



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

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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.

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

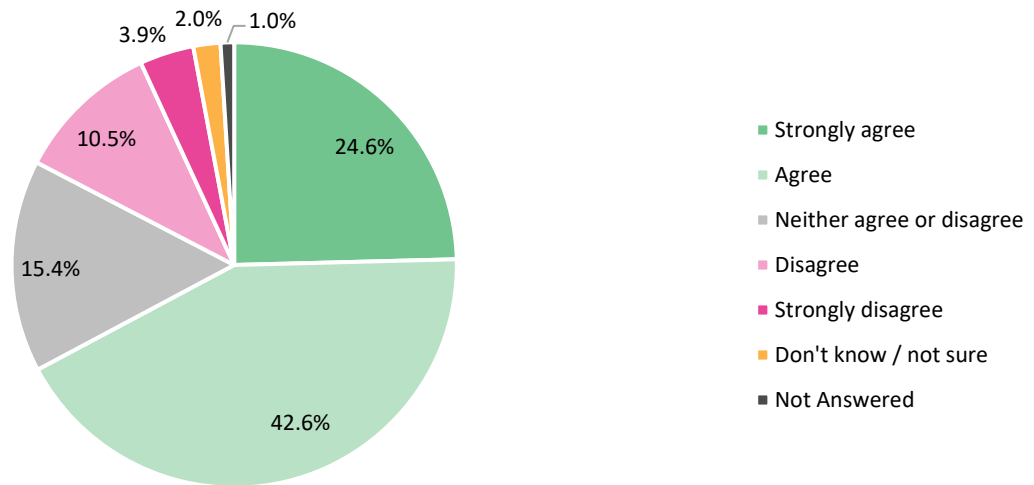
Survey questions and the resulting analysis for the proposed Core Strategy, each of the six key strategies and other aspects of LTP4 are analysed in the following sections.

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?

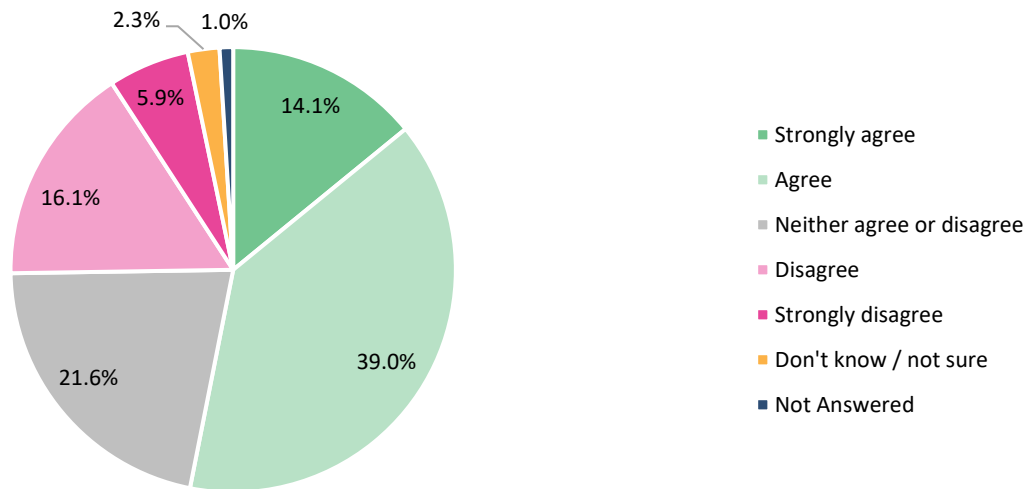


Next, respondents were asked to what extent the proposed Core Strategy sets out a strategic approach to addressing the key issues surrounding the future of transport in Warwickshire. As Figure 2 shows, just over half of all respondents (53.1%, n=162) agreed (agree or strongly agree) with this statement. 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).

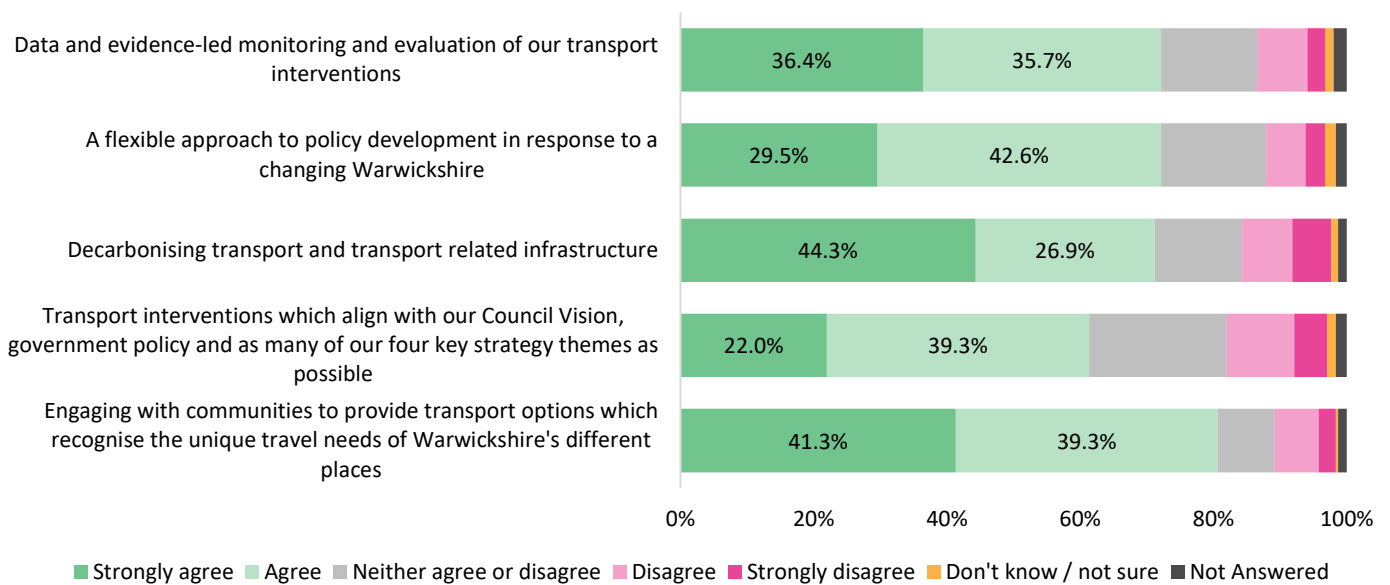
¹ Statistical significance testing helps to determine whether the difference between two proportions or means (independent groups) is due to chance or to some factor of interest. A p-value less than 0.05 is typically considered to be statistically significant.

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.

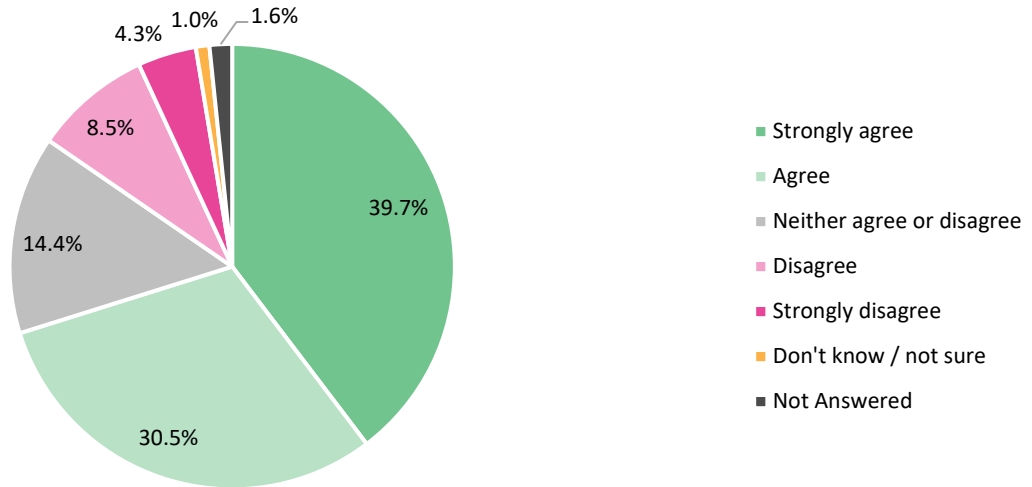
PROPOSED ACTIVE TRAVEL STRATEGY

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

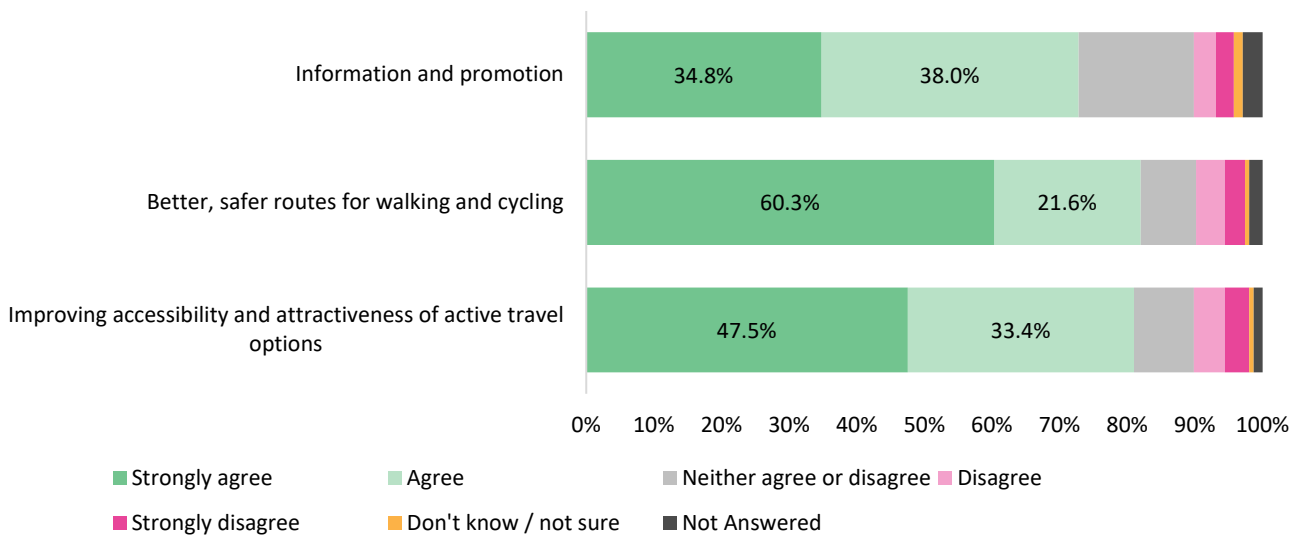
The extent to which respondents agreed that the proposed Active Travel Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 4 shows, 70.2% (n=214) agreed (either strongly agreed or agreed) with its inclusion, whilst 12.8% (n=39) disagreed (either strongly 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).

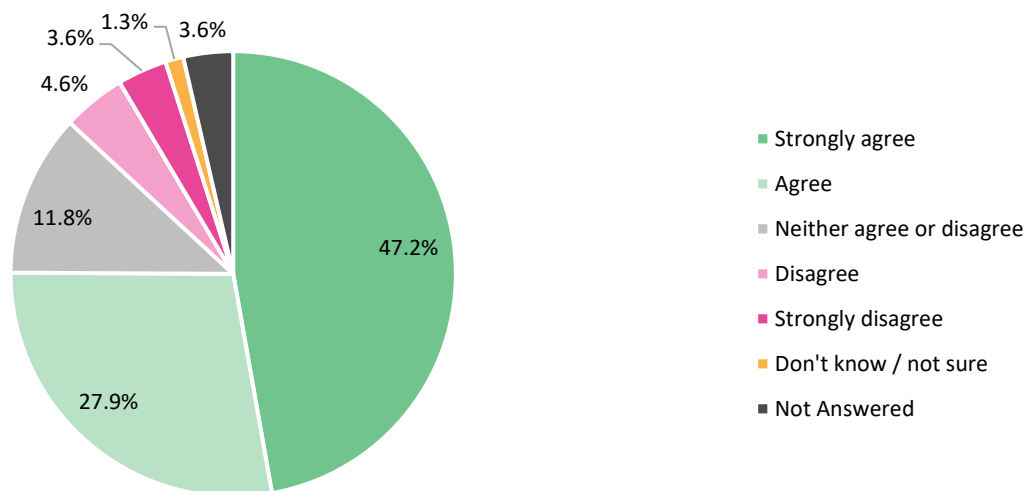
PROPOSED PUBLIC TRANSPORT STRATEGY

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

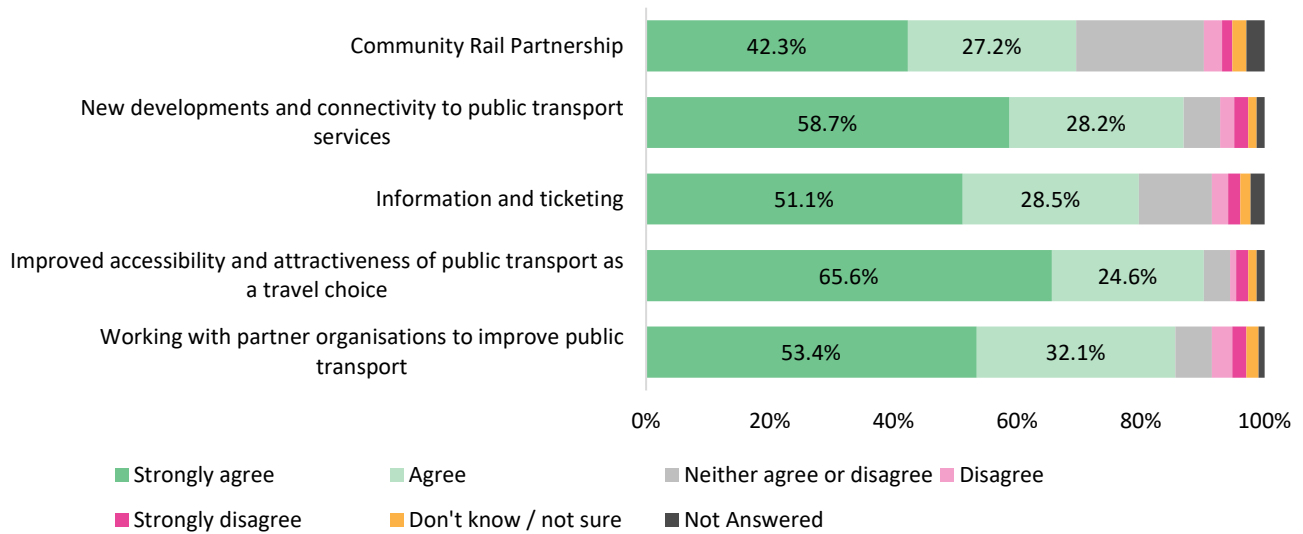
The extent to which respondents agreed that the proposed Public Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 6 shows, 75.1% (n=229) agreed (either agreed or strongly agreed) with its inclusion, whilst 8.2% (n=25) disagreed (either strongly disagreed 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)

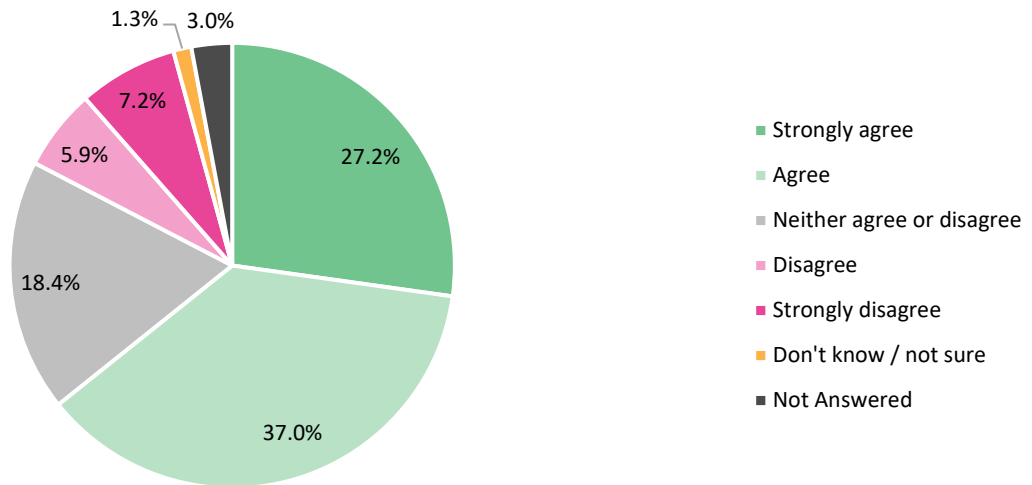
PROPOSED MOTOR VEHICLES STRATEGY

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

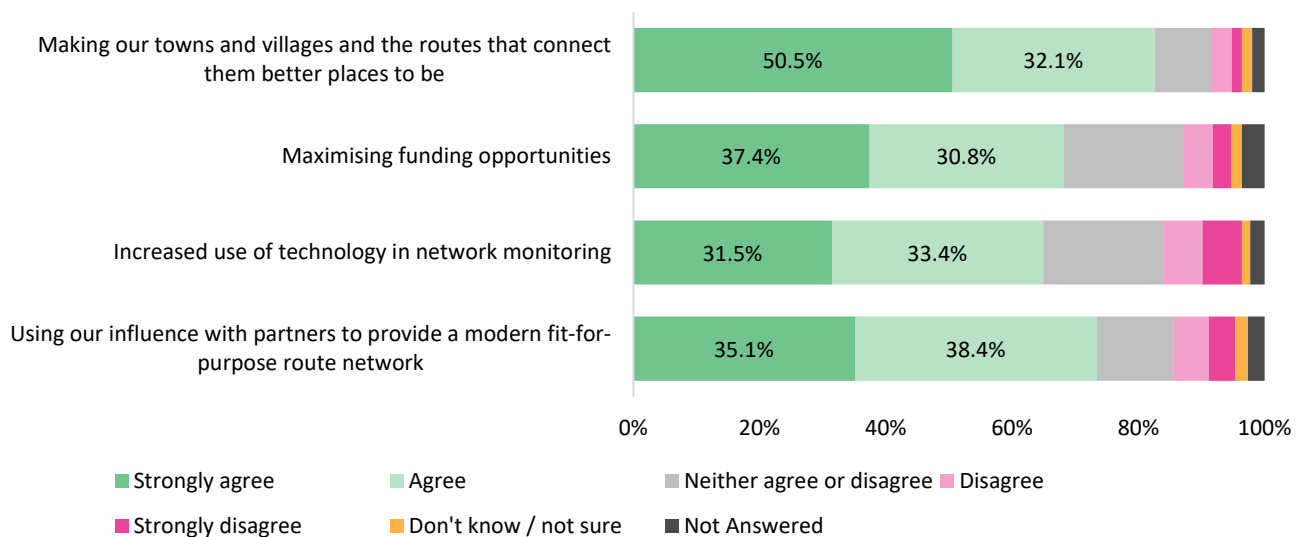
The extent to which respondents agreed that the proposed Motor Vehicles Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 8 shows, 64.3% (n=196) agreed (either agreed or strongly agreed) with its inclusion, whilst 13.1% (n=40) disagreed (either strongly 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).

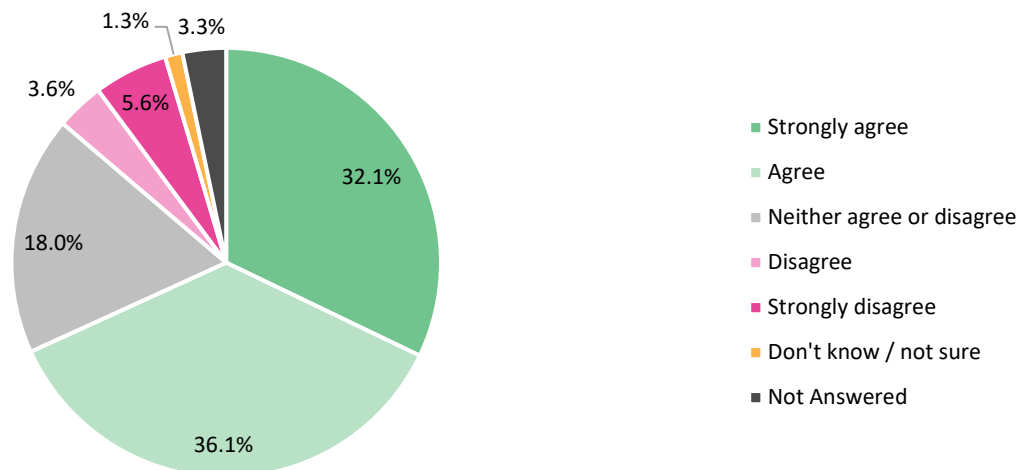
PROPOSED MANAGING SPACE STRATEGY

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

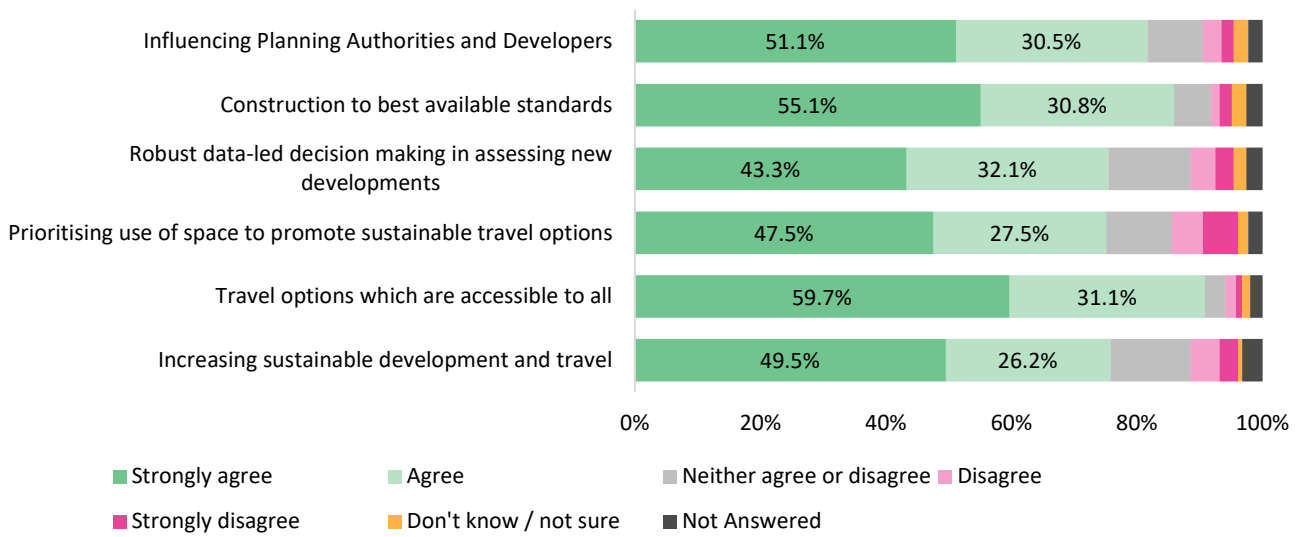
First, the extent to which respondents agreed that the proposed Managing Space Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 10 shows, 68.2% (n=208) agreed (either agreed or strongly agreed) with its inclusion, whilst 9.2% (n=28) disagreed (either 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).

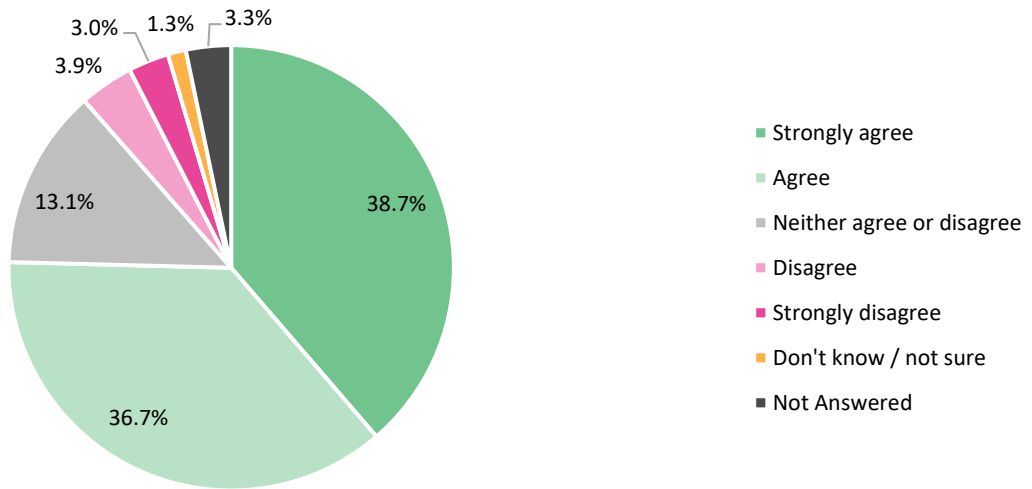
PROPOSED SAFER TRAVEL STRATEGY

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.

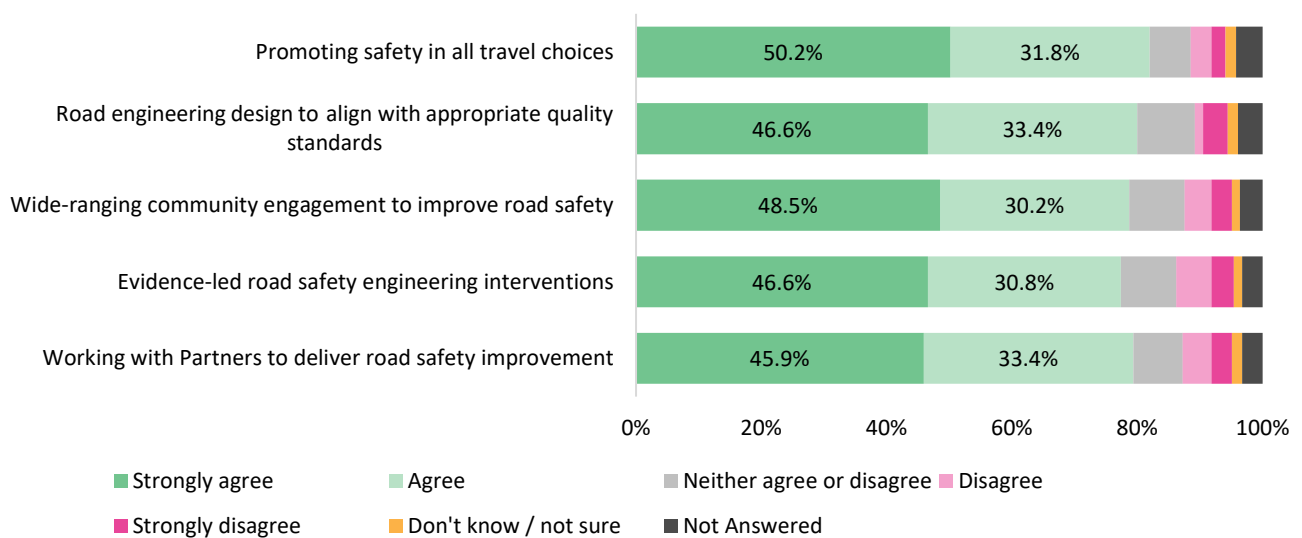
Figure 12. To what extent do you agree that the proposed Safer Travel Strategy should be a key strategy within LTP4?



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).

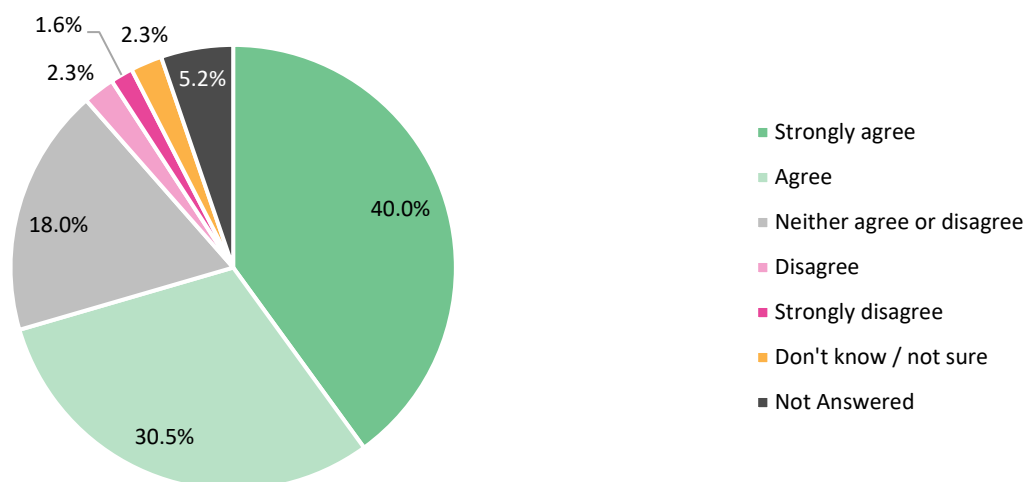
PROPOSED FREIGHT STRATEGY

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

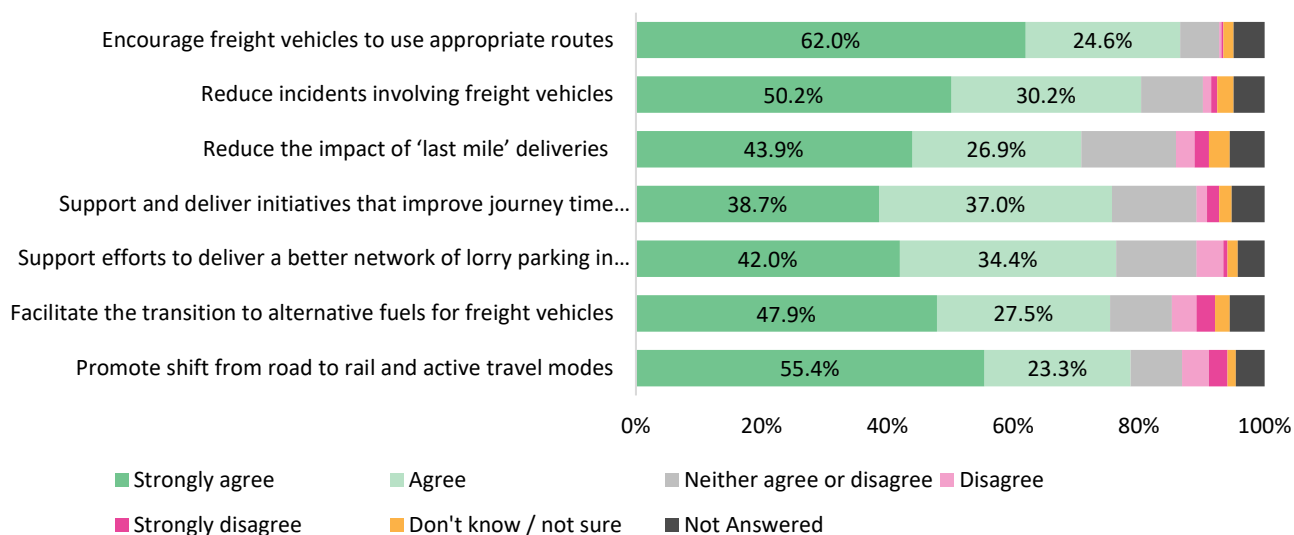
The extent to which respondents agreed that the proposed Freight Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 14 shows, 70.5% (n=215) agreed (either agreed or strongly agreed) with its inclusion, whilst 3.9% (n=12) disagreed (either strongly disagreed 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>

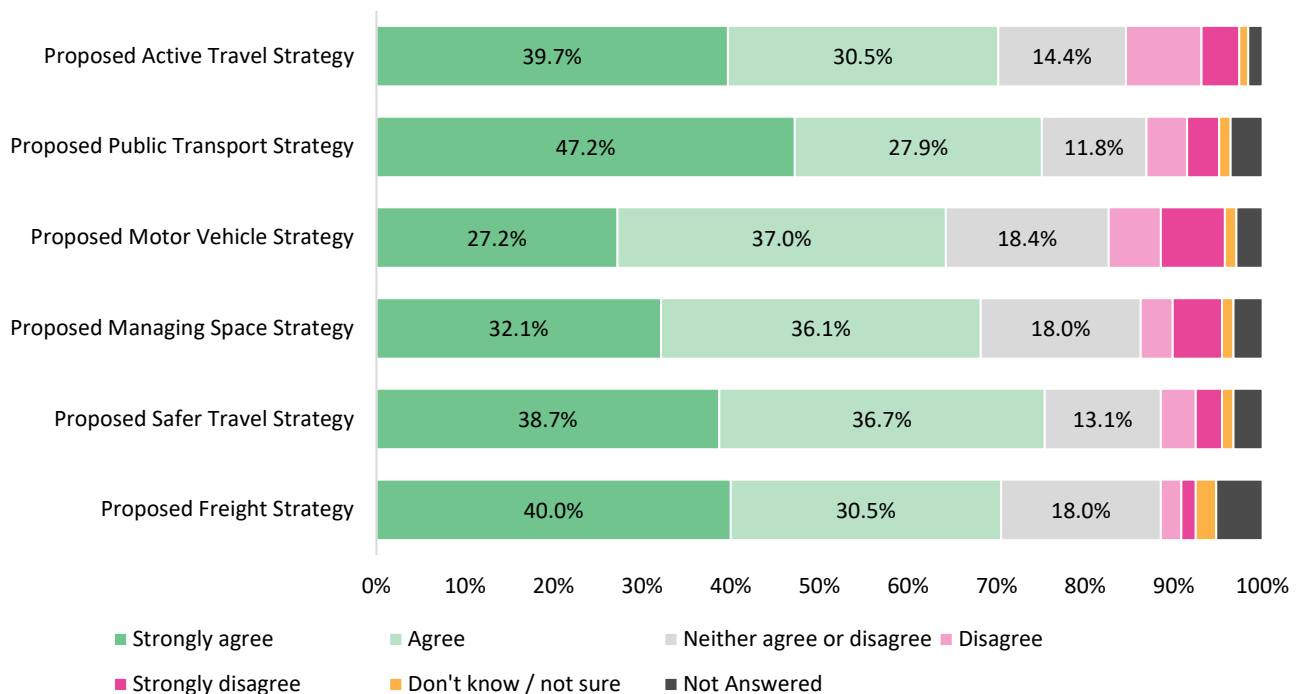
		<i>for company cars and freight vehicles) should be included in the new build of any distribution centre to facilitate future use of this technology”</i>
Joined up thinking / collaborative working	10 (11.2%)	<i>“Please, please, please joined-up thinking and working together” “Freight is a tricky one, 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.

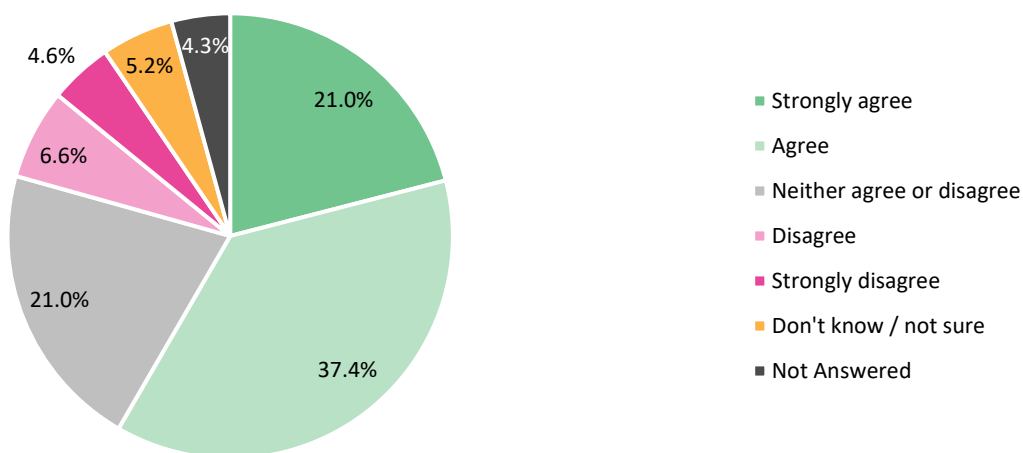
Figure 16. To what extent do you agree that the individual proposed key strategies should be a key strategy within LTP4?



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>

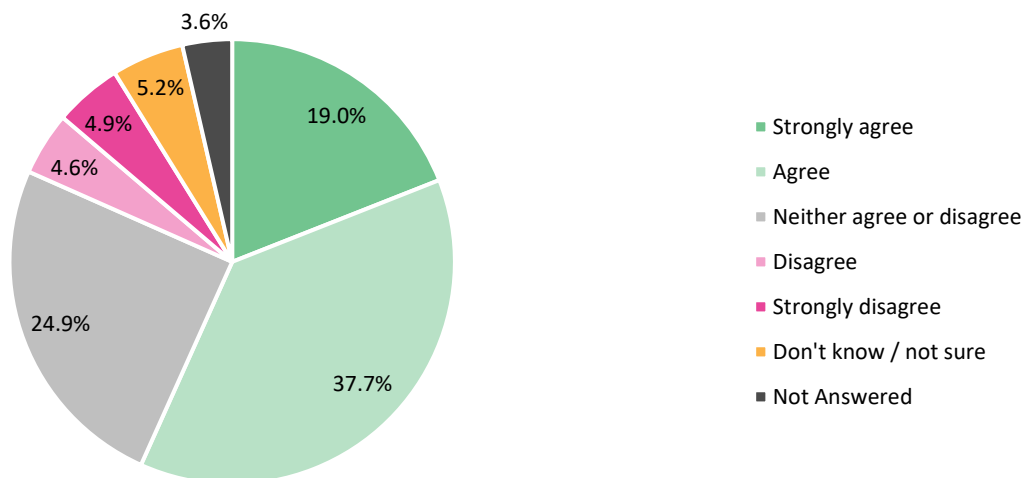
Concerns around housing developments / population growth	10 (16.7%)	<p><i>“How is the demand for housing being monitored to determine the accuracy of previous forecasting? I worry that areas of Warwickshire are being spoilt by overly dense housing developments at the expense of local environments, just 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 infostructure 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

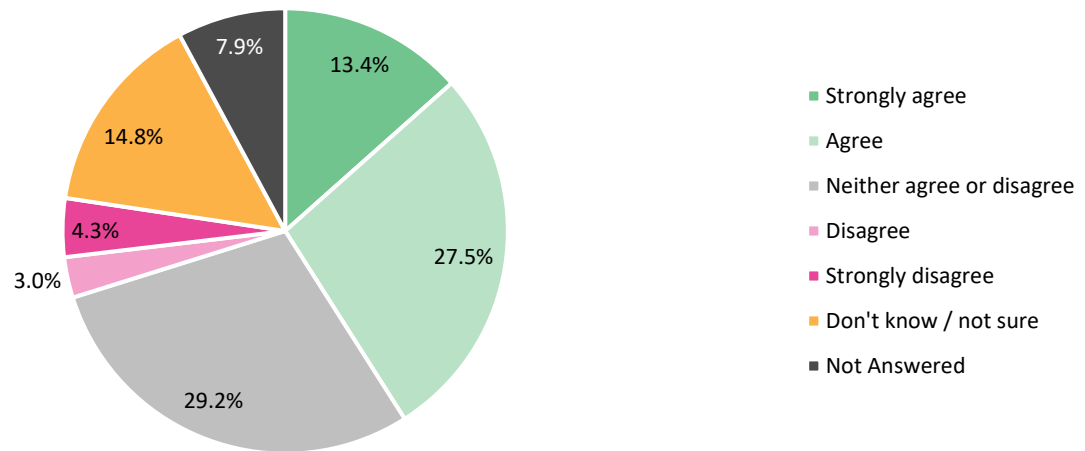
The Integrated Sustainability Appraisal (ISA) considers the impacts of the proposals on people and the environment. It then suggests ways to reduce and monitor these impacts. The ISA combines the following assessments:

- 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



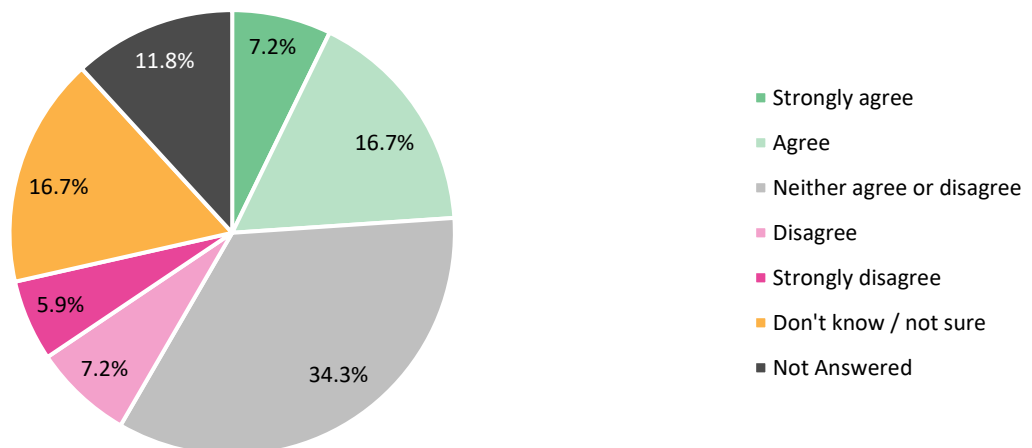
Further to this, respondents could utilise the open text box to explain why they had answered this way. In total, just 37 respondents gave a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

- 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:

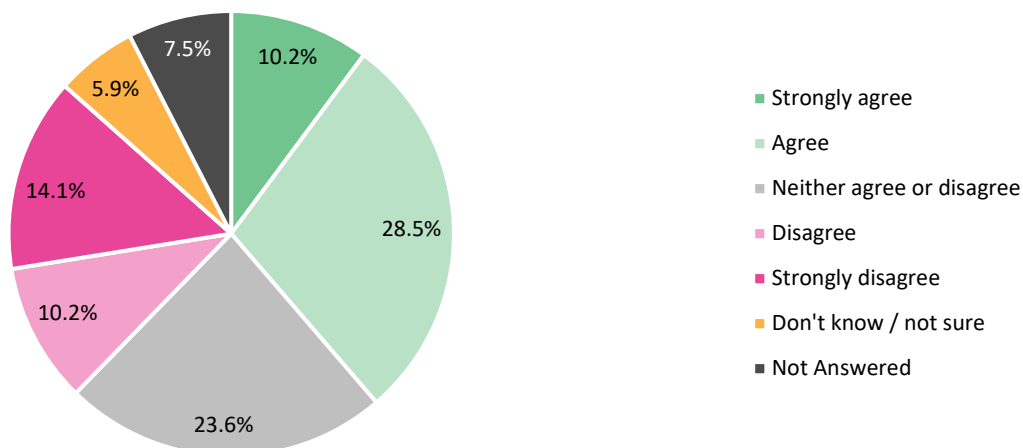
- Environmental factors:
 - *"Impacts on flood management"*
 - *"Climate change will be one of the most important challenges facing us, hence the relevance in it being prominent in Sustainability Appraisals"*
 - *"It is vital that important habitats are completely protected"*
- Population/demographic 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"*

		<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%	