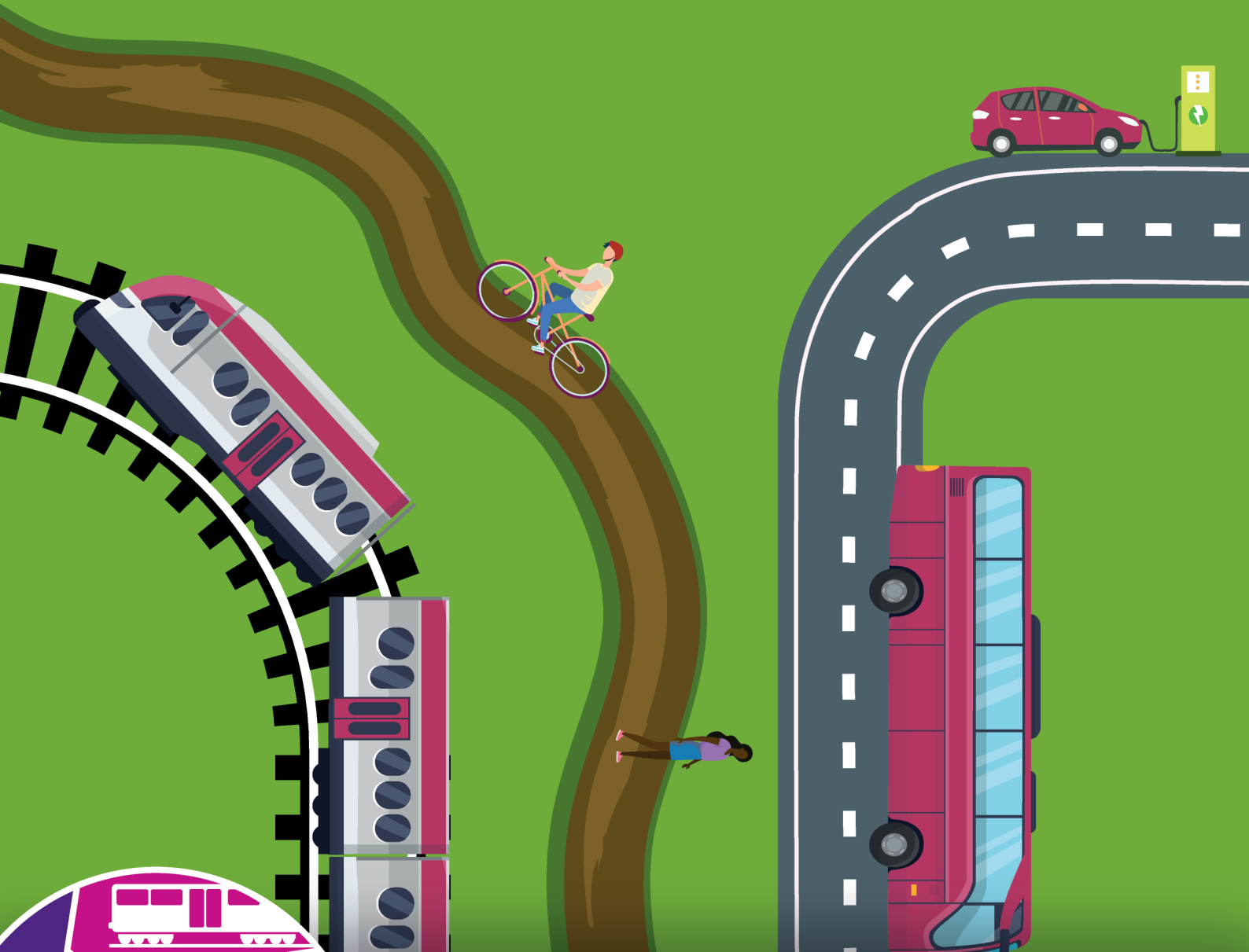


A new Local Transport Plan for Warwickshire

LTP4



Warwickshire
County Council

Core Strategy Warwickshire's Transport Vision

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

Vibrant Economy & Places



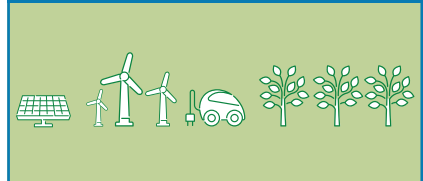
Right jobs, training, future skills, education, infrastructure and places

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

We have consulted widely with key stakeholders and the public. As a result of these consultations, we believe that transport policy and intervention in Warwickshire should be based around the following four key themes.



Environment

Travel choices which contribute to Carbon Net Zero and leave no negative impacts on our environment



Wellbeing

A range of transport options which provide safety, comfort and health for users and those affected by transport



Place

Urban and rural areas, and the connections between them, where transport choices work sustainably with the local environment



Economy

A modern, flexible economy which is supported and strengthened by transport options

Working with Warwickshire's Communities

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

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

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



The Present in the UK

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

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

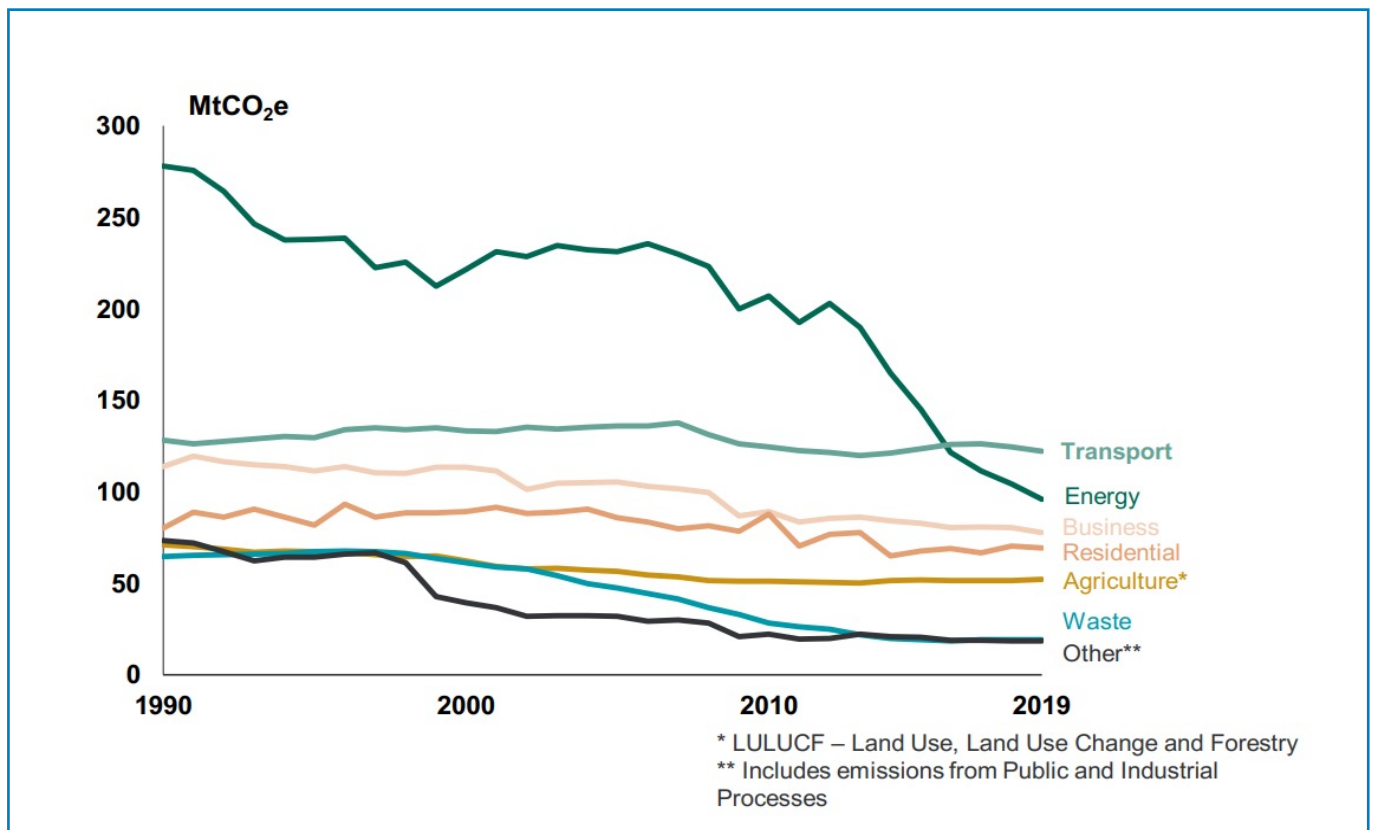


Figure 1. The contribution of carbon dioxide equivalent from different sectors in the UK over the last three decades.

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

Growth in private vehicle use

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

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

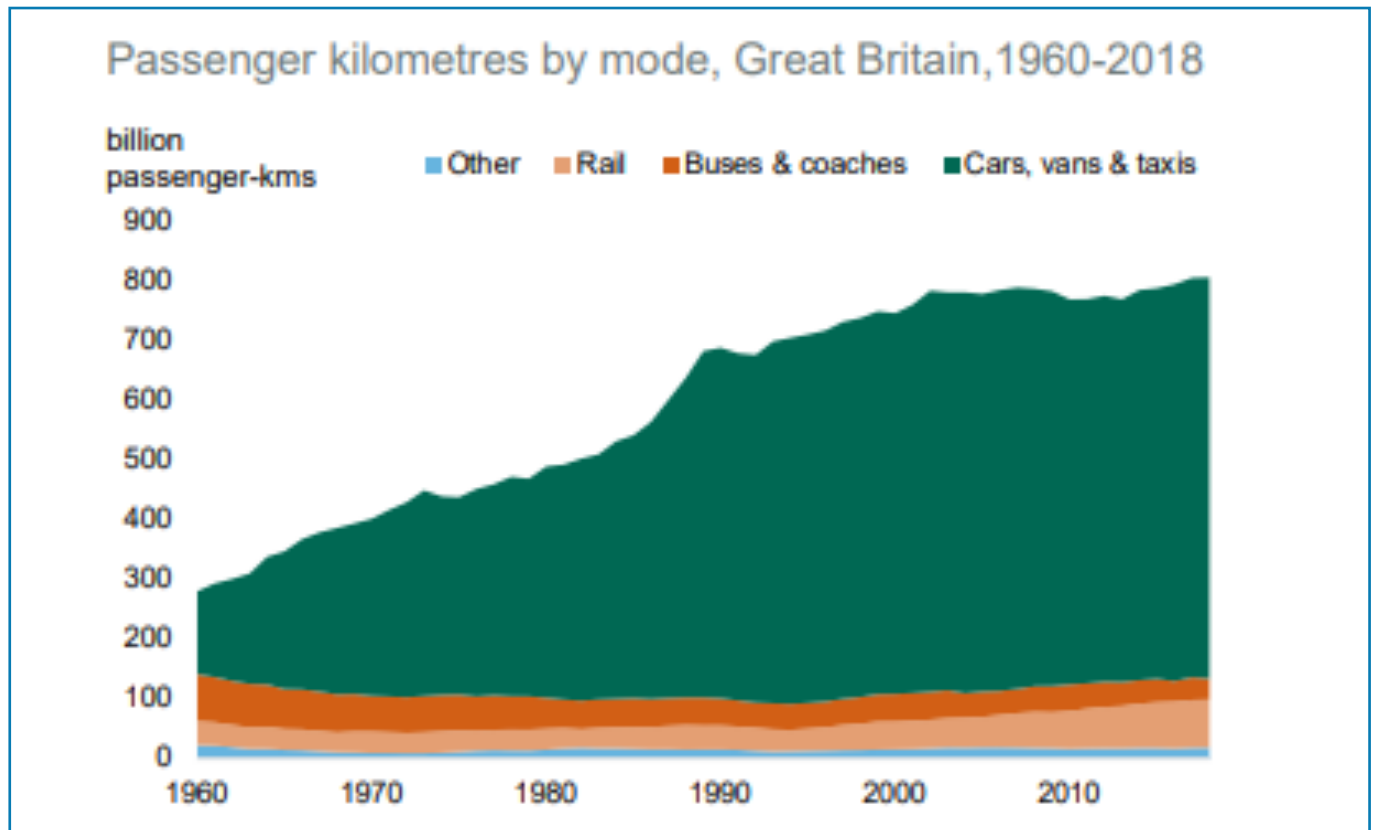


Figure 2. The growth in private vehicle usage as expressed in billions of passenger kilometres since 1960.

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

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

The Picture in Warwickshire

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

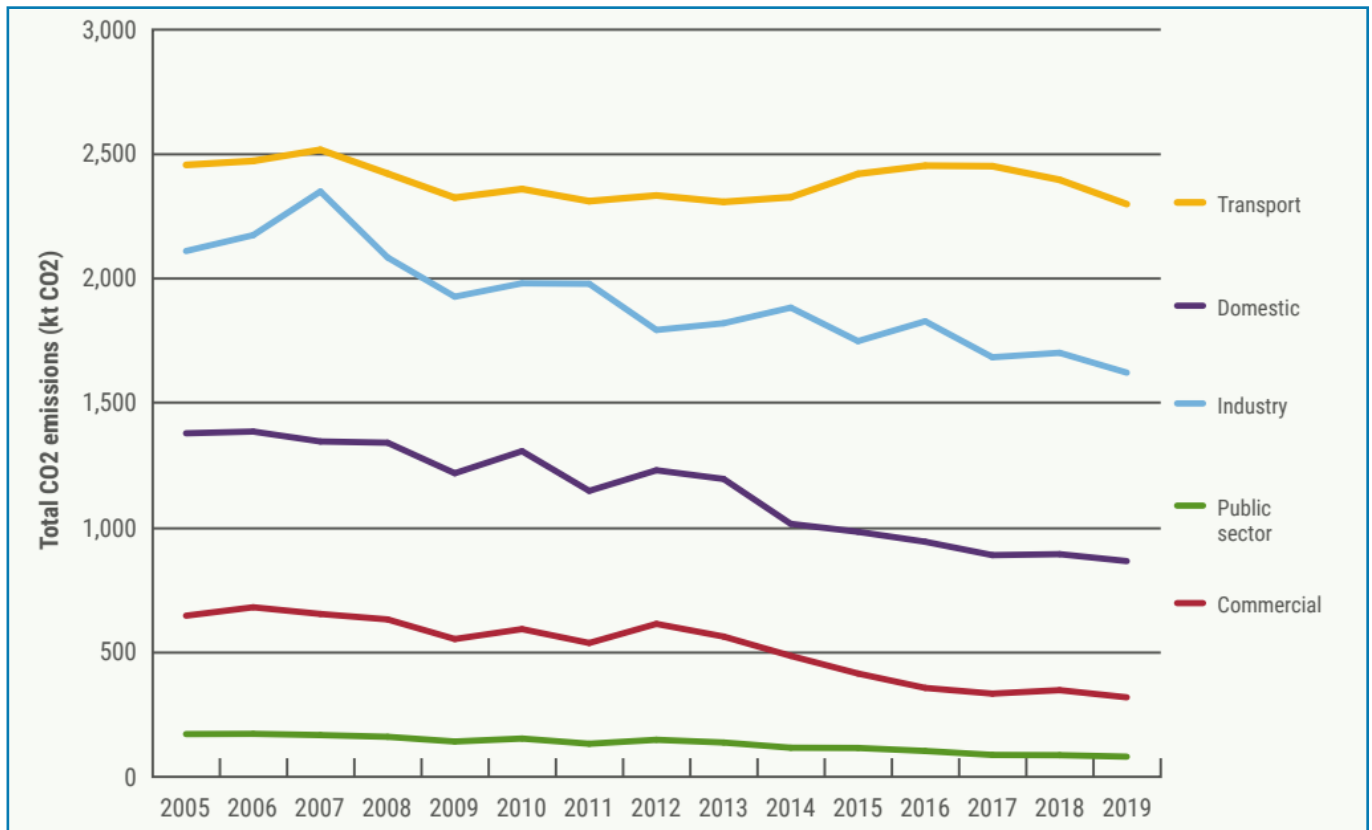


Figure 3. The contribution of carbon dioxide equivalent from different sectors in Warwickshire since 2005.

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

Citizens’ Panel member

The Need for Action

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

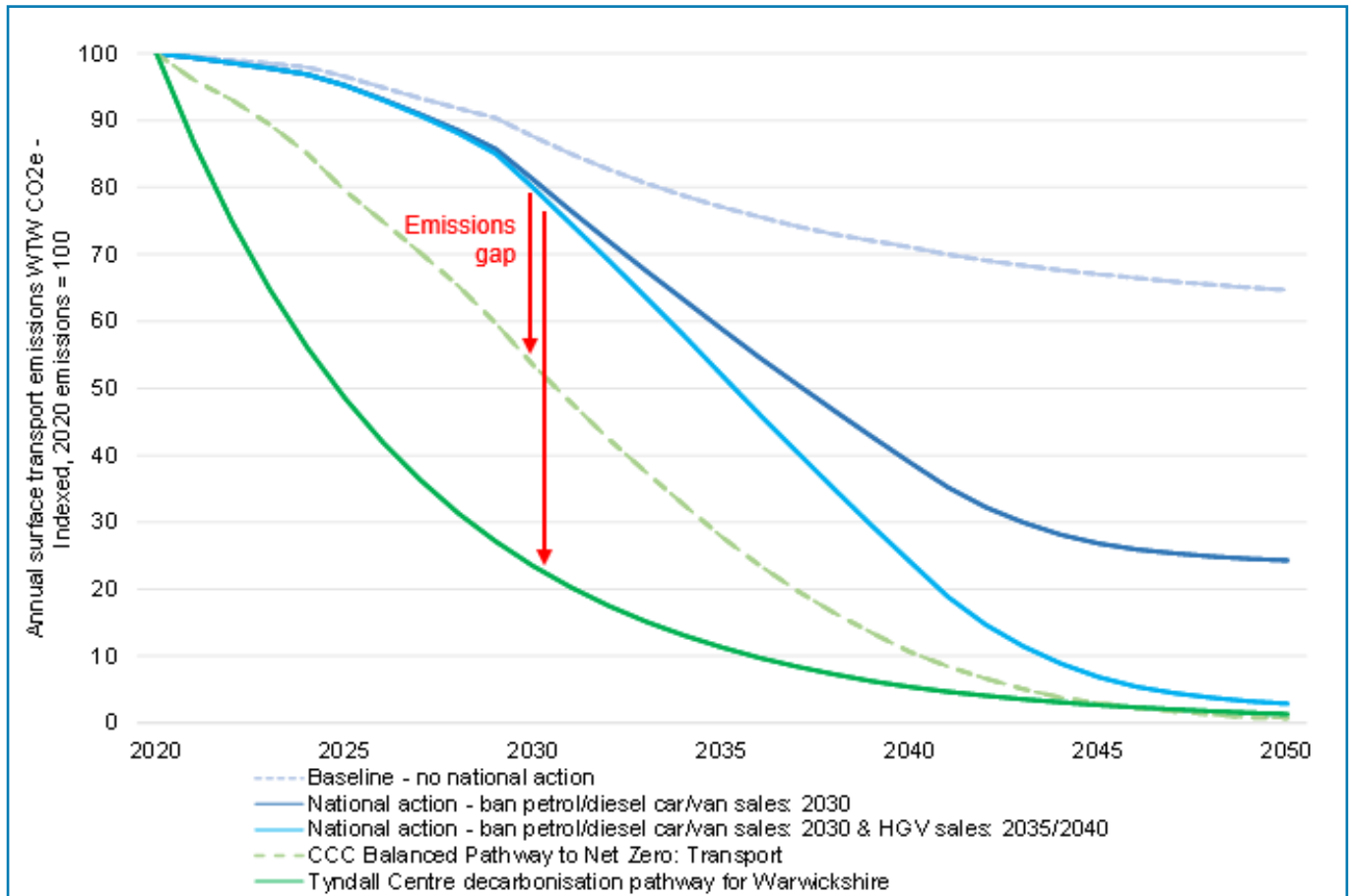


Figure 4. Warwickshire's transport carbon dioxide emissions challenge under different intervention scenarios.

Warwickshire Is Not Alone

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

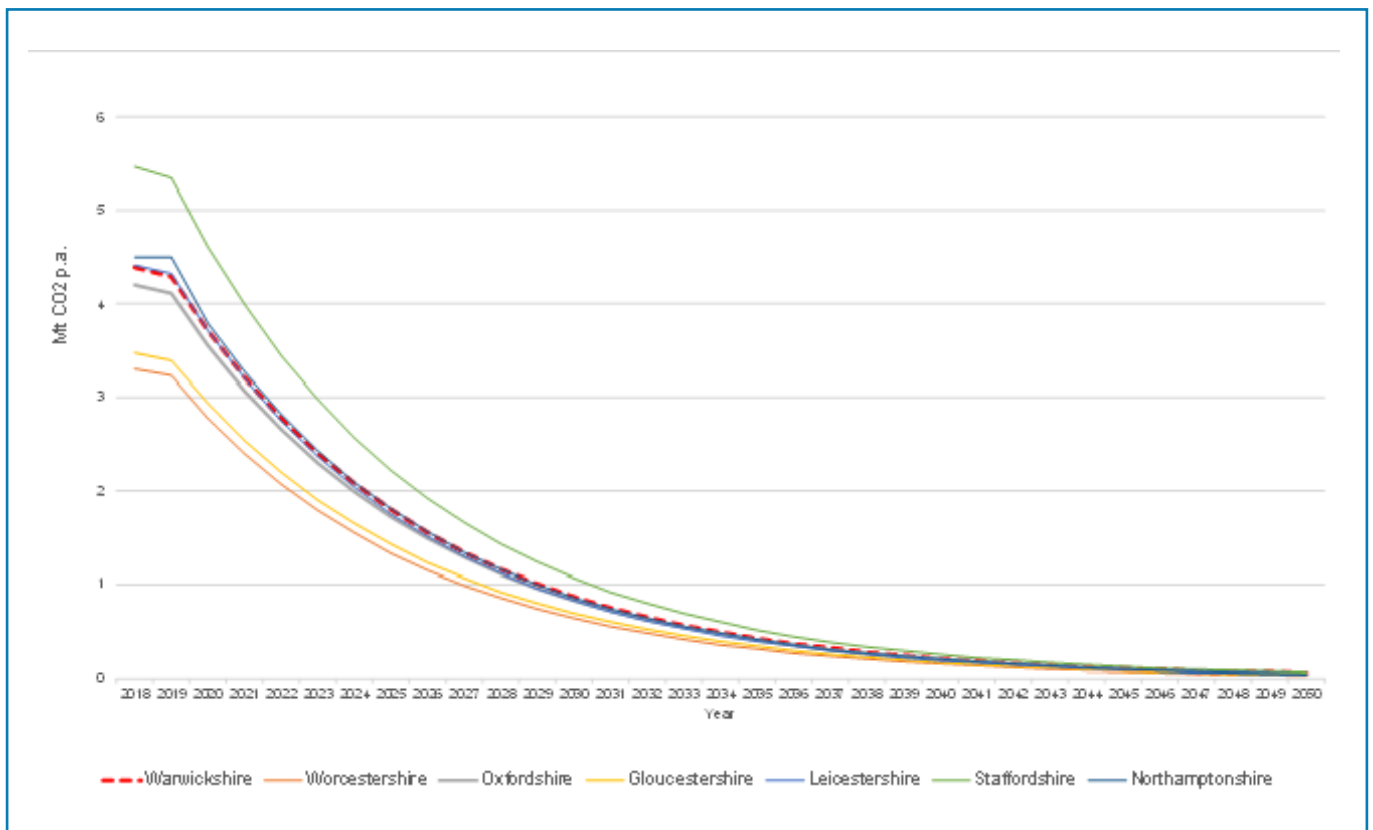


Figure 5. Warwickshire's transport carbon dioxide emissions challenge is similar to those of neighbouring shire counties.

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

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

The Challenges

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



Environment

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



Wellbeing

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



Place

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



Economy

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

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

Citizens' Panel member

Future Impacts on Transport

Predicted changes in the transport sector

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

Anticipated changes in society

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

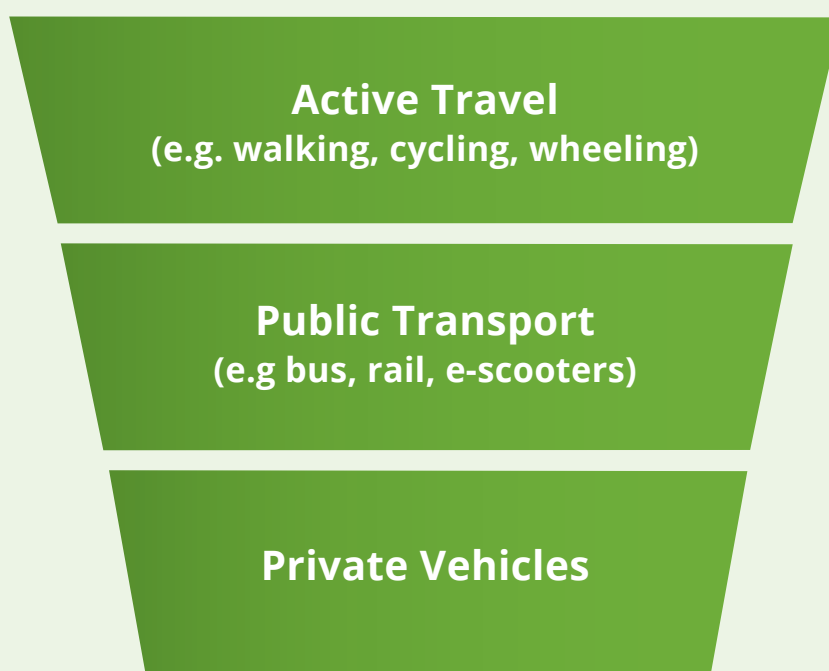
This strategy aims to allow the council to target resources and investment at transport interventions that overcome these challenges.

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

Travel Choices Hierarchy

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

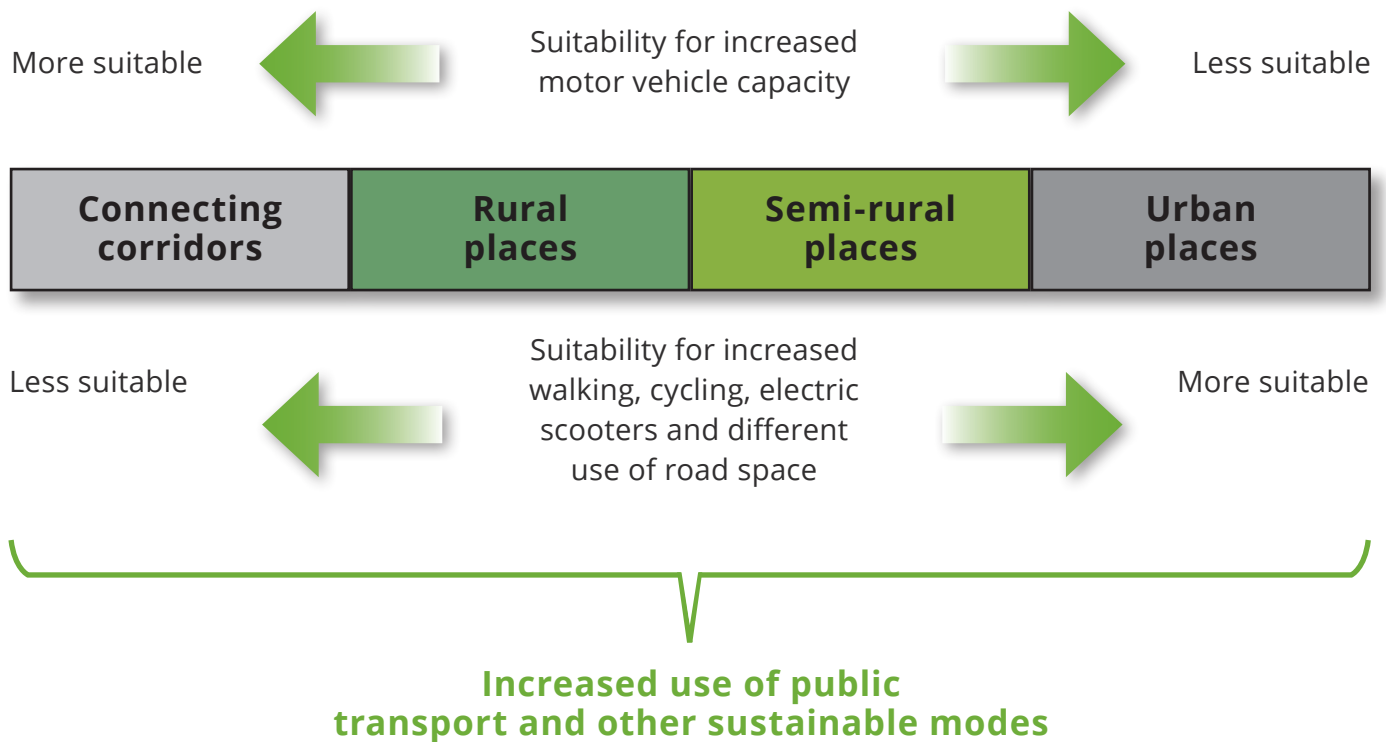
We intend to do this with a transport hierarchy that can deliver on our aim for sustainable travel throughout Warwickshire without impacting on economic vitality:



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

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

A flexible, tailored approach to transport changes



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

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

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

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

Benefits of reducing vehicle usage

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

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

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

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

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

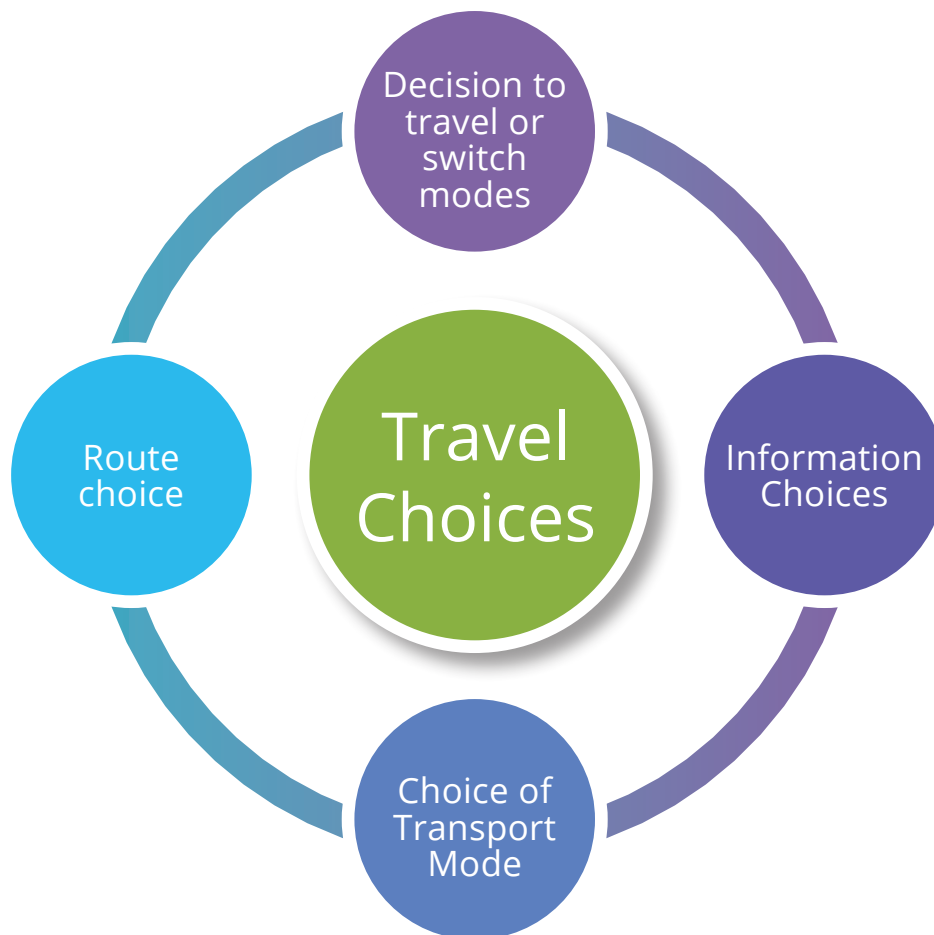


Progress towards our aims is dependent on encouraging those travelling in and through Warwickshire to adopt different methods of travel. This will include active travel or public transport where possible as an alternative to the car.

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

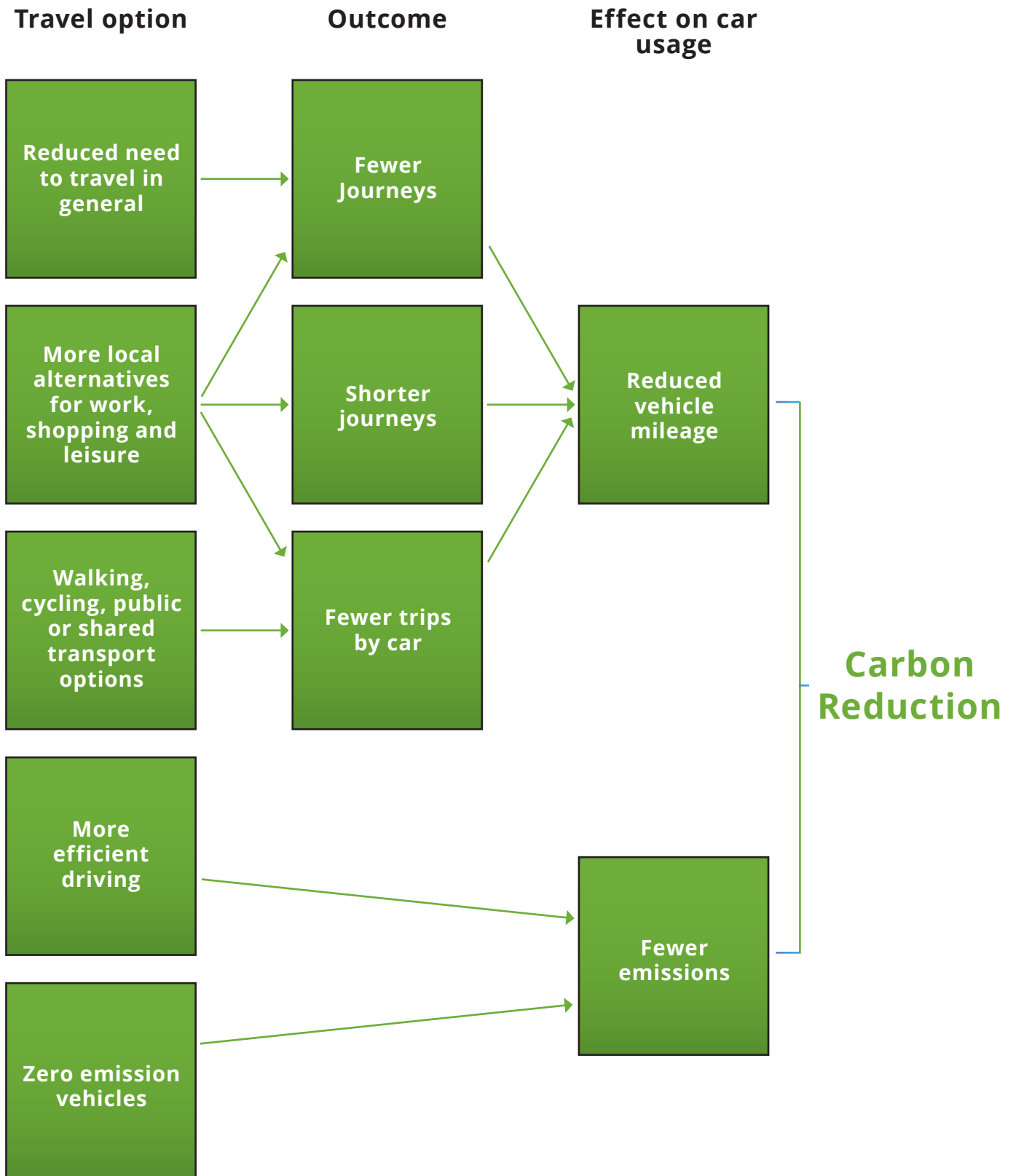
Within Warwickshire County Council's remit, we will promote these changes by enabling people to make meaningful travel choices that allow them to travel throughout Warwickshire safely and sustainably.

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



Travel choices to reduce carbon

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



Key Policies

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

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

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

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

KP3 - Decarbonising transport and transport related infrastructure

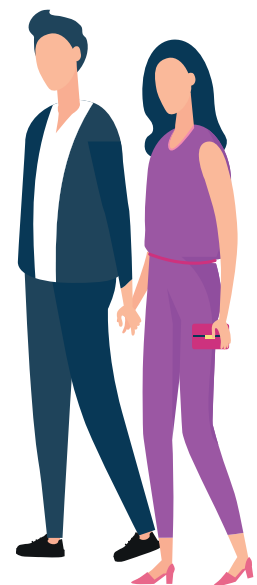
Transport contributes a greater proportion of carbon emissions than any other sector. WCC will pursue actions and objectives that seek to reduce pollution in general, and carbon emissions in particular, through a range of interventions. Car dependency will be discouraged, where suitable, in favour of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

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

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

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

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

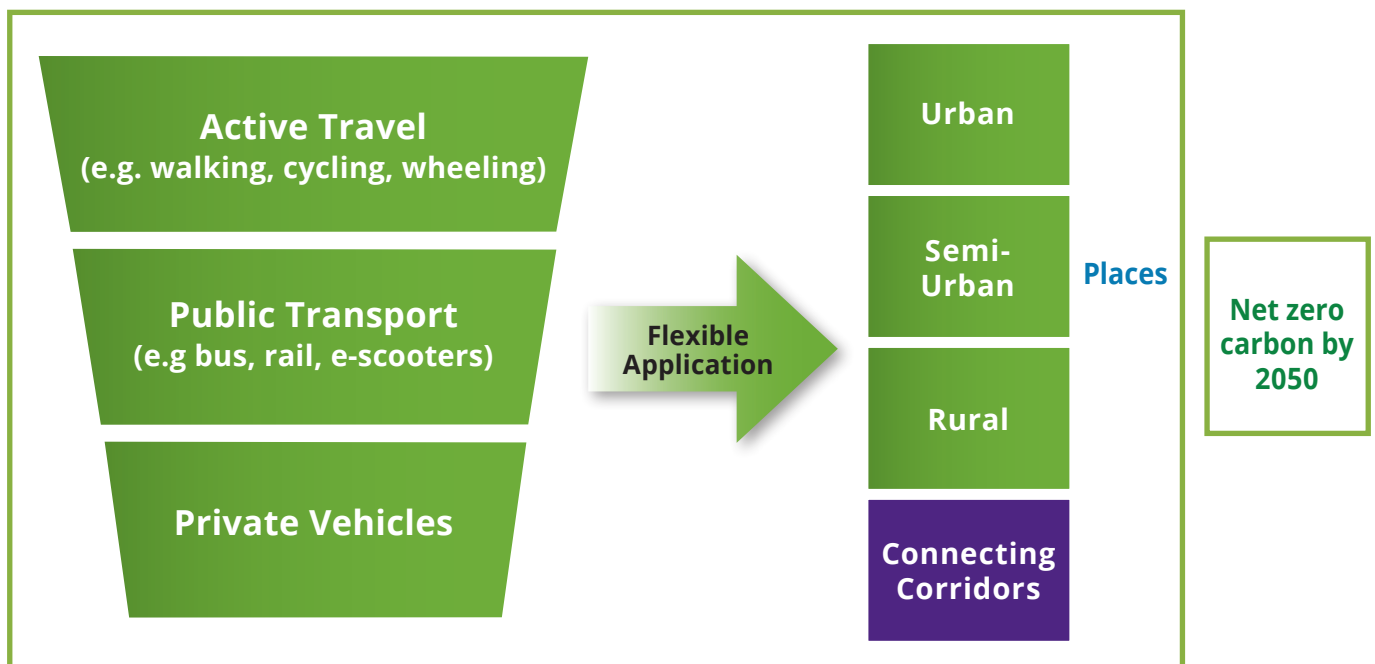


We want our Local Transport Plan to reflect the latest needs of those travelling in Warwickshire.

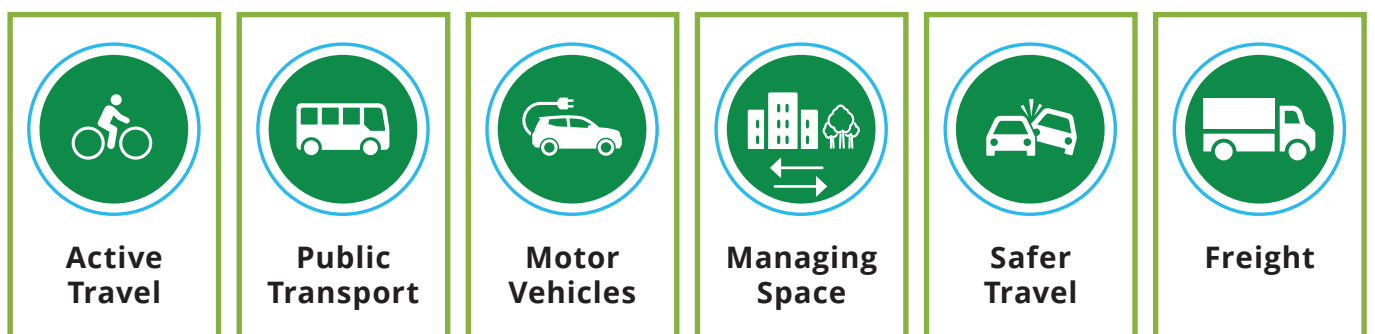
We aim to do this by facilitating meaningful Travel Choices that deliver benefits in line with our key themes and encourage the use of sustainable methods of transport.



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



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



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



Active Travel

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

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



Public Transport

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

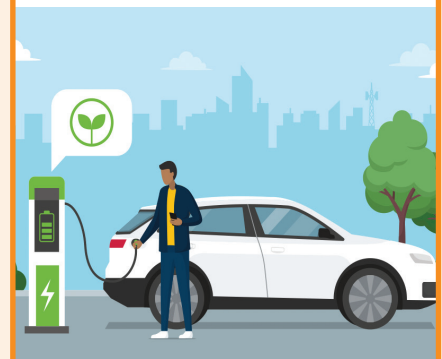
- Bus
- Rail
- Very Light Rail (eg trams)
- E-scooters
- Informal car sharing
- Car clubs – organised, formal car sharing facilities



Motor Vehicles

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

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



Our remaining key strategies are shown below.



Managing Space

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

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



Safer Travel

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

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



Freight

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

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



Policy Implementation

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

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

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

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

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

Active Travel Strategy



Overview

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

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



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



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



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



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

Citizens’ Panel member

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

Citizens’ Panel member

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

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

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



Active Travel Policies

Policy Position AT1

Improving accessibility and attractiveness of active travel options

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

Measures may include:

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

Policy Position AT2

Better, safer routes for walking and cycling

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

The Council will do this through:

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

Policy Position AT3

Information and Promotion

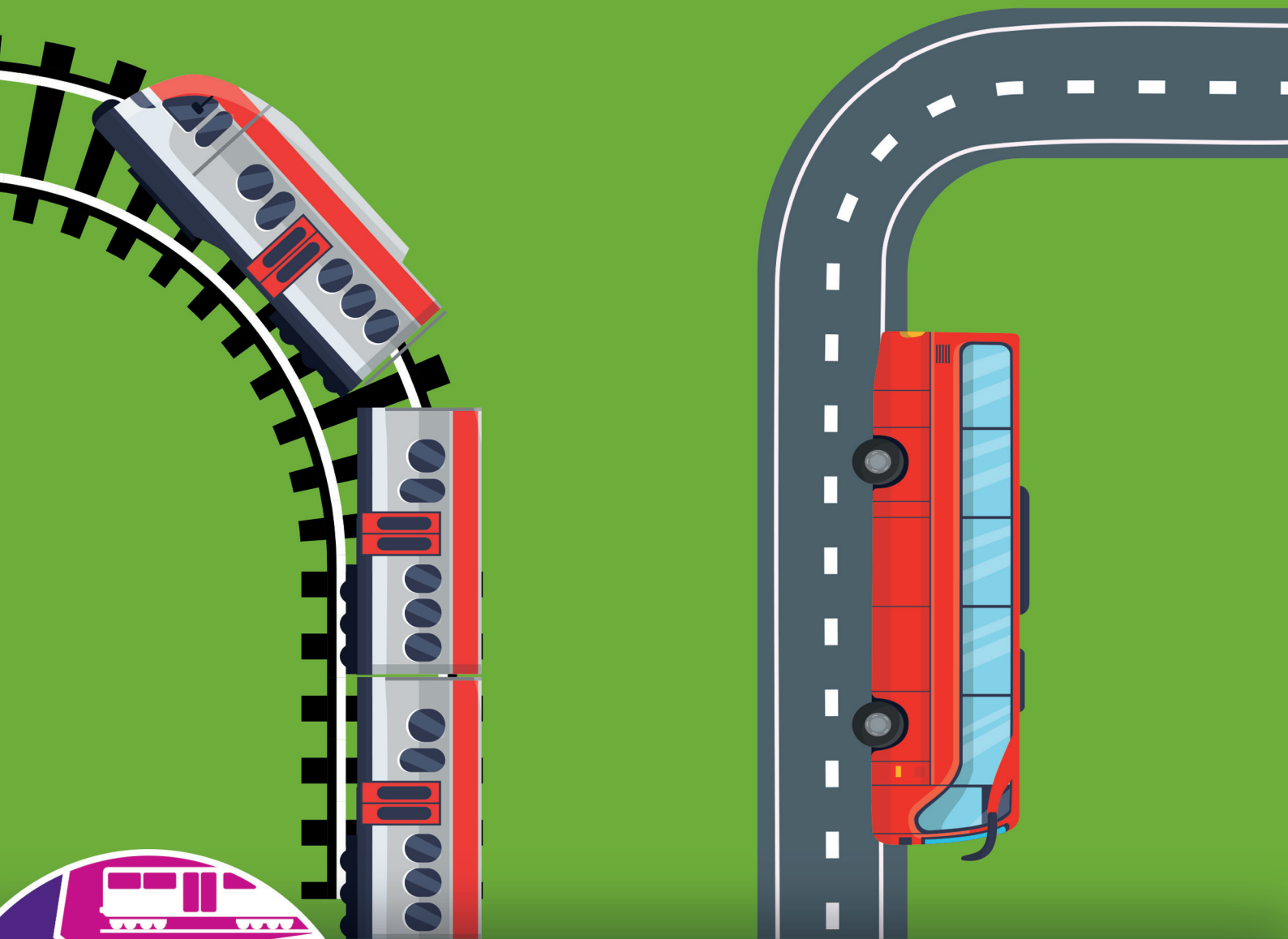
The benefits of active travel choices in terms of physical and mental wellbeing, and the economic and environmental advantages, are well known. But it is not enough to build better cycling and walking routes and expect people to use them. WCC will use all communication methods to provide information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

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

Citizens' Panel member



Public Transport Strategy



Overview

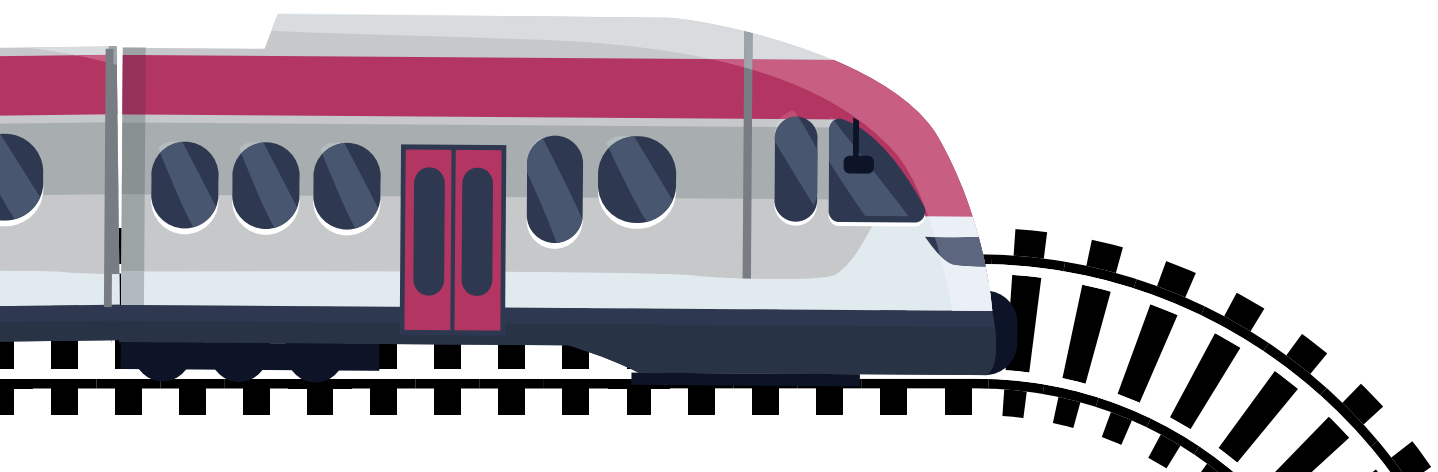
Public transport services in Warwickshire make significant contributions to the local economy, business and local community, making Warwickshire an attractive place to live, work and visit.

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

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

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

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



Existing Transport Network

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

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

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



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

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

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

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

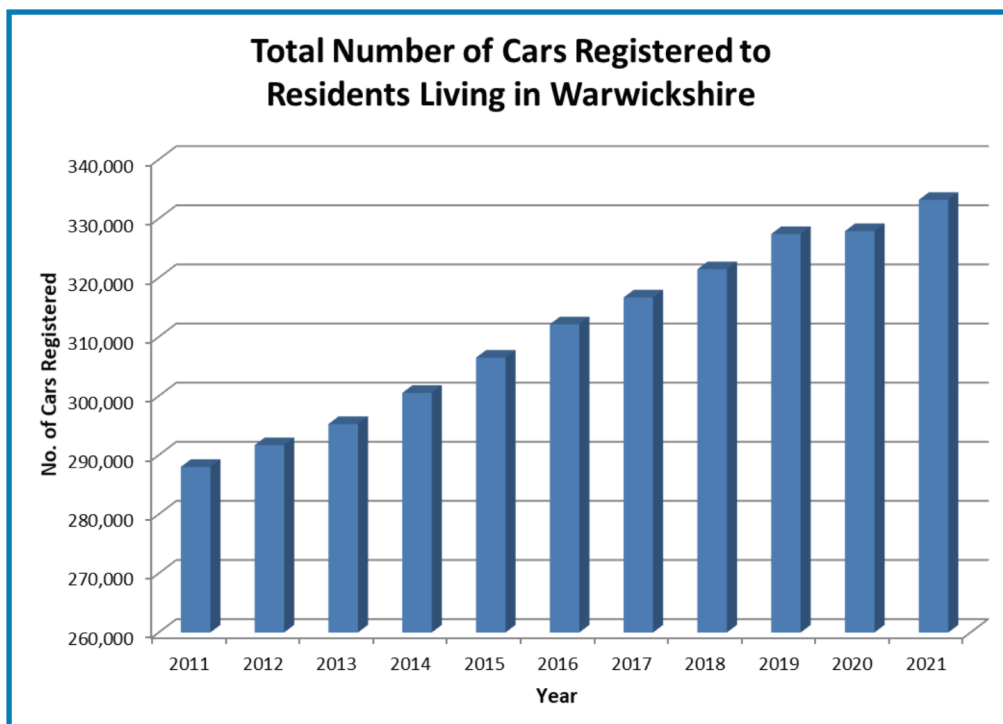
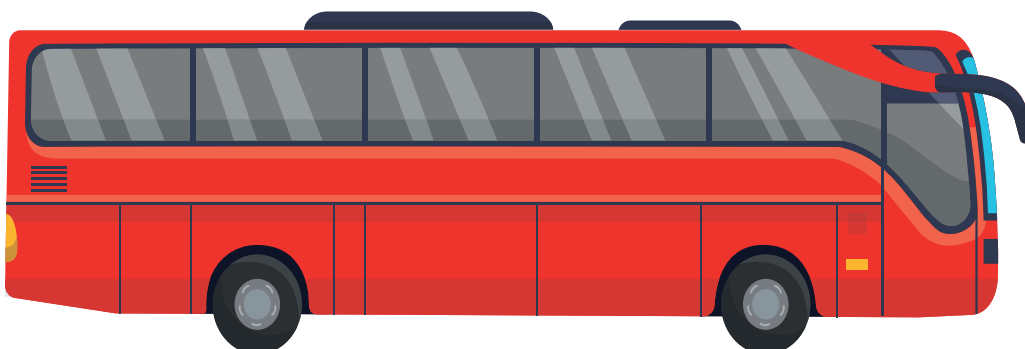


Figure 6. Increase in number of cars registered in Warwickshire 2011 to 2021.



A Public Transport Network for the future

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

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

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

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

Our ultimate ambition is for:

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

WCC role in supporting the bus network

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

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

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

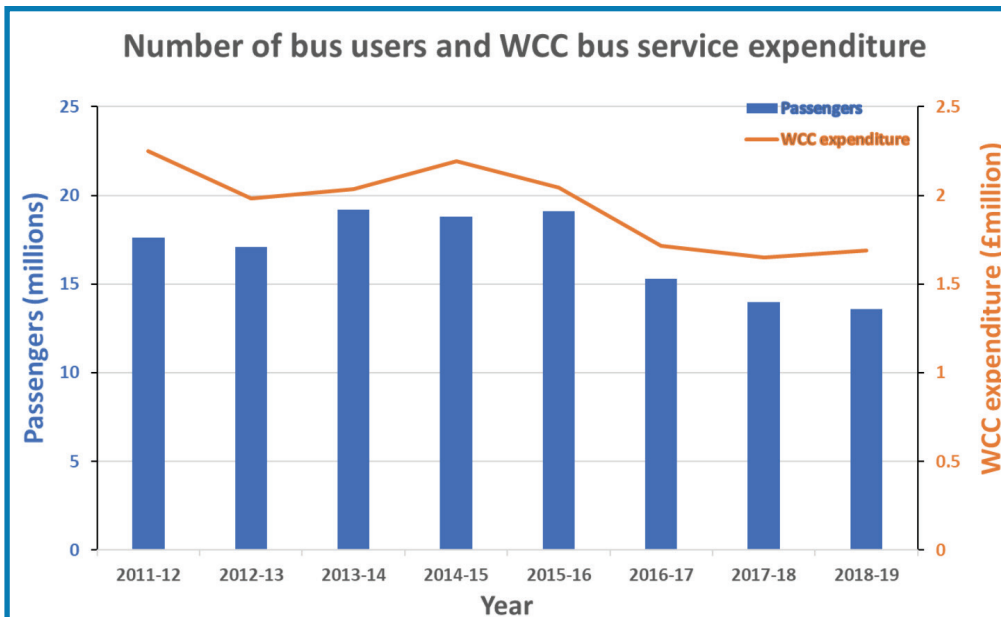


Figure 7. A comparison of bus patronage with Warwickshire County Council bus service expenditure.

Public Transport Policies

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

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

Policy Position PT1

Working with partner organisations to improve public transport

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

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



Policy Position PT2

Improved accessibility and attractiveness of public transport as a travel choice

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

Policy Position PT3

Information and ticketing

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

Policy Position PT4

New developments and connectivity to public transport services

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

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

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

Policy Position PT5

Community Rail Partnership

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

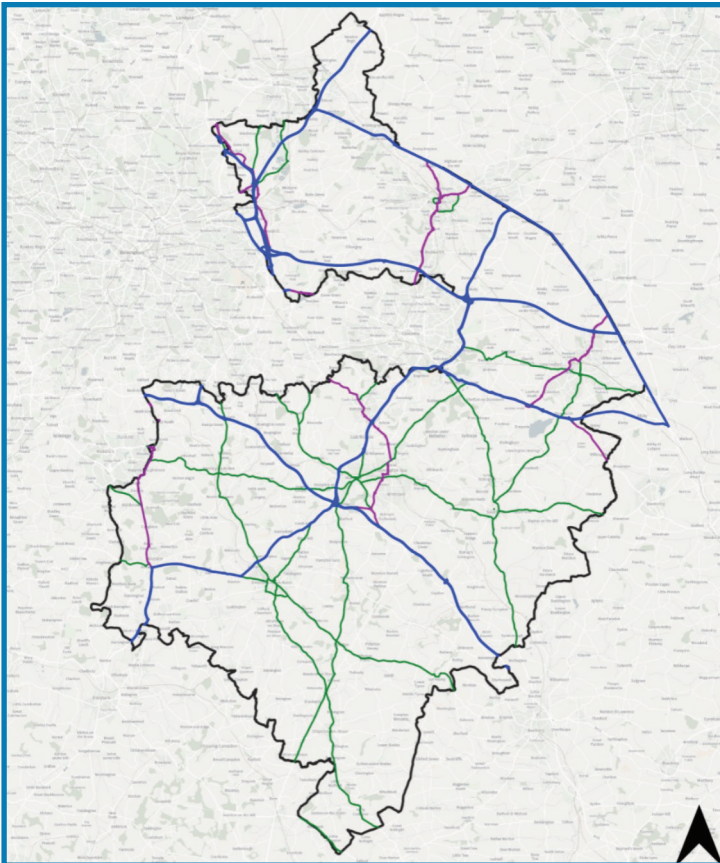


Motor Vehicle Strategy



Overview

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



Legend

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

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

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

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

Warwickshire's Road Network

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

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

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

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



Network Management

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

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

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



Road travel in Warwickshire

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

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

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

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

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

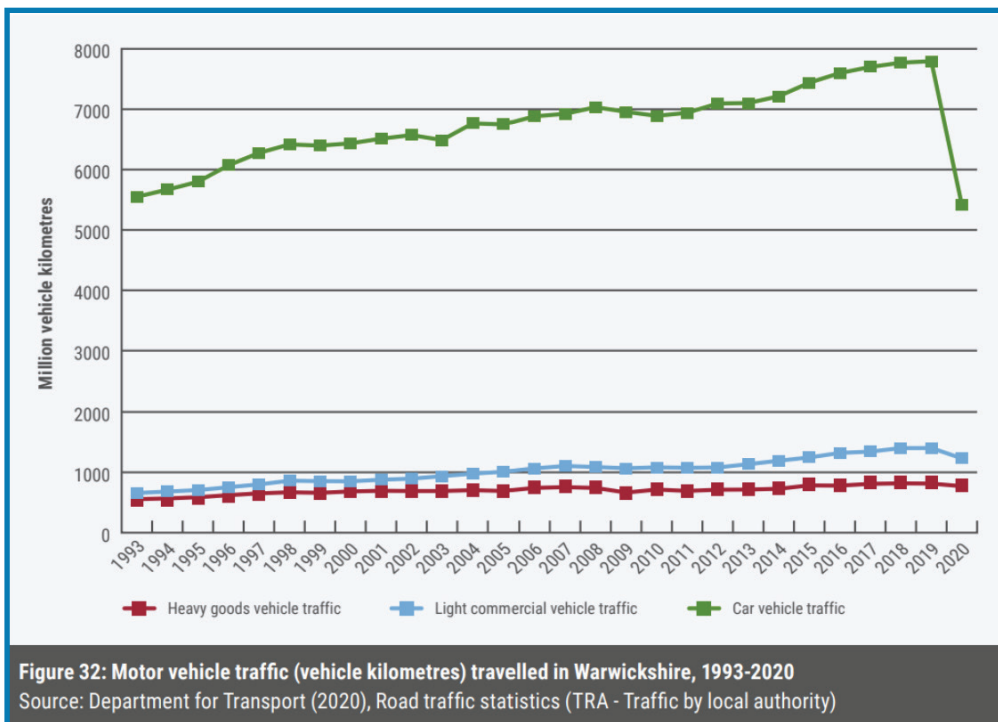


Figure 8. Motor vehicle traffic in Warwickshire by vehicle type (cars, light goods vehicles, heavy goods vehicles)

Motor Vehicle Policies

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

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

Policy Position MV1

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

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



Policy Position MV2

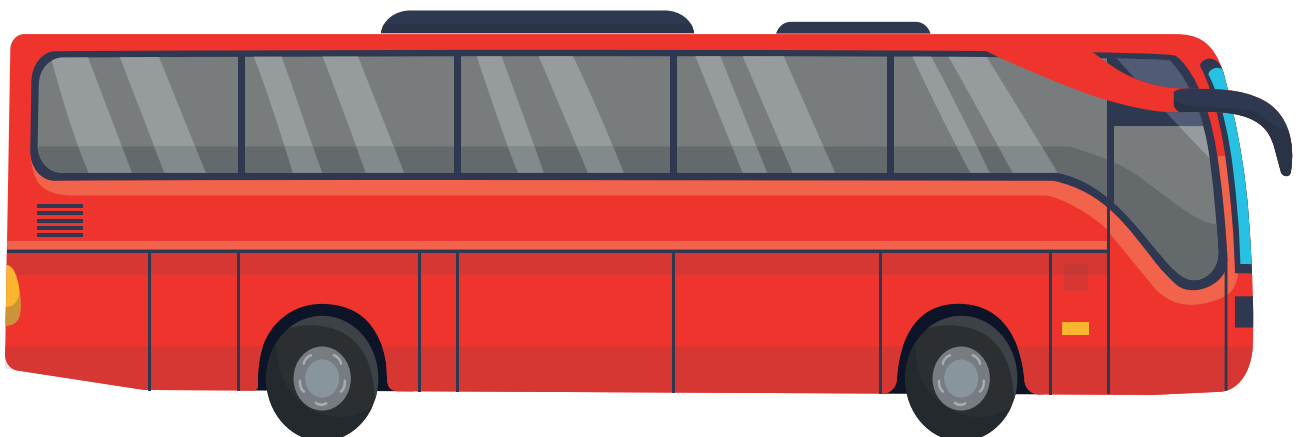
Increased use of technology in network monitoring

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

Policy Position MV3

Maximising funding opportunities

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



Policy Position MV4

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

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

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

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

Examples of interventions may include:

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



Managing Space Strategy



Warwickshire
County Council

Overview

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

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

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

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

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

Citizens' Panel member



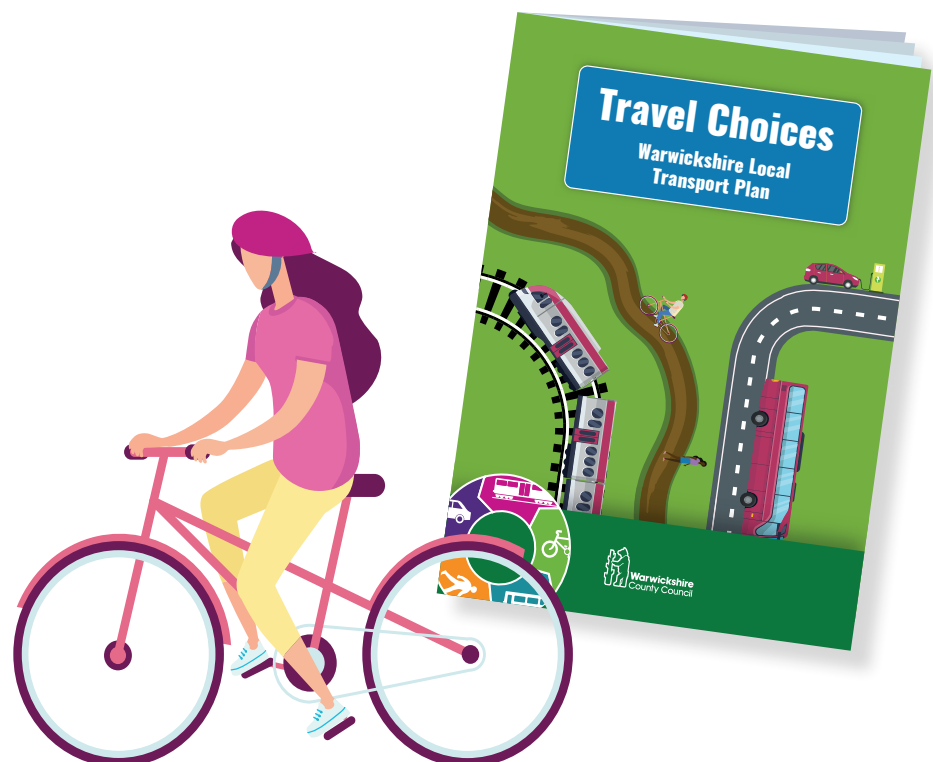
Planning and Development

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

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

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

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



Routes

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

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

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

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

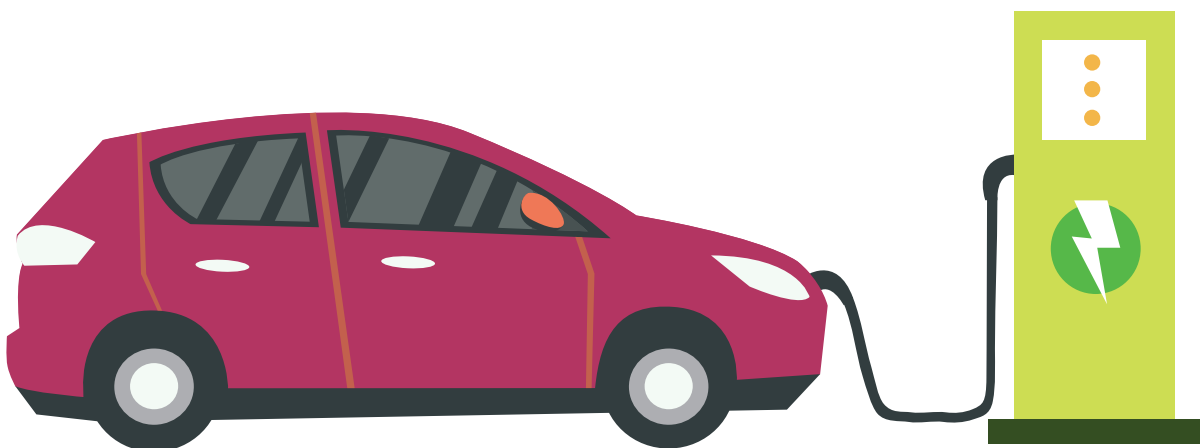


Places

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

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

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



Managing Space Policies

Policy Position MS1

Increasing sustainable development and travel

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

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

Policy Position MS2

Travel options which are accessible to all

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

Policy Position MS3

Prioritising use of space to promote sustainable travel options

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

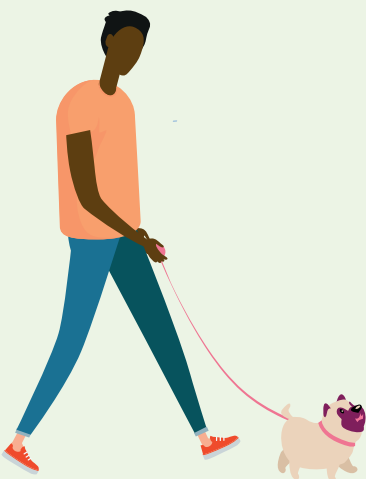
In more urban areas, space will be prioritised to promote public transport, cycling and walking and to facilitate non-polluting private vehicle transport. Reduced car dependency is a key aspiration in places where this is appropriate without adversely affecting people's lives. Communities where all daily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

Interventions may include:

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

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

Citizens' Panel member



Policy Position MS4

Robust data-led decision making in assessing new developments

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

Policy Position MS5

Construction to best available standards

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

Policy Position MS6

Influencing Planning Authorities and Developers

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

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

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

Safer Travel Strategy



Warwickshire
County Council

Overview


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

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

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

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

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



**"Love the opening paragraph
- everybody should reach
destination safe from harm".**

Citizens' Panel member

Road Safety Overview

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

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

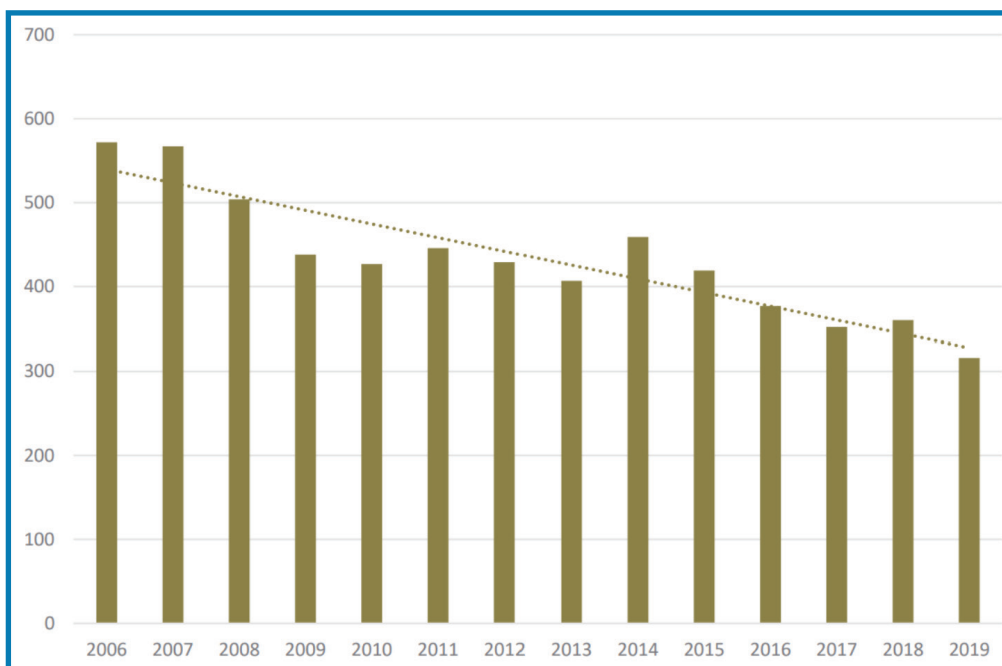


Figure 9. Number of people killed or seriously injured on Warwickshire's roads 2006 to 2019

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


Citizens' Panel member

Warwickshire Road Safety Partnership

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

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

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



"I love partnership working, it's the best way to get everyone working towards the same goal".

Citizens' Panel member

Wider Transport Safety

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

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

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

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



Safe Systems

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

Safe Systems is the term used internationally for an approach which

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

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

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

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

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



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

Safer Travel Policies

Policy Position ST1

Working with Partners to deliver road safety improvements

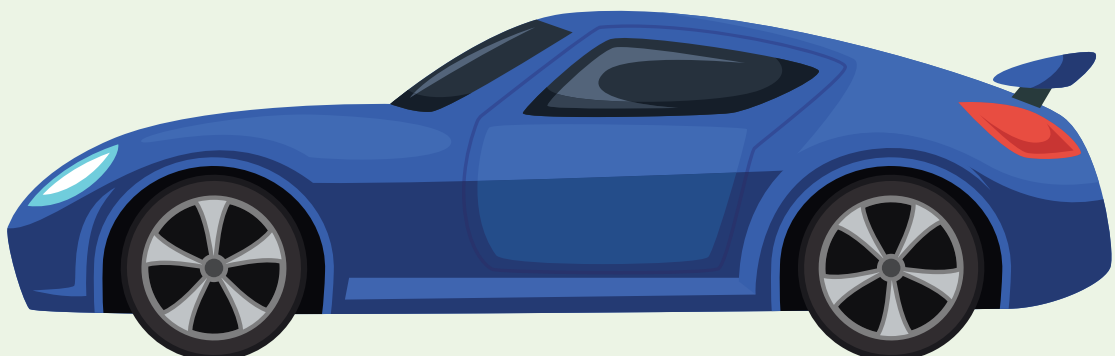
Warwickshire County Council (WCC) Road Safety teams will own and deliver the activities identified as their responsibility within the Warwickshire Road Safety Partnership strategy. We will engage fully with the process to create, manage and fulfil a successful WRSP.

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

Policy Position ST2

Evidence-led road safety engineering interventions

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



Policy Position ST3

Wide-ranging community engagement to improve road safety

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

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

Citizens' Panel member

Policy Position ST4

Road engineering design to align with appropriate quality standards

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

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

Policy Position ST5

Promoting safety in all travel choices

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

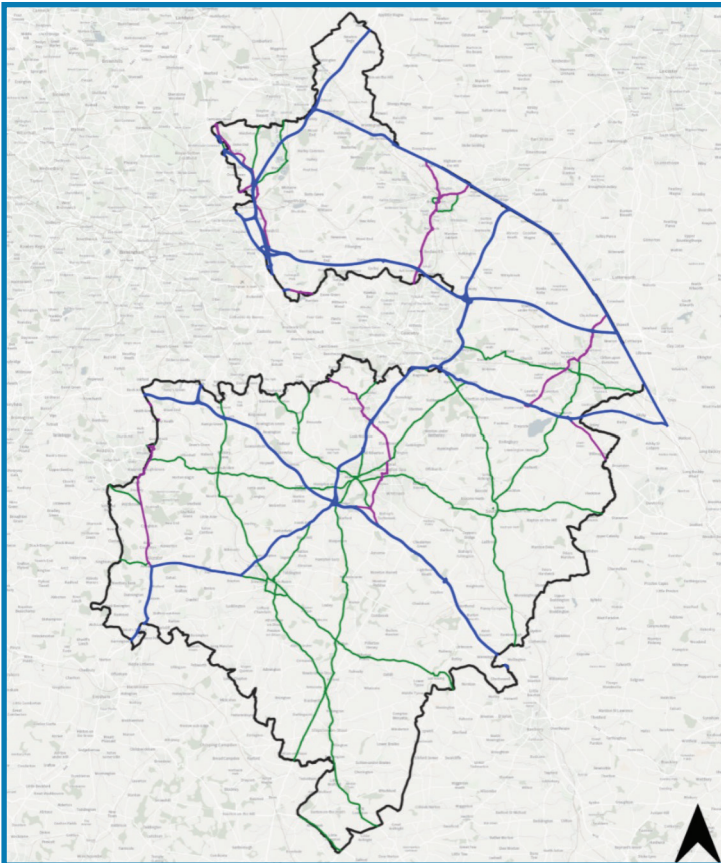
We will seek safety improvements to facilities such as bus stops, bus and rail stations, pedestrian and cycle routes so that they are safer and, just as importantly, feel safer to potential users.

Freight Strategy



Overview

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



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

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

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

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

Freight in Warwickshire

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

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

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

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

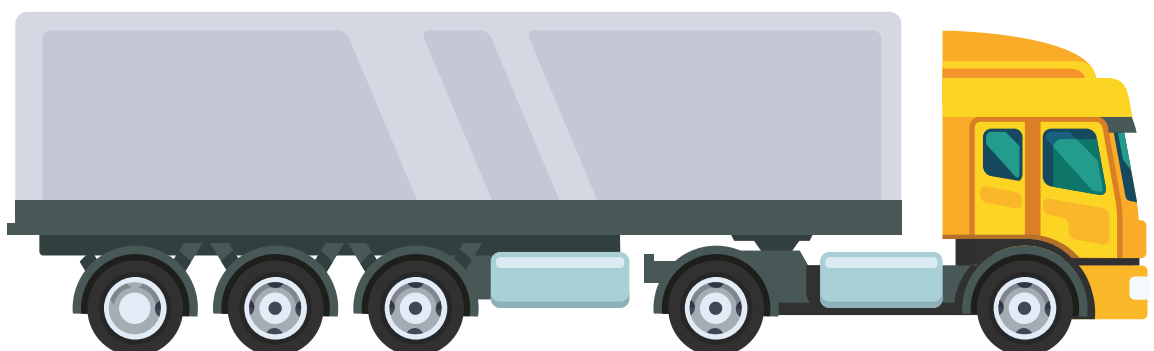
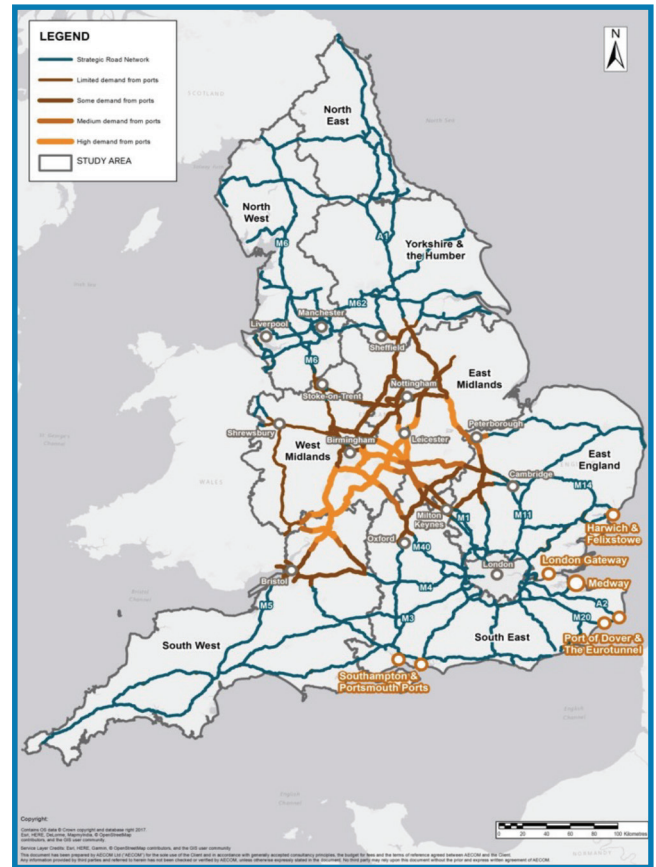


Lorry Parking Demand

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

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

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



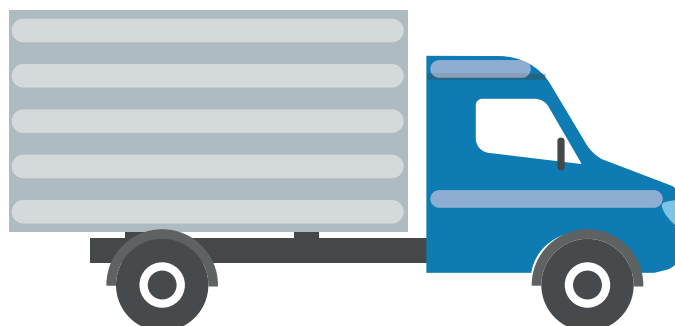
Supporting Sustainable Freight

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

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

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

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



Freight Policies

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

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

Policy Position F1

Promote shift from road to rail and active travel modes

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

Policy Position F2

Facilitate the transition to alternative fuels for freight vehicles

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

Policy Position F3

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

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

Policy Position F4

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

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

Policy Position F5

Reduce the impact of 'last mile' deliveries

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

Policy Position F6

Reduce incidents involving freight vehicles

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

Policy Position F7

Encourage freight vehicles to use appropriate routes

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

