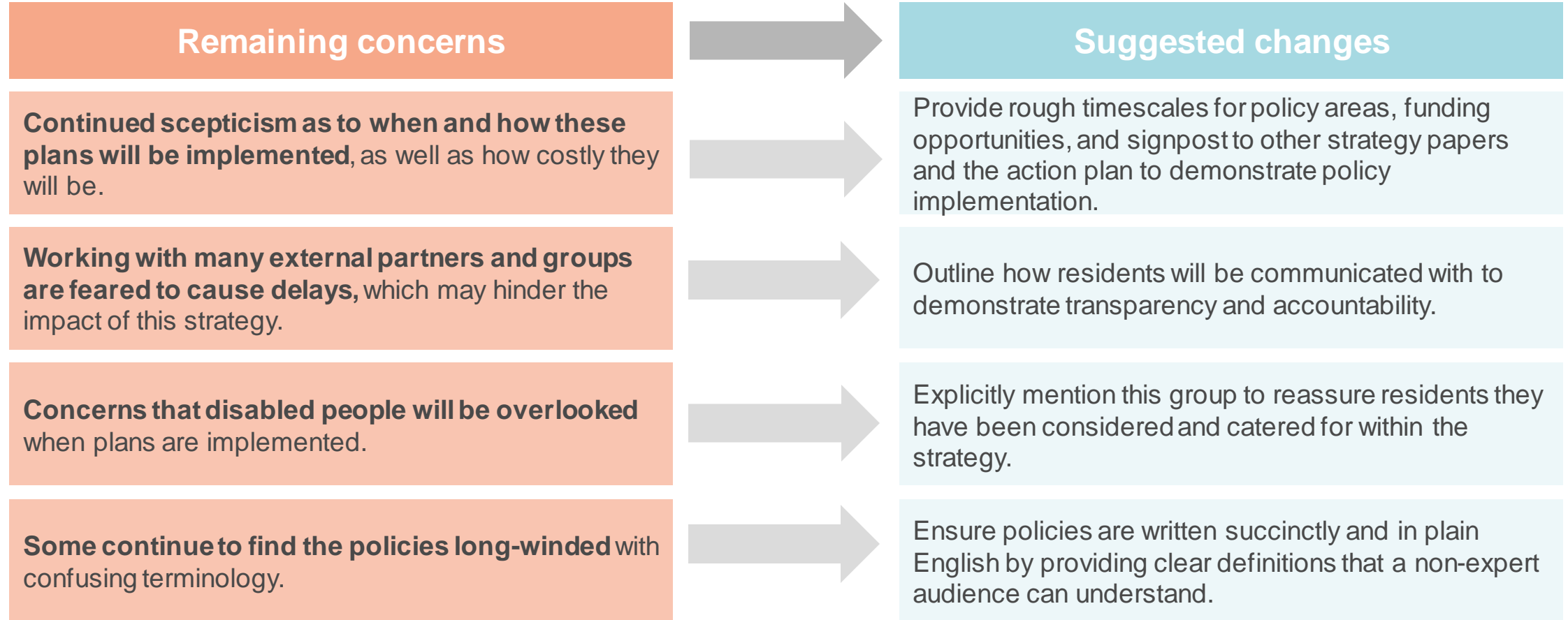
"I feel like the biggest impact may be slightly invisible and come without huge amounts of fanfare."

"If done properly it should hopefully make our town Centre's nicer places to be and our rural areas easy to access."

"It should have an impact but perhaps in 10 years, not 5. These are big changes and working with external partners always leads to delays. It would be great to commit to a timeliness that is measured and share with the wider community to celebrate success or advise of delays."

However, they remain sceptical about its implementation, particularly due to the need to work with external partners

Further improvements needed



Motor Vehicles



Residents understand the paper and like commitments to environmentally friendly travel options

Key take-outs from updated paper

Overall views

- ✓ There is a more neutral response, though nothing stands out as missing or concerning for the majority of residents.
- ✓ Residents feel the strategy is easy to understand.
- ✓ It evidences the reasons behind the need to reduce car use, which resonates with residents.
- ✓ Residents like commitments to more environmentally friendly travel options.

“It really stands out to me how much the use of cars has increased so quickly.”

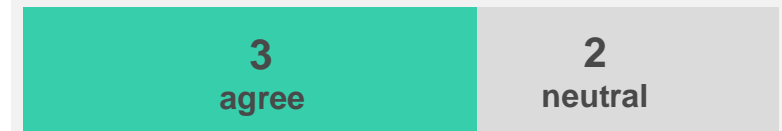
Overall score

3.2*
out of 5



3/5 say the strategy has improved
2/5 say it stayed the same

Are the Council's aims clear from the strategy paper?



*neutrality towards this paper appears to be driven by a lack of perceived tangible benefits to their day-to-day lives and travel routes when compared to the other strategy papers.

The Motor Vehicle strategy is felt to improve the environment, but few residents identify positive impacts on their own lives

Impact of paper

- It will improve air quality, the environment and people's health through an increase in ZEV use and an overall decrease in private vehicles to reduce traffic and pollution.
- It will make Warwickshire attractive to visitors by improving transport links within and across the county.
- However, those who do not drive struggle to identify how their own lives would be impacted.

“Warwickshire will be a county that other places will aspire to be like. Clean, popular, and with good transport links and environmentally friendly travel options.”

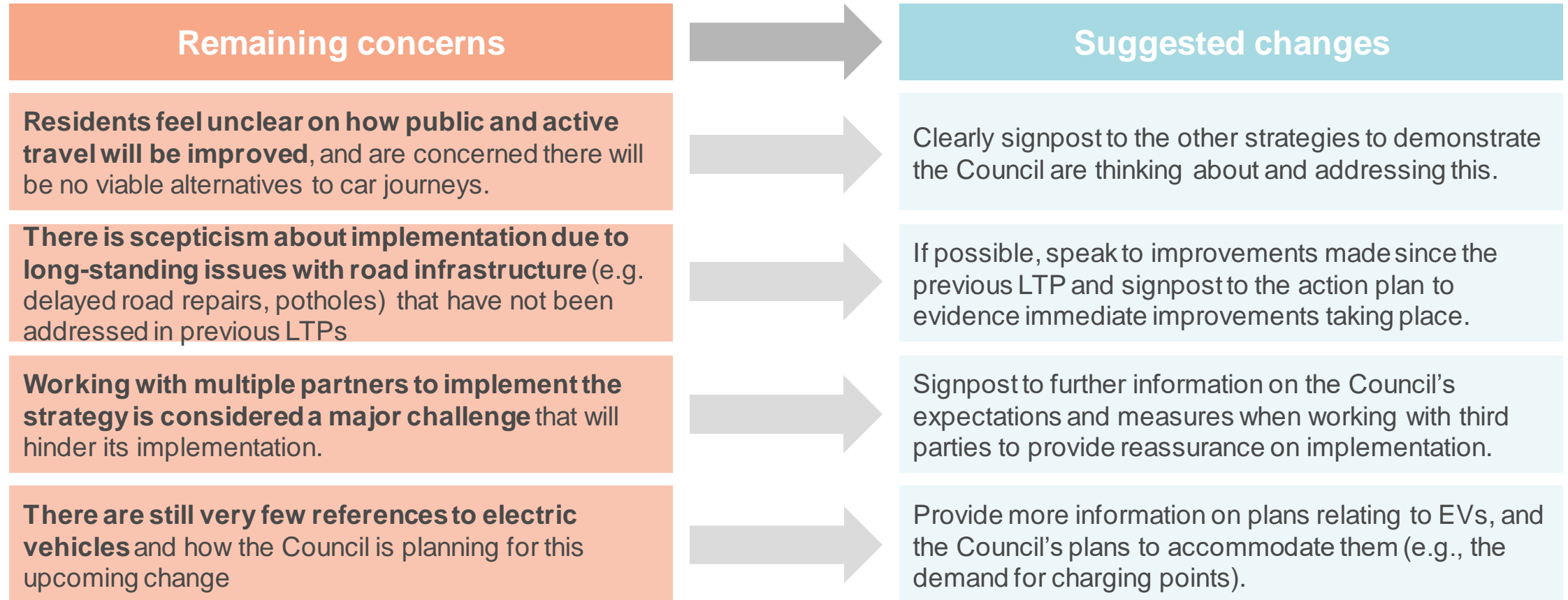
“I think it will improve the relationship with other areas.”

“Cleaner air and environment and less traffic will make places more pleasant for me to be with my grandson.”

“I think it'd encourage less motor vehicles. I don't drive so won't affect me.”

Car reliance in Warwickshire remains a barrier to residents believing the goals of this strategy could be achieved

Further improvements needed





Freight

Residents support the creation of a separate freight strategy, which broadly feels clear, impactful, and credible



Reassurance on impact

Clear upfront information makes it easy to understand the importance of a freight plan, especially for reducing congestion. However, residents are still seeking some extra detail on the policies to reassure them that these are evidence-based and have been thought through.



Clarity

The paper broadly feels clear. Where questions remain, residents are generally seeking extra detail rather than questioning the clarity of the current text. The maps are clear and support comprehension well, though residents would like care to be taken that they are accessible to all.



Credibility

Multiple references to co-operating with other local and national organisations, such as the Department for Transport, show a proactive approach that residents feel is important for success. However, a minority are sceptical that plans will go ahead, as they feel little has changed in the past.

Residents are seeking more detail on new modes for transporting freight, to give reassurance

Further improvements needed

Concerns

Mentions of last mile deliveries are felt to lack detail, leaving residents unsure what this would involve and how feasible it would be.

To ensure credibility, residents would like more detail about what support and incentives WCC are offering to help the freight industry transition.

Without more background information, residents are concerned about the impact on rail passengers of using the existing rail network for freight.



Suggested changes

Repeat the definition of last mile deliveries when mentioned in this paper and give extra detail about what this might look like for freight.

Provide more detail about what support is being provided

Provide more background information on railway network use and assurances about the impact on rail passengers.

4. Response to Action Plan



Residents respond positively to the action plan overall, and would use it to search for improvements in their local area

- Residents feel the strategies are brought to life through the action plan, which shares improvements that will tangibly achieve the Council’s vision for transport, and, in some cases, have a direct impact on their own lives.
- Residents are most interested in using the action plan to look for:



Improvements in their local area

Such as searching for villages/towns and regions within the county.



Improvements to key transport links they currently or want to use

Such as searching for ‘cycle path’, ‘bus improvements’, or specific roads they often use.



How actions that correspond to Key Themes

Such as searching for ‘Environment’ or ‘Wellbeing’ to see how the Council plans to achieve this (e.g., ‘Wellbeing’ could include education around road safety).



Dates for when plans will be achieved

In order to see when they can expect improvements to start being implemented and completed.

Residents feel the action plan is clear and are excited by the actions outlined

- ✓ Residents are excited by several specific actions in the action plan (e.g., cycle paths, road safety and education) which align with commitments they read in the strategy papers.
- ✓ A range of plans happening across the county.
- ✓ Actions that are already being (or soon to be) implemented.
- ✓ Signposts to how the actions relate to the key themes to evidence how the Council are working towards these.
- ✓ It's felt to enable citizens to hold the Council accountable for the delivery of these plans, particularly with the inclusion of timescales.
- ✓ Funding is acknowledged, which:
 - Highlights the variety of opportunities the Council can draw on.
 - Explains why action timescales may vary due to the need to secure funding from different pots.
 - Makes implementation of actions feel more concrete.

“It makes the strategy become real and visible on the ground. It helps to see and understand what the strategy is proposing.”

“Having it there makes it easy to see progress (or lack of) next steps etc.”

“I think the amount of actions that are already live is very encouraging, and good to see that some of them are happening imminently is also great to see.”

However, they felt the action plan was currently distinct from the strategy papers

- The action plan feels very separate to the strategy papers. Without a clear connection to the relevant strategy, residents feel existing plans have been shoehorned to fit the LTP, rather than the LTP informing new, more ambitious, plans.
- Citizens read the strategy papers from a highly localised lens, so become more sceptical of the Council's commitments if they do not see improvements in their local area outlined in the action plan, and are concerned they have been overlooked.
- Areas they deem particularly important are limited in the current action plan (e.g. walking routes, cycling routes).
- A small minority feel the plans are too basic, and need more detail on:
 - Who the Council will collaborate with
 - When this aims to be achieved
 - How success will be measured
- Acronyms and some terms are not understood (e.g., Capital Casualty Reduction, Capital Investment Fund)

“The 2 documents seem somewhat separate at present - almost as though someone has tried to link existing planned actions to the new strategy by trying to fit them under the strategy headings.”

“[It needs] more detailed plans as to when projects are to start and time scale as to when they are to be finished, and are there to be any penalties if they are not met.”

The action plan needs to be comprehensive, navigable, well signposted and detailed to fulfil residents' expectations

Page 226

Comprehensive

The final version will need to cover all current planned action to evidence that the Council are acting according to the commitments made in the strategy papers, and applying this vision across the entire county. Some want the action plan regularly updated with status updates.

“I would like to see an action plan for all towns in the county on the back of the strategy with rural areas being connected.”

Navigable

A public-facing action plan needs to be accessible and easily understood. Residents suggest adding filters by strategy paper, key theme or location, or overlaying actions onto a colour-coded map to show where and what actions are planned.

“Maybe in places using words or diagrams to make it more understandable.”

Clear signposting

Both the strategy papers and the action plan need to clearly and consistently reference each other to demonstrate how actions have been informed by the updated LTP.

“I would filter under the strategy that was important to me and then search under it to find the action points and progress.”

Detailed

Any columns with missing information need to be completed before the action plan is published, and acronyms spelled out in full. Links to additional information (e.g., consultations, funding streams) should also be made available.

“Possible a little more information on some as they just say things like ‘roundabout’.”

5. Holding the Council accountable



Residents would like the plans to be monitored, though feel the best measure of success is seeing change for themselves

Communications from WCC could help to draw attention to progress and successes along the way:

Measuring success

Personally seeing positive changes in their local environment is residents' key measure of success.

- This could include seeing better or more affordable public transport services, or new infrastructure built in their area.
- Other more specific targets could be measured, such as the percentage of objectives or plans completed, or an increased share of journeys made by public transport.

“Seeing some visible achievements in their overall goal– if there is a detailed plan of their proposals, you should be able to see it happening.”

Monitoring success

It is important to residents that an independent body monitors success to ensure the Council follows through with their actions. However, this does not necessarily need to be done by residents themselves. Suggestions for this included:

- Consider a governing body to oversee the plans.
- Independent monitors, to hold the Council to account.
- Additional public consultations if plans change.

“The same type of consultation process could be used in monitoring the plan as it is enacted, with a random choice of residents.”

In order to meaningfully monitor success, residents expect clear targets and simple updates against these

Target-oriented

Objectives should be set. These should be:

- Unambiguous.
- Measurable.
- Realistic.

Time-sensitive

Timescales should be provided alongside the plans, which should be:

- Realistic.
- Not too far ahead in the future.
- Updated honestly if delays or problems occur.

Accessible to the public

- Plans should be clearly publicised, and be available in a variety of digital, paper-based, and in-person formats.
- Publish planned actions in an upfront and timely manner, and regularly update them.
- Share successes regularly to evidence the Council’s commitment to implementation.

“The citizens of Warwickshire will need to be kept informed of changes or delays, and have the option to express opinions if things are not going as planned.”

“I’d like to see some accountability. There should be a detailed timescale on when they plan to do it, to make them accountable rather than seeing nothing happen in 5 or 6 years time.”

Residents say they have enjoyed the consultation process, feeling that they have been listened to and their views valued

“I have really enjoyed being involved, I feel all residents have had chance to have their say and be listened to and there was a great mix of people and areas.”

“I think the process of involving citizens was a success, it felt great to be involved and the process was well planned. We felt listened to and the process was not dumbed down. Doing it via Zoom is fantastic as means it isn't an overly time consuming process.”

“I think it has been fantastic to be involved. The process has been really well thought out and I feel we have been listened to.”

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Communities Overview and Scrutiny Committee

12 April 2023

Warwickshire's Adult and Community Learning Progress and Performance Report 2021/22

Recommendation

That the Communities Overview and Scrutiny Committee considers and comments upon the performance of Warwickshire County Council's Adult and Community Learning Service and seeks clarification on any areas of concern.

1. Executive Summary

- 1.1 The purpose of this report is to provide the Committee with an overview of the performance of Warwickshire County Council's Adult and Community Learning Service in the academic year 2021/22, the outcomes achieved for residents and to highlight future priorities, opportunities and challenges.
- 1.2 This report forms part of wider reporting and monitoring arrangements for the service and feedback on the report from the Committee will help to inform the direction and purpose of the Service.
- 1.3 A report will be presented to the Committee annually to update on Service performance for the previous academic year.
- 1.4 The Service was inspected by Ofsted in October 2022 and their report¹ shows that the Service maintained its 'Good' judgement.
- 1.5 This report shows that performance has improved in the last year.

Background

- 1.6 Warwickshire County Council (WCC) provides Adult and Community Learning through [Warwickshire's Adult and Community Learning Service \(WACL\)](#). The Service is part of Education Services.

¹ Warwickshire Adult & Community Learning Ofsted report
<https://files.ofsted.gov.uk/v1/file/50198591>

- 1.7 The Service provides formal and informal learning programmes to adults aged 19+ across the County in over 30 inclusive learning environments in a wide range of community venues, many of which are within the County's areas of highest need. Courses offered include English, Maths, ESOL (English as a second language), IT, Languages, arts and crafts, and courses for adults with learning difficulties. Family Learning activities are also provided for parents and their children, with most of these activities organised through primary schools, targeting schools with the highest levels of need.
- 1.8 The Service is predominantly funded through the Adult Education Budget (AEB) provided by the Education and Skills Funding Agency (ESFA). Over the last ten years this has been fixed at around £1.61m per year. The funding is split between funding for qualifications and Skills (£468k) and for Community Learning (£1.141million), which tends to be non-qualification based. In addition, the Service generates income from learner fees and occasionally through external grants. The Service is therefore dependent on the successful delivery of its provision.
- 1.9 The Service supports and develops individuals and groups within Warwickshire for whom formal learning may have been a barrier in the past and works to build confidence and realise potential. This might mean learning new skills, building up personal confidence, meeting new people or finding a new job. Like all public services, it needs to respond to fast changing circumstances. This presents financial challenges but also changing priorities in how people want to learn, the types of skills that employers wish to develop, and the priorities of other sectors such as within the integrated health care system.
- 1.10 The Service uses key demographic and local labour market trends and data to inform the planning and delivery of the offer to Warwickshire residents. Any plans developed are set within the context of the Council Plan but also respond to a number of sub-regional, regional and national policy objectives.
- 1.11 The governance, monitoring and support for the strategic direction of the Service is provided by the Service's Advisory Board, which was formed in April 2022 and meets three times a year. Members of the board are drawn from a variety of backgrounds and skills sets. The Board is Chaired by the Portfolio Holder for Education.
- 1.12 The Service was inspected by Ofsted in October 2022 and their report² shows that the Service maintained its 'Good' judgement. The Ofsted report sets out the many strengths of the Service and also identifies two areas for further development that leaders are now addressing:
 - 1.12.1 ensuring all learners benefit from impartial high quality careers advice

² Warwickshire Adult & Community Learning Ofsted report
<https://files.ofsted.gov.uk/v1/file/50198591>

1.12.2 improving the timeliness of the collection of progression and destination data to support leaders' understanding of the effectiveness of the curriculum.

- 1.13 The Service has a robust quality cycle that drives continuous improvement. The annual self-assessment report (SAR) is produced by the WACL Management Team using service data and is ratified by WCC's Education Service's Senior Leadership Team and validated by the ACL Advisory Board.
- 1.14 The self-assessment process involves identifying areas of good practice and areas for improvement using qualitative analysis of data to arrive at judgements of the provision against Ofsted's Education Inspection Framework.
- 1.15 The tables below provide a summary of the self-assessment grades over the last three years. Note, grading is in line with Ofsted's grading: 1 is Outstanding; 2 is Good, 3 is Requires Improvement, 4 is Inadequate.

Whole service grades:

	2019/20		2020/21		2021/22	
Overall effectiveness	2	Good	2	Good	2	Good
Quality of education	2	Good	2	Good	2	Good
Behaviour and attitudes	2	Good	2	Good	2	Good
Personal development	2	Good	2	Good	2	Good
Leadership and management	2	Good	2	Good	2	Good

Curriculum grades:

Description	Grade 2019/20	Grade 2020/21	Grade 2021/22
English	2	2	2
ESOL	2	2	1
Family Learning	1	1	1
IT	2	2	2
LLDD	2	2	2
Maths	2	2	2
PCDL (Community Learning)	2	2	2

- 1.16 The Service successfully retained its Matrix Accreditation in March 2021 and standards were confirmed at the one-year review in March 2022. Matrix is a national quality framework that measures how well the Service provides information, advice and guidance to learners and how well the Service promotes this provision. The Matrix accreditation has to be renewed every three years.
- 1.17 The Service developed a Statement of Intent in Summer 2022, which provides an overview of the Service, a summary of national and local drivers, the key priorities and aims of the Service for the next three years and actions to be taken to ensure the Service continues to be sustainable (financial and quality), into the future. The Statement of Intent will be reviewed in July 2023.
- 1.18 The COVID pandemic has had a significant negative impact on the Service over three academic years. In the summer of 2020, tutors adapted to online delivery and supported learners who didn't have digital access via phone and post. Online delivery continued in 2020/21 with low levels of learner recruitment, mostly due to the challenge of recruiting new learners. During 2021/22, many courses returned to face-to-face delivery and learner numbers slowly increased, with the proportion of new learners almost returning to pre-pandemic levels.
- 1.19 The Service has implemented a number of initiatives in order to attract and recruit learners. The Service is having to increase its marketing, publicity and social media presence and redesign curriculum for new markets in order to reach new learners. Increased competition from other providers, particularly those offering on-line courses, is also a challenge.

Participation and Outcomes for learners

- 1.20 In 2021/22, the Service recruited 2038 learners, with 2661 enrolments on courses (some learners access more than one course). The number of enrolments was significantly higher than the previous year's figure of 2193 enrolments, but below the pre-Covid figure of around 4400.
- 1.21 Women represent 79.7% of learners and men 20.3%. This is below the national picture for gender enrolment in the sector, which is 25% male. The percentage of males has risen significantly in the last year in four of the seven curriculum areas: Family Learning, ICT, courses for learners with learning difficulties and disabilities (LLDD), and maths. Work is underway to amend courses and promotional materials to make the offer more appealing to men. The impact of this has been most noticeable in ICT, where the percentage of men has risen from 29.4% to 37.5%, and LLDD courses where the percentage of men has risen from 56.8% to 62.1%.

- 1.22 All ages of learner are well represented, with the highest rates among learners aged 30-39; participation by the youngest and oldest age bands declined slightly during the Covid-19 pandemic.
- 1.23 Ethnic minorities and people living in Warwickshire's most deprived communities have above average representation in the Service's provision. In Skills-funded provision, those living in the 30% most deprived neighbourhoods nationally comprise 14.2% of Warwickshire's population but make up 23.6% of learners.
- 1.24 Achievement rates in 2021/22 for learners with a disability or learning difficulties have increased and the achievement gap, when compared with those with no disability or learning difficulty, has narrowed.
- 1.25 The overall achievement rate in Skills-funded provision in 2021/22 was 79.5%, slightly below the previous year's figure of 81.1%. Note, Skills-funded provision includes maths, English, English as a Second or Other Language (ESOL), some ICT and provision for learners with learning difficulties or disabilities. There is no overall national achievement rate for skills programmes, each subject area has its own national rate for comparison.
- 1.26 The overall achievement rate in 2021/22 in Community Learning funded provision increased from 93.5% to 95.5%. Community Learning courses tend to be shorter, with less formal assessments compared with the skills-funded courses.
- 1.27 Attendance in 2021/22 continued to increase to 84.3%, compared to the previous year's figure of 82.4%. The service key performance indicator for the overall attendance rate for learners is a minimum of 90% and work continues to drive up attendance levels across all courses.
- 1.28 Learner destinations are collected at the end of each course. Many learners report that their learning has helped them develop work-related skills and/or gain employment, and a high proportion intend to go on to another ACL course, or further or higher education. Overall, in 2021/22, 59% of learners were new to the service, an increase of 10% over the previous year. However, collection of learner destinations is variable and work is underway to improve the methods of collecting and reporting this information.

2. Financial Implications

- 2.1 Although learner recruitment increased in 2021/22, the service only achieved 92.6% of its ESFA funding allocation for the year. In the previous two years, the ESFA allowed providers to retain a proportion of funding due to the ongoing impact of COVID, however, this tolerance was removed in 2021/22, resulting in £118k clawback for that academic year. Expenditure within the service has been reduced where possible to minimise the impact of the funding clawback.

- 2.2 Course fees have been kept as low as possible to support learners as the cost-of-living rises.
- 2.3 A significant reduction or clawback in the grant funding would lead to the Council having to decide on the future of the service and review how any reduction in the service offer would impact on Warwickshire residents with the highest needs.
- 2.4 In July 2022, the Department for Education (DfE) launched a consultation on proposed changes to the Adult Education Budget from Summer 2023. The DfE proposed that ring fenced Community Learning funding was combined with Skills funding and all funding was focused on qualifications and employment outcomes, with provision retained for adults with learning difficulties and disabilities. The Council submitted a response to the consultation citing the impact the removal of Community Learning opportunities for adults with highest needs could have on Warwickshire residents. The DfE has not yet published a formal response to the consultation, but there are indications that the proposed changes will be implemented from 2024 rather than September 2023 as originally stated in the consultation. The Service is monitoring these developments and planning mitigations, as needed.
- 2.5 The Service has successfully bid for a portion of the Council's new DfE Multiply funding, which supports numeracy and financial literacy learning. The fund is over three financial years with the Service allocated £32k for the financial year ending March 2023, £128k for the following financial year and £140k for the year after. Delivery has already started, with innovative Family Learning provision and support for individual learners with specific needs.

3. Environmental Implications

- 3.1 None arising directly from this report.

4. Supporting Information

- 4.1 None.

Background Papers

- 1. Cabinet Report 8/10/2020, Adult and Community Learning Proposed Advisory Board
- 2. Communities Overview and Scrutiny Report, 22/6/2022, Warwickshire Adult and Community Learning Progress and Performance Report

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The report was circulated to the following members prior to publication:

Local Member(s): not applicable – county wide service

Other members: Chair and Party Spokespersons of Communities Overview and Scrutiny Committee

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Communities Overview & Scrutiny Committee

12th April 2023

Council Plan 2022-2027 Integrated Performance Report Quarter 3 2022/23

Period under review: April to December 2022

Recommendations

That the Committee considers and comments on Quarter 3 organisational performance, progress against the Integrated Delivery Plan, management of finances and risk.

1. Executive Summary

- 1.1 This report is a retrospective summary of the Council's performance at the end of the third quarter (April-December 2022) against the strategic priorities and Areas of Focus set out in the Council Plan 2022-2027. All information contained within this report has been taken from the Quarter 3 Integrated Performance and Finance reports Cabinet considered on the 16th February. Performance is assessed against the Key Business Measures (KBMs) contained within the agreed Performance Management Framework. This is summarised in Section 2 and more fully presented within Appendix 1.
- 1.2 Progress against the Integrated Delivery Plan is summarised in Section 3 and more fully presented within Appendix 2.
- 1.3 Management of Finance is summarised in Section 4 and the summary table is presented in Appendix 3.
- 1.4 Management of Risk is summarised in Section 5 and more detailed information is presented in Appendix 4.
- 1.5 The paper sets out a combined picture of the Council's delivery, performance, and risk. Officers are still embedding this new approach and performance framework, and a number of new measures will not be available for reporting until Year End. The format and content of these integrated performance reports continues to evolve within the current financial year. Both the Performance Management Framework and the Integrated Delivery Plan are under review in preparation for the 2023/24 reporting to begin.
- 1.6 Overall, the Council's performance has seen an improvement in performance compared with the Quarter 2 position and is now closer to the Quarter 1 position in terms of percentages, although assessed against significantly more

reported KBMs. The encouraging position is in spite of the volatile, uncertain, and high-risk external environment which is impacting on resources and the wider economic environment, capacity, and uncertainty about a number of key policy areas. However, for the KBMs in the remit of this Committee performance has improved in Quarter 3 from Quarter 2.

- 1.7 There are 19 KBMs in total that are in the remit of this Committee and 12 KBMs are being reported at Quarter 3. 1 KBM has a status of Not Applicable at this quarter as no grant funding applications have been supported for Regeneration & Place Shaping initiatives as none have been received at this point. For the KBMs available for reporting, the following table indicates an assessment of performance compared to Quarters 1 and 2:

Quarter	On Track	Not on Track
1	89% (8)	11% (1)
2	70% (7)	30% (3)
3	83% (10)	17% (2)

- 1.8 Appendix 1 details performance for all the Committee related measures within the Performance Management Framework. Detailed measure-by-measure performance reporting is accessible through the Performance Portal available through this [link](#).
- 1.9 There are some emerging issues within this Integrated Report, including:
- Capacity and workload issues are impacting delivery across the organisation. Through the YourSay survey and Big Conversations, workload has been highlighted by colleagues and forms a priority in terms of actions. Difficulties in recruiting and retaining staff in a highly constrained national and local labour market are reflected within the commentary on the Integrated Delivery Plan and performance and in paragraph 4.6 of the Management of Human Resources section in the full Cabinet report. Given the significant and growing financial/ inflationary pressures, there is no easy solution to these strategic workforce issues, which are being actively considered by the HR Strategy team.
- 1.10 Notable aspects of positive performance for specific measures which have experienced improved performance over the first 2 quarters include:
- the number of secondary schools engaged in violence prevention Whole Schools Approach; and
 - the % of people with Special Educational Needs and Disabilities supported by Warwickshire Employment Support Team moving into employment.
- 1.11 The main performance challenges relate to:
- the number of Domestic Abuse Incidents reported to the Police which is behind prior year and considerably below target; and
 - the number of properties better protected from flooding, which is significantly under target, with only 3 properties taking up the scheme year to date.

Overall performance is of concern in the 'Deliver major infrastructure, digital connectivity and improved transport options' Area of Focus. This performance projection is likely to remain in that position for Year End. The three main drivers for this are the delay in the procurement of the Joint Venture partner for the Warwickshire Property and Development Company; the stability of the UK economy impacting on investments and capital projects and slower than expected market appetite for large loans from the Warwickshire Recovery & Investment Fund.

- 1.12 The report sets out services' projected performance trajectory, which recognises a more volatile than usual environment as a result of external factors.
- 1.13 The position is also positive in terms of delivery of the 61 Communities actions set out in the Integrated Delivery Plan, with 61% being On Track and 22% At Risk or not Started and it is these actions which are reported on in Appendix 2 on an exception basis.
- 1.14 Three of the Council's 18 strategic risks relate to the remit of this committee and currently have a red status (that economic growth slows or stalls, inflation / the cost of living, and meeting 2050 climate change targets for the county). At service level the key risks being highlighted are those that are currently rated red (high) risk and which at the same time have had a risk rating higher than the target risk rating for 3 quarters. There are currently 2 risks meeting this criteria relating to Adult and Community Learning funding and transport and highways scheme delays leading to loss of time limited funding.
- 1.15 The wider national context remains a critical frame within which to view the Council's performance. The UK continues to experience the consequences of both significant political, global and macro-economic turbulence, including industrial action across many sectors, the legacy impact of the pandemic, and the war in Ukraine. High inflation, rising interest rates and the resulting fiscal challenges are impacting the cost of living, increasing pressure on an already tight labour market, demand for public services and public finances.
- 1.16 Such an unprecedented combination of events at a global and national level leaves the country facing a period of significant uncertainty and a very challenging financial outlook in the short- to medium-term. This volatility is impacting on the Council's resources, both financial and in terms of recruitment and retention, levels of demand, and uncertainty about a number of key national policy areas including Adult Social Care reform, devolution, levelling up, cost of living and climate change Net Zero ambitions.
- 1.17 Inevitably these factors, which were not anticipated at the time the Integrated Delivery Plan and the Performance Management Framework were developed, are impacting on our priorities, focus, capacity and project delivery timescales. The reporting of performance will track and highlight these impacts on delivery and performance and inform the basis of prioritising activity and resource allocation as we undertake the refresh of the Integrated Delivery Plan.

2. Performance against the Performance Management Framework

- 2.1 The three strategic priorities set out in the Council Plan 2022 - 2027 are delivered through seven Areas of Focus. In addition to these, there are three further areas to support the Council to be known for as 'a Great Council and Partner'. The full performance summary is contained in [Appendix 1](#).
- 2.2 A set of high-level Warwickshire Outcome Measures, where we can influence improvement in performance but do not solely own, are also contained in the Performance Management Framework. Reporting against these is under development and will inform our ongoing State of Warwickshire reporting which will include Levelling Up and the Cost-of-Living priorities and will be accessible by April 2023.
- 2.3 Comprehensive performance reporting is enabled through the Power BI link [Performance Portal](#) as part of the revised and adopted Performance Management Framework. Where applicable, some performance figures may now have been updated on the reporting system. For the latest situation, please refer to the Performance Portal.
- 2.4 The new approach to performance reporting is evolving, building on the recommendations of the Member Working Group. The number of reportable measures will change each quarter as the framework considers the availability of new data.
- 2.5 Of the 12 KBMs which are being reported at Quarter 3, 10 (83%) are On Track and 2 (17%) are Not on Track. There is one other measure being reported but has a status of Not Applicable as no grant funding applications have been supported for Regeneration & Place Shaping initiatives as none have been received to date. The only measure to deviate status from Quarter 2 to Quarter 3 was % of household waste re-used, recycled and composted which moved from Not on Track to On Track.
- 2.6 12 of the measures have a forecast projection from the responsible Service for the forthcoming period. Of the 10 measures that are forecast to be On Track at Year End, 50% (5) are forecast to improve, 40% (4) to remain static and 10% (1) is forecast to decline over the next quarter. For the 2 that are forecast to be Not on Track, performance is set to improve.
- 2.7 10 KBMs were reported on at Quarter 2. It was forecast that 7 would be On Track at Quarter 3, with 3 Not On Track. Performance has materialised as expected, with all KBMs performing as forecast. The Service projections made at Quarter 2 for Quarter 3 were accurate so it is anticipated that the forecast Year End position made now will be accurate also.

3. Progress on Delivery Plan

- 3.1 The Integrated Delivery Plan aligns priority activity from across all service areas against all Areas of Focus within the Council Plan 2022-27. The plan

shows how activity across services collectively contributes to delivering these priorities.

- 3.2 Detailed information on the performance summary of the Integrated Delivery Plan is included at [Appendix 2](#). A new [Power BI reporting dashboard](#) is now available and will enable Members to track progress by Service, status, Council Plan Area of Focus, Overview and Scrutiny Committee and Portfolio Holder.
- 3.3 There are 205 remaining actions within the Integrated Delivery Plan, 61 of which are assigned to Communities. Detailed information on the performance summary of the Integrated Delivery Plan in relation to Communities is included at Appendix 2. The majority of deliverables are On Track 37(61%), 3 (5%) are Completed, 19 (31%) are At Risk and 2 (3%) Not Started, with any exceptions covered in Appendix 2.
- 3.4 A number of actions that are at risk relate to capital programmes and projects, where current inflation levels and supply chain challenges are creating very significant levels of risk and uncertainty about our capacity to deliver as planned within available resources, a challenge common to all Councils.

4. Management of Finance

- 4.1 The key metrics of financial management are summarised below with further information available in [Appendix 3](#) and in the [Finance Monitoring Report](#) presented to Cabinet on 27th January 2023.

Metric	Target	Service	Performance at Quarter 3 2022/23
Performance against the latest approved revenue budget as measured by forecast under/overspend	On budget or no more than 2% underspent	Environment Services	14% overspent
		Strategic Commissioning Communities	0.09% Underspent

The headline revenue overspend reported at Quarter 3 is £6.7m (8.8%), however, specific funding has been set aside to be transferred to earmarked reserves. Once these factors are considered the adjusted forecast position is £6.4m (8.4%)

Performance against the approved savings target as measured by forecast under/overachievement	100%	Environment Services	100%
		Strategic Commissioning Communities	65%
Performance against the approved capital	No more than 5%	Environment Services	33%

programme as measured by forecast delays in delivery	delay	Strategic Commissioning Communities	48%
		S278 funded schemes	18%

5. Management of Risk

5.1 Risks are monitored in risk registers at a strategic/corporate level and at service level. At a corporate level the following strategic risks more directly related Communities are currently rated as red (high risk):

- Economic growth slows or stalls;
- Inflation and the Cost of Living; and
- 2050 county climate targets not met

5.2 Mitigating actions are in place in respect of these risks, for example the Council Plan prioritising the support of Warwickshire's economy, working with regional and local partners to access available funding streams, a Medium Term Financial Strategy planning process that is incorporating the risks of inflation, enabling and promoting climate change action in the community for example through a dedicated website and specific initiatives such as the green shoots community climate change fund.

5.2 At a service level there are 15 risks recorded against services relating to Communities and Environmental Services. At service level at this reporting period there are 2 risks that are both red and over target relating to communities or environmental services:

- Loss of income for Adult and Community Learning (ACL).
- Transport and highways scheme delays leading to loss for time limited funding.

To highlight the key risks a table of both red risks and risks significantly above target is provided at [Appendix 4](#).

5.4 Mitigating actions are in place in respect of these risks including for example identifying new ACL opportunities and contributing to national campaigning regarding ACL funding, and project management within transport and highways schemes.

6. Environmental Implications

6.1 There are none specific to this report.

Appendices

Appendix 1 – [Quarterly Performance Report](#)

Appendix 2 – [Progress on the Integrated Delivery Plan](#)

Appendix 3 – [Management of Financial Risk](#)

Appendix 4 – [Management of Risk](#)

Background Papers

Cabinet Report 16th February 2023

Role	Name	
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1. Communities OSC Quarterly Performance Report Quarter 3

1.1 Detailed measure by measure performance reporting is accessible through the [Performance Portal](#).

1.2 The three strategic priorities set out in the Council Plan 2022 - 2027 are delivered through seven Areas of Focus. In addition to these, there are three further areas to support the Council to be known for as ‘a Great Council and Partner’. These are detailed in the table below alongside the number of KBMs that will be used to assess delivery, and the number being reported at Quarter 3.

Area of Focus	No. of KBMs	No. of KBMs available for reporting Quarter 3
Create vibrant places with safe and inclusive communities	8	7
Deliver major infrastructure, digital connectivity and major transport options	7	6
Promote inclusive, sustainable economic growth, successful business, good quality jobs and future skills	10	6
Tackle climate change, promote biodiversity and deliver on our commitment to Net Zero	7	3
Deliver our Child Friendly Warwickshire strategy - Happy, healthy, safe children	10	7
Through education, improve life opportunities for children, young people and those with special educational needs and disabilities	16	12
Support people to live healthy, happy, and independent lives and work with partners to reduce health inequalities	12	10
A Great Council and Partner	No. of KBMs	No. of KBMs available for reporting Quarter 3
Harnessing community power	3	2
Our people and the way we work	8	6
Using our data and digital solutions to improve service delivery	4	4

1.3 Key Insights for Quarter 3 2022/23

There are 19 KBMs in total that are in the remit of this Committee, the full performance summary is contained in Appendix 1. Chart 1 details the reported status of 12 KBMs which are being reported at Quarter 3. One measure has a status of Not Applicable at this Quarter as no grant funding applications have been supported for Regeneration & Place Shaping initiatives as none have been received at this point.

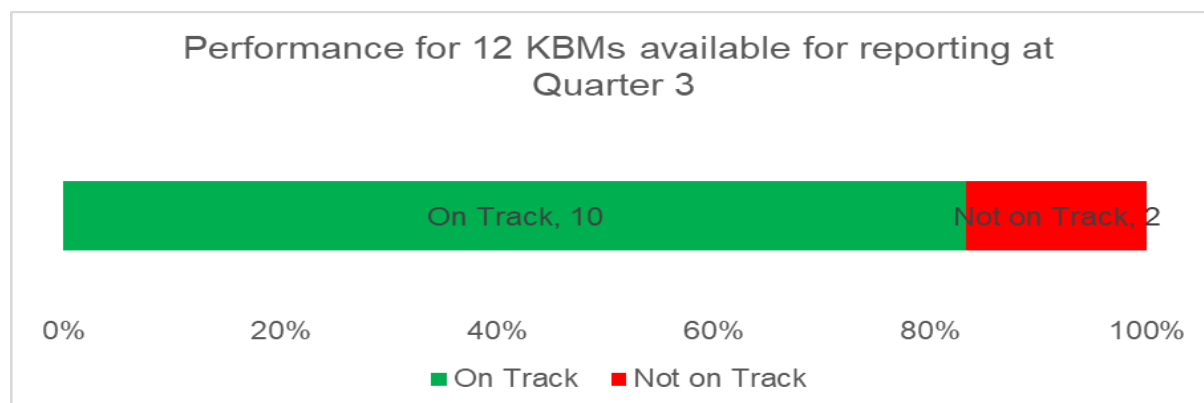


Chart 1

Chart 2 details the projected performance based on a Service forecast of the 12 reportable KBMs at the next Quarter. The No. of grant funding applications supported for the delivery of the Regeneration & Place Shaping initiatives measure has a forecast of not applicable as work on supporting funding applications is on an as and when funding basis, dependant on when it becomes available from external and internal sources.

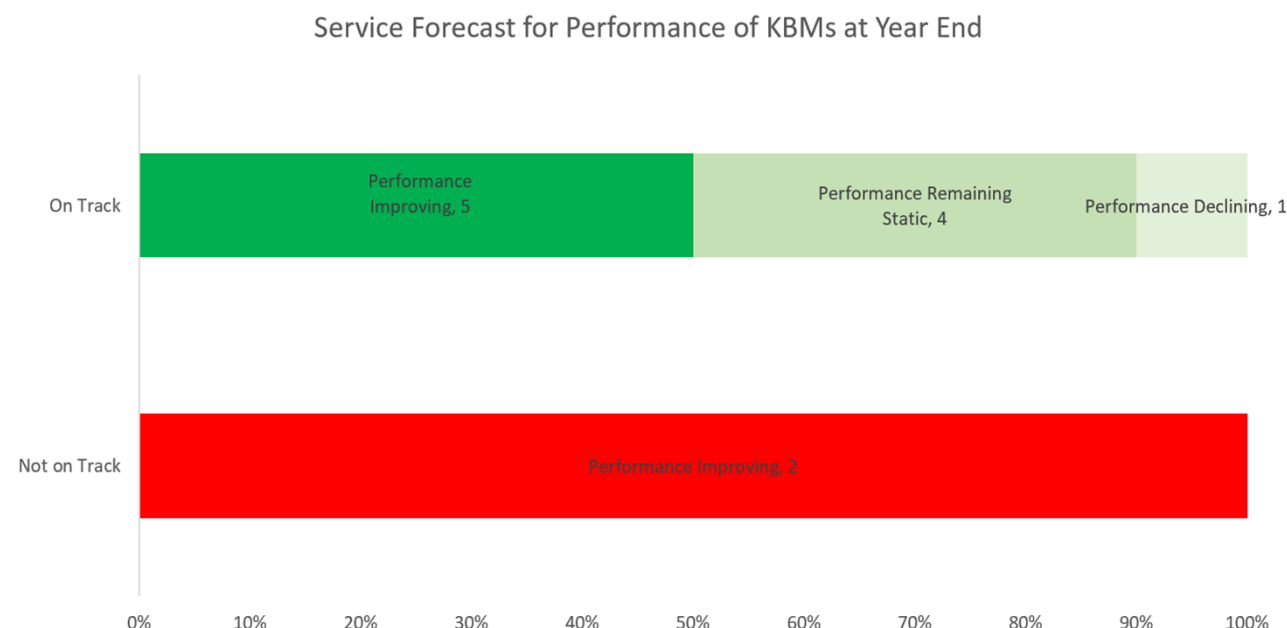


Chart 2

Explanatory Notes on Summary Tables

The following sections provide an overview of current performance by Area of Focus. The measure summary tables are a representation of the tables in the full Committee report on Power BI and are interactive. Please note:

- data is being added into the system as it becomes available so new information may be in the reports since the writing of this Quarterly position report;
- measure names in the summary tables and where highlighted are all links to take the reader directly to the measure report page in Power BI which provides full detail on the measure including charted data, performance narrative, improvement activity, trends and targets if applicable;
- KBMs are highlighted in Bold within the tables;
- a measure status is included based on performance either against the target and polarity of measure or where there is no target on improving/ declining performance;
- Services provide a forecast of where performance is heading over the next reporting period, this is informed by local knowledge, improvement activity and trend information;
- where the measure status or projection is Not Applicable, this is due to exceptional circumstances regarding the measure such as it is setting a baseline this year, the Power BI report will provide the reason by measure;
- the Latest Figure column represents the most current data available including last quarter, previous year or longer if data is lagged, full details are on Power BI report;

- not all measures have targets and the approach now is to have improving performance and targets where appropriate; and,
- as the framework is more responsive there are annual or termly measures included on the tables with no reported data, this will be added as the relevant data becomes available e.g. attainment data from November.

1.4 Create vibrant places with safe and inclusive communities

Measure Name	Latest Figure	Latest Target	Measure Status	Service Forecast for next period
No. of Domestic Abuse Incidents reported to the Police	936	11339*	Not on Track	Not on Track Performance Improving
No. of secondary schools engaged in violence prevention Whole Schools Approach	13	10	On Track	On Track Performance Improving
% complaint satisfaction with Trading Standards action	67	N/A	On Track	On Track Performance Remaining Static
% KSI collision reduction at sites where casualty reduction schemes have been implemented	Due for reporting at Year End			

*Cumulative Year End Target

Area of Good Progress due to being above target and seeing an improvement since Quarter 2 reporting:

- No. of secondary schools engaged in violence prevention Whole Schools Approach

Improvement Activity due to being behind prior year:

- No. of Domestic Abuse Incidents reported to the Police

1.5 Deliver major infrastructure, digital connectivity and improved transport options

Measure Name	Latest Figure	Latest Target	Measure Status	Service Forecast for next period
No. of properties better protected from flooding	3	32*	Not on Track	Not on Track Performance Improving
No. of schools signed up to our Safe and Active Programme	96	80	On Track	On Track Performance Improving

*Cumulative Year End Target

Overall performance is of concern in the 'Deliver major infrastructure, digital connectivity and improved transport options' Area of Focus. This performance projection is likely to remain in that position for Year End. The three main drivers for this are the delay in the procurement of the Joint Venture partner for the Warwickshire Property and Development Company; the stability of the UK economy impacting on investments and capital projects and slower than expected market appetite for large loans from the Warwickshire Recovery & Investment Fund.

Area of Good Progress due to being above target:

- No. of schools signed up to our Safe and Active Programme

Improvement activity due to being behind target:

- No. of properties better protected from flooding

1.6 Promote inclusive, sustainable economic growth, successful business, good quality jobs and future skills

Measure Name	Latest Figure	Latest Target	Measure Status	Service Forecast for next period
% Business Centre Occupancy Rate	89	N/A	On Track	On Track Performance Declining
% of employees in our key priority sectors	31	N/A	On Track	On Track Performance Remaining static
No. of successful Foreign Direct Investment projects	45	N/A	On Track	On Track Performance Remaining static
Value (£) of external funding secured by Communities or other WCC services/ partners to support Council priorities	Annual measure due for reporting at Year End			
Value (£) of investment secured by Warwickshire businesses as result of WCC funded business support activities				
No. of apprenticeships created through WCC support				
No. of grant funding applications supported for the delivery of the Regeneration & Place Shaping initiatives	0	N/A	Not Applicable	Not Applicable
Total visitor related spend (£)	860,972,410	N/A	On Track	On Track Performance Improving
% of people with Special Educational Needs and Disabilities supported by Warwickshire Employment Support Team moving into employment	33	N/A	On Track	On Track Performance Improving

Performance within this Area of Focus is within expected levels and projection for the next period is to remain at similar levels.

Area of Good Progress due to improved performance over the last quarter:

- % of people with Special Educational Needs and Disabilities supported by Warwickshire Employment Support Team moving into employment

1.7 Tackle climate change, promote biodiversity and deliver on our commitment to Net Zero

Measure Name	Latest Figure	Latest Target	Measure Status	Service Forecast for next period
No. of tonnes of carbon emitted by the Council as a waste disposal authority	- 3659	N/A	On Track	On Track Performance Remaining static
% of household waste re-used, recycled and composted	49.9	50	On Track	On Track Performance Improving
Annual change in soil and vegetation carbon storage by habitat (tonnes of Carbon per hectare) in WCC rural settings	Due for reporting at Year End			
% habitat biodiversity net gain in WCC rural estate				

Two measures are available for reporting at Quarter 3 for this Area of Focus and at this time performance levels are as expected and projected to remain so or improve for the next quarter.

Area of Good Progress due to positive progress, and it is anticipated that this will further improve over the next reporting period:

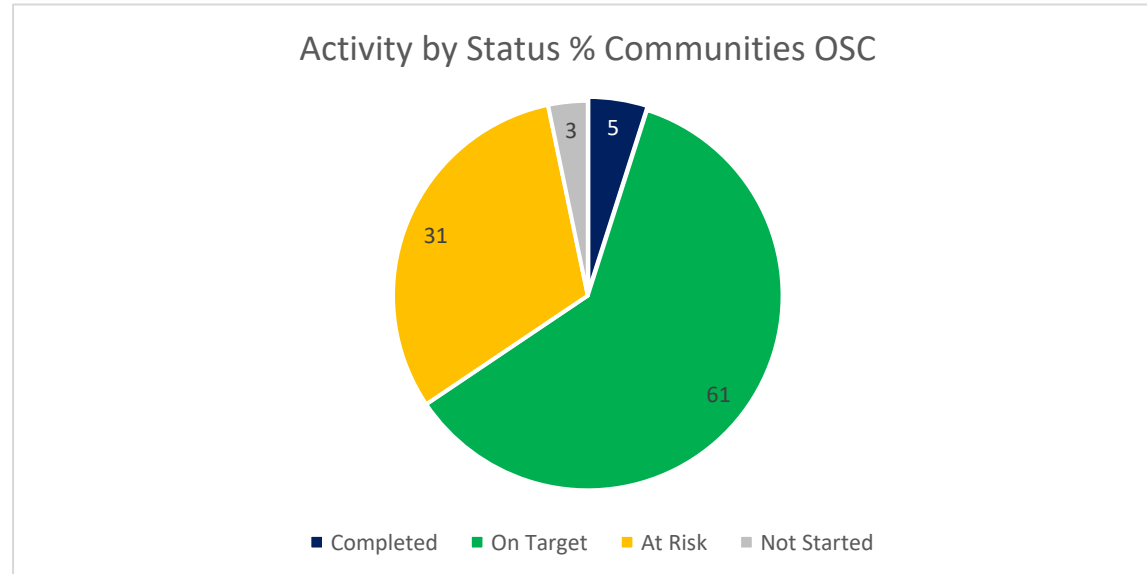
- % of household waste re-used, recycled and composted

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1. Communities OSC Progress on the Integrated Delivery Plan Quarter 3

1.1 Key Insights for Quarter 3 2022/23

Of the 205 remaining actions within the Integrated Delivery Plan, 61 are attributable to the Communities OSC. The number of activities reporting At Risk this Quarter has risen by 12% to 31%. 61% of activities remain on track to achieve their objectives within the set timeframes, with 5% Complete and 3% yet to start.



The following activities are now complete.

- **Work collaboratively with the organisers of the Commonwealth Games to deliver a successful Games by supporting the key sporting events taking place in Warwickshire. Showcase Warwickshire and enable opportunities for economic benefit, public engagement and skills development arising from a major sporting event.**

The economic impact report has revealed that Warwickshire welcomed 104,000 spectators to its Commonwealth Games venues in Warwick and Leamington over 11 days of operation. Just over 50,000 of those attended the Women's and Men's Cycling Road Races in Warwick. This by far exceeded original estimates of 30,000. The cycling is estimated to have generated £1.9million to the local economy, and directly supported the creation of 26 new jobs in the accommodation, catering and retail sectors. In addition to the road race, the Live Festival Site in Warwick Market Place was hugely popular and entertained nearly 20,000 locals and visitors during the Games.

- **Continue to take action to promote recycling: Work with Warwick District Council and Stratford District Council to introduce a new kerbside recycling scheme including food waste.**

The new kerbside waste collection system was introduced in Stratford and Warwick Districts on 1 August. Kerbside collection has settled and is working well. Food waste bulking has been implemented at 2 recycling centres and the delivery, bulking and haulage are all operating effectively. We will continue to work with the kerbside collection contractor to maximise efficiency. As a result of the new collection system including weekly food waste and 3 weekly residual waste collections. overall waste has reduced and recycling has increased.

- **Maximise the potential that our Country Parks can provide in terms of green spaces, biodiversity, health and wellbeing, outdoor education; and develop plans for improved commercial opportunities within our Parks with proposals to be considered by Cabinet by Autumn 2022.**

A Report on the Commercial Strategy was considered and supported by Commercial Delivery Group and Directorate Leadership Team. The strategy is still fairly high level and outlines the direction of travel for the Country Parks service to be more commercial. It is not seeking authorisation for investment decisions at this stage but may need to go to Cabinet later on with more detailed proposals. Commercial initiatives and actions are progressing. The environmental and health benefits of our country parks continue to be enhanced. Recent initiatives include, guided health walks, very well attended Halloween events and sold out wreath making workshops.

1.2 Create vibrant places with safe and inclusive communities

Activity	Status	Narrative
Continue to deliver the Transforming Nuneaton regeneration programme - Finalising plans to redevelop Vicarage Street with planning permission secured and contractor appointed.	At Risk	<p>Vicarage Street Development Site: the outline planning application for the residential scheme and new Library & Business Centre (LaB) is still to be determined.</p> <p>Relocation of Royal Mail continues to progress, planning approval has been received for the new Royal Mail facility.</p> <p>Transforming Nuneaton Highways Schemes: planning approval has been given for the new cycle route on Abbey Green, due on site to start construction Spring 23.</p> <p>Other schemes in detailed design.</p> <p>For both the LaB, residential and transport schemes cost pressures through inflation and supply chain issues are generating risks to delivery due to budget constraints.</p> <p>Work is underway looking at options/Value Engineering/</p>

		scope. Abbey Street Development: hotel construction continues, demolition of new century way units underway, planning in for Digital Skills centre.
Continue to deliver the Transforming Nuneaton regeneration programme - Implementing highway improvement schemes with the first scheme on site during 2022/23.	At Risk	The programme of projects is expected to start with the first construction works in Q1 2023/24, and the second project in Q4 2023/24.

1.3 Deliver major infrastructure, digital connectivity and improved transport options

Activity	Status	Narrative
Implement 6 new planned Cycle schemes (subject to planning and land consents) across Warwickshire, with construction either completed or underway, to support an improved network of cycle and pedestrian facilities and promote sustainable travel choices.	At Risk	<p>1) St Nicholas Park COMPLETE.</p> <p>2) Woodloes COMPLETE.</p> <p>3) Coventry Road Warwick - commencement delayed avoiding impact on the overall network as a result of other planned works around the Warwick/Leamington area.</p> <p>4) Kenilworth Road - work commenced Jan 23 with first phase due to complete 31st March & next phase 1st Sept to 9th Oct.</p> <p>5) Birmingham Road Stratford Phase 1 COMPLETE.</p> <p>6) Birmingham Road Stratford Phase 2 - Planned commencement Feb 23.</p>

<p>Deliver priority Road schemes that will make it easier to travel around the County including opening up the existing Bermuda Bridge over the A444 to two-way traffic delivering additional highway capacity and improved connectivity between West Nuneaton and Griff Roundabout.</p>	At Risk	<p>The works on site are progressing and the bridge bearings have now been replaced, but there have been several delays to the programme which are impacting on the project cost. The indicative Benefit Cost Ratio is still high and the completion of the scheme will support improved connectivity in the area for motorised and non-motorised travel.</p>
<p>Deliver priority Road schemes that will make it easier to travel around the County including improvements to the Europa Way corridor in Leamington Spa / Warwick to improve connectivity to the M40, reduce congestion and support local development.</p>	At Risk	<p>The Europa Way programme of works continues to be delivered. The Warwickshire County Council scheme at the Myton Road/Princes Drive and Queensway/Europa Way roundabouts is due to start on site in the next financial year. Developer led projects are on site at Gallows Hill and Banbury Road.</p>
<p>Work with our partners to encourage the expansion of 4G and 5G coverage across Warwickshire, aiming for connectivity by 2025 - 85% of premises are gigabit connected</p>	At Risk	<p>Unfortunately, there have been delays in progressing contractual agreements which has led to some slippage in the programme. We are working hard to get back on track.</p>
<p>Work with our partners to encourage the expansion of 4G and 5G coverage across Warwickshire, aiming for connectivity by 2025 - 100% of areas have 4G coverage (including rural locations)</p>	At Risk	<p>Unfortunately, there have been delays in progressing contractual agreements which has led to some slippage in the programme. We are working hard to get back on track.</p>
<p>Work with our partners to encourage the expansion of 4G and 5G coverage across Warwickshire, aiming for connectivity by 2025 - 60% of urban areas have 5G coverage</p>	At Risk	<p>Unfortunately, there have been delays in progressing contractual agreements which has led to some slippage in the programme. We are working hard to get back on track.</p>
<p>Work with our partners to encourage the expansion of 4G and 5G coverage across Warwickshire, aiming for</p>	At Risk	<p>Unfortunately, there have been delays in progressing contractual agreements which has led to some slippage</p>

connectivity by 2025 - 99% of areas have access to Broadband superfast

in the programme. We are working hard to get back on track.

1.4 Promote inclusive, sustainable economic growth, successful business, good quality jobs and future skills

Activity	Status	Narrative
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and review the impact of the loans on the number of businesses supported	At Risk	<p>The Local Communities and Enterprise pillar of the WRIF has so far provided loans worth £0.69 million to 14 businesses across Warwickshire.</p> <p>The Business Investment Growth pillar of the WRIF has so far provided £0.4 million and agreed to a remaining £0.6 million to one Warwickshire Business. There were two businesses seeking £14 million that fell through due to uncertainty with the economic climate. Currently have a £2.5m BIG deal at Stage 2. An external Warwickshire Recovery and Investment Fund Review is planned as part of the Business Support Review across Warwickshire. Some amendments to the WRIF business plan were approved in the January Cabinet after an internal WRIF review and now forms part of February Budget Resolutions.</p>
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and review the impact of the loans on the level of private sector investment levered	At Risk	<p>The Local Communities and Enterprise pillar of the WRIF has so far levered £0.8 million of private sector investment.</p> <p>The Business Investment Growth pillar of the WRIF has so far levered £1.5 million of private sector Investment.</p>
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and review the impact of the loans on the number of jobs safeguarded	At Risk	<p>The Local Communities and Enterprise pillar of the WRIF has so far safeguarded 61 jobs.</p> <p>The Business Investment Growth pillar of the WRIF has so far safeguarded 6 jobs.</p>
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in	At Risk	<p>The Local Communities and Enterprise pillar of the WRIF is so far forecasted to create 45 new jobs. The Business</p>

the county and **review the impact of the loans on the number of new jobs created**

Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and **review the impact of the loans on the GVA increase**

Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and **review the impact of the loans on the amount of land and development enabled**

Promote Warwickshire and secure inward investment by developing and delivering Sector Growth Plans for our key priority sectors; automotive, advanced engineering & manufacturing, digital creative and tourism

Work with our partners and businesses to transition towards a goal of decarbonising the Warwickshire economy including **Working with partners to develop and commission a future programme to support Warwickshire businesses with the transition towards a net zero economy and the growth of the low carbon sector in Warwickshire.**

Develop, commission, manage and (where appropriate) deliver a range of skills programmes and initiatives which help ensure an appropriately skilled population can access well-paid jobs to include **through the “My World of Work” programme, support consistent and high-quality careers**

At Risk

At Risk

At Risk

At Risk

Not Started

Investment Growth pillar of the WRIF has so far created 49 new jobs.

The GVA increase is calculated on an annual basis. At this stage, the Local Communities and Enterprise pillar of the WRIF is on track. The Business Investment Growth pillar of the WRIF is behind schedule, but performance is expected to improve once the findings of the internal and external reviews are implemented.

Following approval of the updated WRIF Investment Strategy by Cabinet, we will be doing a soft launch of the PIF via a press release and conversations with developers and agents, followed by a larger formal at UKREIIF (the UK Real Estate Investment & Infrastructure Forum) event in May 2023.

Delay in completion due to alignment with the Warwickshire Economic Strategy that is currently being developed. A workshop is being held between all growth plans (including tourism) to agree the format and timeline for delivery.

Timescales for commissioning of a new programme have slipped due to the delays in Government approving the local UKSPF investment plans and the implications of this for the review of business support in Warwickshire which is now taking place in the final quarter of 2022/23. However, the contract for the business support review has now commenced and the C&W Green Business Programme is continuing to deliver until June 2023.

Ambition to launch My World of Work and new model is in development. Funding is yet to be sourced.

<p>provision through showcasing future careers opportunities and informing young people about the range of careers pathways available to raise aspirations and support positive transition from education into employment.</p>		
<p>Explore place-based opportunities to deliver regeneration and improve social mobility as part of the Levelling-Up strategy to include delivery of the Transforming Nuneaton programme, specifically Abbey Green Cycle Route and a new public realm and wayfinding project.</p>	<p>At Risk</p>	<p>Abbey Green cycle route has planning permission and construction will start Spring 23. Public realm project is under review as part of the wider Towns Fund programme.</p>

1.5 Tackle climate change, promote biodiversity and deliver on our commitment to Net Zero

Activity	Status	Narrative
<p>Progress with plans on sustainable transport to include developing a strategy and action plan to move our Council fleet to sustainable energy.</p>	<p>At Risk</p>	<p>Awaiting the appointment of a Commissioning Lead on Transport Delivery to work on measures to increase the Transport Delivery fleet and use electric vehicles if possible. Also requires input of the Sustainable Futures Programme Team.</p>
<p>Continue to take action to promote recycling: Review and refresh the joint waste strategy and action plan for Warwickshire with our partners.</p>	<p>Not Started</p>	<p>The County and District and Borough Councils are working well through the Warwickshire Waste Partnership. Service and performance improvements continue to be made wherever possible. The local municipal Waste Management Strategy is due for review, but clarity on the Government's new resources and waste strategy is awaited to allow this work to start in earnest. Between Jan - Mar 2023, we will contribute to the development of the national strategy which also gives us more information about the Government's direction of travel. Changes to waste collection services in Stratford and Warwick have reduced waste and</p>

increased recycling which also reduced our carbon footprint.

1.6 The following Activities are On Track

Activity

Create a pipeline of projects and initiatives across the county to develop neighbourhoods and generate pride in our localities - Identify and invest in revitalising those town centres which are a priority based on our approach to Levelling-Up with priority actions determined.

Improve sites and facilities for Gypsy and Traveller communities through a programme of capital works to Council owned sites.

Implement a rolling programme of road safety improvements to address the top accident cluster sites in the County. This will include pedestrian schemes, speed camera pilots, casualty reduction roundabout schemes and road safety education initiatives. <https://www.warwickshire.gov.uk/roadsafety>.

Work with partners to prevent violence, serious & organized crime, modern slavery & human trafficking, reducing reoffending, exploitation and rural crime to meet the outcomes set by the relevant strategies and delivery plans as approved by the Safer Warwickshire Partnership Board. <https://safeinwarwickshire.com/>.

Deliver a refreshed Local Transport Plan (LTP4) for Warwickshire that sets out the priority areas for the County's transport policies and strategies around the themes of Wellbeing, Environment, Place and Economy. <https://ask.warwickshire.gov.uk/insights-service/ltp-themes/>.

Deliver priority Road schemes that will make it easier to travel around the County including a new signalised gyratory at the Stoneleigh junction on the A46.

Building on our pandemic recovery work, continue to implement a business support programme to address specific barriers to business growth including pre-start support for new business ideas.

Building on our pandemic recovery work, continue to implement a business support programme to address specific barriers to business growth including start-up support for new businesses.

Building on our pandemic recovery work, continue to implement a business support programme to address specific barriers to business growth including support for businesses looking to access finance.

Building on our pandemic recovery work, continue to implement a business support programme to address specific barriers to business growth including support for tech-based and other innovation-led businesses.

Building on our pandemic recovery work, continue to implement a business support programme to address specific barriers to business growth including specialist sector support including a dedicated programme to support the recovery and future growth of the tourism and leisure sector.

Building on our pandemic recovery work, continue to implement a business support programme to address specific barriers to business growth including specialist sector support including a comprehensive programme of business loans and grants.

Building on our pandemic recovery work, continue to implement a business support programme to address specific barriers to business growth including specialist sector support including support and brokerage on skills, apprenticeships and recruitment.

Work with partners to secure funding from the UK Shared Prosperity Fund and other Government programmes for Warwickshire for business support and employment & skills programmes.

Work with our partners and businesses to transition towards a goal of decarbonising the Warwickshire economy including supporting Coventry City Council and Coventry University with the delivery of the Coventry and Warwickshire Green Business Programme to maximise take-up of the support by Warwickshire businesses.

Work with our world class universities on research and development (R&D) to power growth and innovation including working with Coventry City Council and Coventry University to deliver the Coventry and Warwickshire Innovation Programme.

Work with our world class universities on research and development (R&D) to power growth and innovation including working with the University of Warwick Science Park to deliver the "Business Ready" programme.

Work with our world class universities on research and development (R&D) to power growth and innovation including working with partners to develop and commission a future programme to support R&D and innovation with a focus on commercialising research and encouraging collaboration between Small & Medium Enterprises (SMEs) and research institutions.

Develop, commission, manage and (where appropriate) deliver a range of skills programmes and initiatives which help ensure an appropriately skilled population can access well-paid jobs to include delivering our Fair Chance Employers and Supported Employment programme to support Warwickshire employers to break down the barriers to sustainable employment and consider employing those further from the job market.

Develop, commission, manage and (where appropriate) deliver a range of skills programmes and initiatives which help ensure an appropriately skilled population can access well-paid jobs to include providing a digital marketplace for career opportunities in

Warwickshire to be showcased in an accessible way which will provide opportunity for over 10,000 15-25 year olds, help businesses market their careers and provide schools with career resources.

Develop, commission, manage and (where appropriate) deliver a range of skills programmes and initiatives which help ensure an appropriately skilled population can access well-paid jobs to include offering the Warwickshire Apprenticeships Support programme to employers to increase the take up of Apprenticeships across the County by sharing Apprenticeship Levy funds with external businesses.

Develop, commission, manage and (where appropriate) deliver a range of skills programmes and initiatives which help ensure an appropriately skilled population can access well-paid jobs to include work with local businesses, partners and stakeholders to refresh the Council's Careers Strategy, addressing the post-pandemic recruitment challenges and identifying the future skills agenda to ensure Warwickshire residents are able to access careers and learning which deliver sustainable employment and meet the future demands of the Warwickshire economy.

Attract tourism and maximise the benefits of Warwickshire's magnificent heritage, culture and visitor economy to include a focus on working with partners to create a Tourism Sector Growth Plan for Warwickshire to inform our future programme of work to support the sector.

Explore place-based opportunities to deliver regeneration and improve social mobility as part of the Levelling-Up strategy to include developing the Leamington Transformation Framework, alongside Warwick District Council and Leamington Town Council, specifically looking at place making and accessibility in the town centre.

Progress with plans on sustainable transport to include exploring opportunities with partner organisations to introduce more sustainable public transport options.

Progress with plans on sustainable transport to include engaging with the Government's strategy for Electric Vehicle (EV) Charging and seek funding through government schemes for EV developments.

Progress with plans on sustainable transport to include implementing a pilot to assess the suitability of delivering on street, residential EV charge points using existing street lighting connections with up to 9 points to be delivered as part of a trial in 2022/23.

Progress with plans on sustainable transport to include investigating the development and implementation of rural charging hubs in Warwickshire.

Progress with plans on sustainable transport to include working closely with District and Borough authorities to aid further delivery of charge points in off-street carparks.

Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to plant 10 hectares of woodland in the first year (2022/23).

Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to plant 2,000 standard hedgerow trees (or small copses) on Council land by March 2023. (Subject to the award of a Local Authority Treescape Fund (Local Authority Treescapes Fund) bid).

Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to plant an accumulated 30 hectares of woodland by March 2024.

Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to explore the creation of a tree nursery on Council land to ensure the supply of trees in future years.

Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to maximise our contribution to the Queen's Green Canopy (part of the Platinum Jubilee initiatives).

Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to Implement a woodland tree strategy for Warwickshire with our partners.

Continue to take action to promote recycling: Deliver an annual campaign of communications and activities to encourage further waste reduction and recycling across the county.

Deliver a programme of technology upgrades for Warwickshire Fire and Rescue Service to support operational performance and national compliance with standards including updating our operational management & risk management system for recording for fire risks and hazards in buildings and our mobile data terminals on fire appliances.

Implement a new Trading Standards IT system to support our Trading Standards team to continue to address issues of community safety and protection.

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Management of Financial Risk

1. The table below details performance against the latest approved revenue budget as measured by forecast under/overspend, further information and reasons for variances can be found in the [Cabinet Q3 Monitoring Report](#).

Service Area	Approved Budget	Service Forecast	(Under) /Overspend	% Change from Budget	Represented by:			
					Investment Funds	Impact on Earmarked Reserves	Covid Impact	Remaining Service Variance
	£m	£m	£m	%	£m	£m	£m	£m
Environment Services	50.098	57.110	7.012	14.0%	0.00	(0.030)	0.055	6.987
Strategic Commissioning for Communities	26.786	26.537	(0.249)	-0.9%	(0.030)	(0.304)	0.616	(0.531)
Total	76.884	83.647	6.763	13.1%	(0.030)	(0.334)	0.671	6.456

2. Performance against the approved savings target as measured by forecast under/overachievement.

As at Quarter 3, Environment Services is forecasting 100% delivery against the 3 saving targets (£1.286m) for the 2022/23 financial year and Strategic Commissioning for Communities reporting 65% delivery against 6 saving targets (£1.164m).

3. The table below details performance against the approved capital programme as measured by forecast delays in delivery.

Service Area	Approved 2022-23 capital programme	New projects in year	Net over / underspend	Total capital programme	Budget Reprofile	Delays	Forecast In year capital spend	% of Delays
	£m	£m	£m	£m	£m	£m	£m	
Environment Services	42.280	0.157	0	42.437	1.099	(4.164)	39.372	-9.8%
Strategic Commissioning for Communities	10.317	0.008	(0.199)	10.126	0.164	(2.344)	7.946	-22.7%
S278 Developer Funded Schemes	14.785	1.496	0	16.281	0.180	(1.030)	15.429	-6.3%

Appendix 3 Communities OSC Management of Financial Risk

Total	67.382	1.661	(0.199)	68.844	1.443	(7.538)	62.747
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Environment Services – £4.164m:

- Lawford Road / Addison Road Casualty Reduction - £1.323m. Due to supply issues this scheme is being pushed back to 2023/24 financial year.
- A3400 Birmingham Road, Stratford Corridor improvements - £1.000m. This includes £803,703 of CIF inflation funding as costs have risen above original estimates which has necessitated a reprofiling of spend into 2023/24.
- A452 Myton Road and Shire Park Roundabouts - £0.528m. This scheme has been reprofiled with contractors expected on site in Summer 2023. £0.343m of CIF Inflation funding has been granted on the scheme.
- There are a number of other schemes with delays of less than £0.200m each which are detailed in the annexes to the finance quarterly monitoring report.

Strategic Commissioning for Communities - £2.344m:

- Evidence Led decision making in tackling climate emergency and air quality - £0.712m. There has been a delay in the procurement of the equipment necessary to provide the evidence.
- Library & Business Centre Nuneaton (CIF funded) - £0.500m. Following a cost review and decision at Corporate Board agreement has been reached to commission a building re-design to bring the scheme back within budget. Costs have been moved back to reflect the likely delays while the redesign takes place. The aim is to deliver the scheme within the original timeframe.
- Transforming Nuneaton - £0.296m. Inflation allocation from CIF inflation pot of £433k. Some delays to realign spending with expected timescales.
- Casualty reduction annual maintenance 2022/23 - £0.229m. One of the projects within the block of schemes in not progressing due to feasibility issues.
- There are a number of other schemes with delays of less than £0.200m each which are detailed in the annexes to the finance quarterly monitoring report.

Appendix 4 Communities OSC Management of Risk

Key Service Risks Summary

At a service level there are 15 risks recorded against services relating to Communities. Key risks are highlighted where they are red risks (high risk) and where a risk level has been higher than the risk target for 3 quarters or more and is currently still 3 points or more over target.

Key Service Risks	Net risk is currently green or amber	Net risk is currently red
Risk level has not exceeded the target for 3 quarters in a row	<ul style="list-style-type: none"> • 11 other risks 	<ul style="list-style-type: none"> • (Environmental Services) SEND and mainstream transport pressures
Risk level has exceeded target for 3 quarters in a row and is currently more than 3 points above target	<ul style="list-style-type: none"> • (Communities) Insufficient resources to deliver the Council Plan 	<ul style="list-style-type: none"> • (Education Services) Loss of income for Adult Community Learning • (Communities) Transport and highways scheme delays leading to loss of time limited funding

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Communities Overview and Scrutiny Committee - Work Programme

Date of next report	Item	Report detail
Page 271	Standing items	The Committee may put questions to the Cabinet Portfolio Holders on issues within their remit. The report will set out the forthcoming items listed in the Council's published Forward Plan relevant to the Committee.
	Economic Development Update	To receive an update on economic development in Warwickshire. This has expanded from the previous Coventry and Warwickshire Local Enterprise Partnership (CWLEP) update at the request of the Chair and Spokespersons. To be a briefing note to be sent to the Committee Members rather than an agenda item (allowing members to raise any issue/ ask questions at the Committee should they wish).
	EDS Dashboard (to be received every other meeting)	A table on all cycling, walking, train and road developments in Warwickshire and their progress
	Transport Scheme Evaluation (to be received every other meeting or quarterly – update dependent)	A mini report showing completed schemes and lessons learnt from them
12 April 2023	Q & A with Severn Trent Water and the Environmental Agency	Representatives from STW and the EA will attend the meeting to answer questions submitted from the committee
12 April 2023	Adult Education	An update of adult education uptake in Warwickshire
12 April 2023	Local Transport Plan	To receive version 4 of the Local Transport Plan (LTP) before Cabinet

21 June 2023	Differing response times with pedestrian crossings in relation to traffic congestion	A note on why some pedestrian crossings change immediately and others do not and how this is affected by traffic congestion
21 June 2023	Major Scheme Developments	A report providing an update on any major schemes ongoing in Warwickshire and any environmental implications they had
21 June 2023	Social Fund Policy Update	An update on the Social Policy Fund and it's successes following the comments made by the committee in September 2021. This was pushed back as new projects were starting in September 2022
21 June 2023	Delegated Budgets Schemes	An update on schemes paid for by member budgets
21 June 2023	Update on Virtual Permit System for Resident Parking	An update on the Council's Virtual Permit System for Resident Parking
20 September 2023	Councillor Grants Update	An update on Councillor grants
29 September 2023	Sustainable Futures Strategy	An update on the strategy
15 November 2023	Results of the Average Speed Camera pilot	The results of the average speed camera rollout following the report received in November 2022
7 February 2024	Vehicle Activated Sign Update	An update on the approved policy on the management of future deployment of Vehicle Activated Signs and potential removal of non-operational, non-beneficial VAS
7 February 2024	EV Rollout Progress	An update on the progress of EV charging points rollout
April/June 2024	20mph Limits Update	An update on 20mph limits in Warwickshire and their progress

Items for future work programming and review	
Item	Description
Planning	
Capital programme	How managed/ overall picture of schemes (Note Resources & Fire and Rescue are also getting regular update on capital slippage).
Bermuda Connectivity	(post-implementation) A report on the Bermuda project
Economy	
Strategic Investment	To monitor WCCs investment in priority road safety schemes across Warwickshire targeted at reducing the numbers killed or seriously injured on our roads. This includes monitoring investment in local highways priorities, spending on LED streetlights and investment in safer routes to schools.
Community Cohesion	
KSIs and Speed Limits	To review the Council's speed limit and speed camera policies.
Population statistics	To review to population growth in Warwickshire in relation to housing developments (briefing note)
A46 Strategic Link Road Outline Business Case	This report presents the Outline Business Case for the proposed new A46 travel corridor. For submission to the Department for Transport.
Sustainable Transport	
Cycling Liaison Group Report	A report from the CLG regarding cycling updates in Warwickshire and the benefits to the environment and tourism
NUCKLE Update	An update on the NUCKLE line when progress has been made

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