

Local Transport Plan (LTP4) – Key Themes consultation
Response from Warwick District Council
March 2021



DRAFT

In completing this response, Warwick District Council has tried, as far as possible, to follow the format and questions included in the on-line form on the Warwickshire County Council website. The District Council has, on occasions, provided additional information and comment where this is relevant.

Question
General / overview comment from Warwick District Council on the LTP Key Themes consultation
<p>Warwick District Council welcomes the opportunity to comment on this consultation. We agree that it is time for a refresh of the LTP and consider this to be a great opportunity to clearly set out a strategy, fit for today's world, that considers and where possible seeks to address the challenges identified in the consultation.</p> <p>We agree that the four themes of 'The Environment', 'The Economy', 'Place', and 'Wellbeing' are appropriate and when considered together, will ensure that the LTP focuses on all key areas relevant to transport.</p> <p>Tackling climate change, supporting the sustainable growth of our economy and population and promoting healthy and active lifestyles are all matters of considerable importance to the Council and should be given particular focus in the LTP, as well as the strategy also considering the many other challenges identified in the consultation.</p> <p>We are thankful to colleagues at Warwickshire County Council for meeting with us to introduce this consultation prior to its commencement and would welcome the opportunity to have regular dialogue throughout the preparation of the LTP. As highlighted in that meeting, Warwick District Council has recently started work with Stratford-on-Avon District Council on the preparation of a Local Plan (the 'South Warwickshire Local Plan') covering the entirety of South Warwickshire. We would therefore kindly ask you to bear this in mind when developing the LTP and also encourage you to engage with us on the preparation of our Plan, to ensure the two are aligned, where appropriate. We understand that you may propose to include area based plans in the LTP and therefore recommend that the whole of South Warwickshire is treated as one single area (although we would expect there may need to be something specific for each of the main towns as well).</p> <p>The WCC published plan that accompanies the consultation provides a useful overview of the Challenges and Themes. We would urge subsequent actions arising from the consultation to consider the following points:</p> <ul style="list-style-type: none">• Avoid statements such as "consider ways to encourage walking and cycling" unless they actually identify targets, place-specific projects or modification of the decision-making process (e.g. updating Local Plans).

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- Provide clear, quantified and achievable targets or statements of intent. For example, to 'make at least an equal investment in capital expenditure for active travel compared to road schemes', or 'fully electrify the public transport fleet within WCC control by 2025'.
- Define what is meant by 'sustainable growth' and 'sustainable travel' in terms of national and locally accepted carbon emission targets and air pollution limits. All elements of a transport plan should be defined in these or similar terms with published estimates of carbon emissions saved or gained, or air quality change. For example, the extra carbon emissions used in the construction of a new road have to be added to the carbon total that is required to reduce to zero, whereas the carbon emissions saved through the substitution of 100,000 car journey miles by cycling miles can be removed from the total sum.
- Adopt a systems perspective that recognises that interactions between people's behaviour, travel modes and travel conditions may lead to unidentified consequences. Help to anticipate future changes by learning from the experiences of towns and cities in the UK and elsewhere where interventions and experiments have already been conducted.

Note on Covid

Covid has necessitated many people and businesses to reconsider work and travel patterns. There is now a public willingness to rethink transport strategy to prioritise active travel and public transport over private motor vehicles. Carefully planned pedestrianisation (including workable diversion of through-traffic) offers advantages of increased footfall to businesses, reduced air and noise pollution, and an enhanced sense of identity and community.

Transport should be planned to make it easier to commute less. This means attracting green jobs, providing infrastructure to support home-working, and prioritising active travel options for the journey from home to work. Also, but not strictly part of transport plans, more affordable housing close to work-places in the district.

Key theme: Environment

General / overview comment from Warwick District Council on the LTP Key Theme: environment

Warwick District Council declared a Climate Emergency in 2019. We know that just under 40% of carbon emissions in the District are from on-road transport, with a further 7% from aviation and 1.5% from rail. We are aiming for the District to be as close to net zero carbon by 2030 as possible. In this context addressing transport-related carbon emissions is a top priority for the Council. In particular, we are of the view that the following hierarchy should be applied to transport investment:

- a) Zero carbon modes of transport (cycling and walking) should be prioritised, particularly for shorter journeys.
- b) Low carbon public transport options should be prioritised where walking and cycling are not possible. For these, low emission options need to be the norm – including electric and hydrogen
- c) We recognise that private cars are responsible for carbon emissions through their construction (which given the number of vehicles is considerable) and for some time come will continue to be responsible for carbon emissions in operation until all petrol/diesel vehicles have been phased out and the electricity grid in 100% zero carbon. In this context private cars should only be encouraged where other

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<p>options are not possible. Where necessary the infrastructure needs to be put in place to maximise the use of low-emission options (electricity or hydrogen)</p> <p>In addition, tackling poor air quality is a high priority for the District Council, particularly where there are impacts on the defined air quality management areas within the district. The hierarchy set out above will equally help to address this.</p>
To what extent do you agree that the theme of environment should be one of the themes we use in developing LTP4?
Strongly agree
<p>Thinking about the information provided about the environment, please rank the following issues in order of how important you feel they are to address in the LTP (with 1 being the most important):</p> <ul style="list-style-type: none"> • Climate change / carbon emissions • Air quality / pollution • Noise pollution • Flooding • Loss of habitat and wildlife
<ol style="list-style-type: none"> 1. Climate change / carbon emissions 2. Air quality / pollution 3. Loss of habitat and wildlife 4. Flooding 5. Noise pollution
If there are any other issues related to the environment not listed, please tell us. Please say how you would rank your answer in line with the options above.
None
Why have you chosen the environment issues selected (and any others you have indicated)?
<p>Climate Change: Warwick District Council declared a Climate Emergency in 2019. We know that just under 40% of carbon emissions in the District are from on-road transport. If WDC's ambitions for a carbon neutral district are to be achieved we need to work in tandem with the County Council to enable low and zero carbon transport options to be effective, reliable, safe and affordable</p> <p>Air Pollution: Warwick District's towns have some of the worst air quality hotspots in the County and indeed nationally. This is having significant environmental and health impacts. If we are to encourage active transport options, air quality and the environment of highways/travel routes needs to be improved</p> <p>Habitats and Wildlife: The loss of hedgerows, trees and other habitats to enable transport infrastructure is always an important concern of the District's residents. This is particularly sensitive at present with high levels of concern about the impact of HS2 on the District's habitats and biodiversity.</p>
Which of the following do you think are important to consider in the LTP when thinking about the environment challenges above?

Question
<ul style="list-style-type: none"> • Improve traffic flow to reduce vehicle emissions from congestion • Encourage switch to electric cars by supporting more charge points • Support a move to low or zero emission buses • Provide more and better provision for cycling • Provide more public transport (such as buses and trains) • Make it easier to combine transport types on a single journey (for example train, bus, cycle) • Reduce traffic in central parts of towns • Discourage use of private cars for journeys to work • Make road verges and other spaces on the transport network better for nature • Other (please specify)
<p>Taking the “transport hierarchy” set out in the introduction above, the following should be prioritised:</p> <ul style="list-style-type: none"> • Make it easier to combine transport types on a single journey (for example train, bus, cycle) • (Subject to providing high quality alternatives) discourage use of private cars for journeys to work. To reduce the number of cars on the roads we need to create a genuine modal shift to cycling (and walking). This makes better infrastructure a must to encourage more people to take alternative means of transport. • Other: Provide high quality alternatives to private cars for trips to school, shopping, leisure • Provide more and better provision for cycling • Other: Improve the environment for walking including linking and utilising green spaces and other off-road routes; and ensuring highway walking routes feel safe, quiet and pollution-free (we should be targeting areas with poor air quality to be ones where we deliberately take steps to reduce traffic and incentivise active travel) • Provide more public transport (such as buses and trains) • Support a move to low or zero emission buses • Reduce traffic in central parts of towns • Introduce delivery hubs to reduce number of delivery vehicles to town centres and homes • Encourage switch to electric cars by supporting more charge points <p>NB: We shouldn’t be afraid of trying short term and temporary enhancements (e.g. pedestrianisation) but it is essential that these are giving sufficient time to take effect and should not be abandoned purely down to initial perceptions. Reallocating a greater share of road space to cyclists is a positive step and will reduce congestion if given time to have impact.</p>
Key theme: Economy
General / overview comment from Warwick District Council on the LTP Key Theme: economy
<p>Warwick District has become a “destination of choice” for many employers as a consequence of the district’s quality environment, good transport links and good educational and other opportunities. Relative to the West Midlands as a whole, the district has a strong local economy, with a skilled population and higher than average levels of productivity and earnings compared with regional and national averages.</p>

Question

There are a number of main employment centres in the district in both urban (eg: Tachbrook Park, Wedgenock Industrial Estate) and rural (eg: Stoneleigh Park) areas as well as in all the districts town centres. In addition, there is significant employment within the district in the area immediately abutting Coventry (eg: University of Warwick, Middlemarch Business Park).

The current Local Plan for Warwick District plans for a growth in population in the district of 26% between 2011 and 2029. The Plan identifies a requirement for 66 hectares of employment land during the plan period and, taking account of existing commitments, identifies almost 20 hectares of new employment land at Stratford road, Warwick and at Thickthorn in Kenilworth. Furthermore, it allocates an additional 235 hectares on land around Coventry airport for a major employment site of sub-regional significance. This site is currently under construction.

The district also has a strong creative sector which the council is keen to support. This includes (but is not limited to) a burgeoning digital creative sector including a focus on computer games development. Much of this sector is located within the heart of our towns, particularly Royal Leamington Spa.

The current trend that is seeing a shift away from retail sales on the high street to online is likely to change transportation patterns such as an increase in warehousing and deliveries. Transport options need to support the economy in our Town Centres by making them accessible and attractive places to dwell. As part of this dynamic consideration should be given to 'last-mile' alternatives which ensure that genuinely sustainable and non-polluting transport is used for delivery into towns.

Any local transport plan needs to anticipate economic and technological changes, especially electrification. For example, electric cars may change the way people use and park their cars (e.g. attracted to on-street charging points). Electric bikes have the potential to change the nature of cycling (e.g. longer distances, all-year round use) opening-up town-to-town travel.

In the context of a low carbon economy, effective commuting, which recognises the potential for changes to patterns of work, needs to be put in place through the Local Transport Plan. This requires active travel options for shorter commutes and effective low carbon options for commutes that cannot be achieved through walking and cycling.

It is vital that any transportation investment seeks to support all the district's important employment sectors and centres. As such, and recognising the district's declared Climate Emergency (see responses to key theme: environment above), it is important that any transport investment and priorities in the LTP supports the district's economy and in particular:-

- a) supports initiative to prioritise zero carbon modes of transport (cycling and walking), including to places of work and central locations such as town centres
- b) prioritises and invests in public transport options (and especially low carbon options) to all places of work and town centres.
- c) Develops initiative that encourage the best use to be made of public transport including integrating different means of public transport and supporting public transport hubs (eg: railway stations).

Question
<p>d) Supports active travel and other measures to reduce reliance on the private car for work places.</p> <p>e) Support the provision of infrastructure to maximise the use of low-emission options (electricity or hydrogen) in employment centres.</p> <p>The Council's Climate Emergency declaration also commits the council to "Facilitating decarbonisation by local businesses, organisations and residents, in order for Warwick District to be as close to zero by 2030 as possible". An effective transport strategy is an important element of helping to deliver on this commitment.</p>
To what extent do you agree that the theme of economy should be one of the themes we use in developing LTP4?
Strongly agree
<p>Thinking about the information provided about the economy, please rank the following issues in order of how important you feel they are to address in the LTP (with 1 being the most important):</p> <ul style="list-style-type: none"> • Impacts of and recovery from COVID-19 • Brexit • Access to workforce, materials and markets • Changing and flexible working patterns • Internet-based working and shopping • Productivity and competitiveness • Education, training and skills
<p>It is difficult to rank these issues with there being clear inter-relationships between different issues and ultimately there is a need to address all of them.</p> <p>However, we believe that there needs to be a particular focus on:-</p> <p>a) Education, skills and training – to ensure that the LTP develops a transport system which is accessible and opens opportunities for students, apprentices and young adults to learn and grow. This includes a focus on improving links between educations centres (eg: University of Warwick, Royal Leamington Spa College) and places of work.</p> <p>b) Internet-based working and shopping – to ensure that the LTP helps support the district's town centres.</p> <p>c) Productivity and competitiveness – to ensure that the LTP addresses issues of local congestion and reduces journey times, particularly within urban areas.</p>
If there are any other issues related to the economy not listed, please tell us. Please say how you would rank your answer in line with the options above.
<p>Warwick District Council would ask that the issue of support for the green economy be included in the above list. This is about providing the right transport infrastructure and image/feel to encourage investment from companies involved with low carbon technologies, carbon capture, habitat creation and biodiversity, local circular economy etc. The Council would wish this to be ranked highly alongside the three priorities named above.</p>
Why have you chosen the economy issues selected (and any others you have indicated)?
Education, skills and training

Question

The district currently has a highly educated and skilled workforce, and in order to secure the future of the investment we currently have, and attract additional investment (particularly in the green economy – see below) a good transportation system is vital. A recent example of the need to attract and retain a skilled and trained workforce (and provide the training for them) has been seen the Government decision to base its laboratory testing “Megalab” (created as part of the country’s long term resilience to a pandemic) in Leamington. This will bring up to 2,000 new jobs to the district, many of which will be skilled.

There are particular issues relating to connectivity with the University of Warwick which, although being on the edge of Coventry, sees many movements of people from within the district (of which the recent MegaLab proposal is a good example).

Internet-based working and shopping

In a post-covid world, renewed support will be needed to ensure that the district’s town centres remain the heart of our communities. Ensuring that town centres are accessible to all and inclusive will be key to this. For example, in Leamington town centre the Council’s provisional award as part of the government’s Future High Street Fund will see significant additional investment in supporting a sustainable movement network in the town centre. It is important that this initiative links to other strategies to maximise its effectiveness.

Productivity and competitiveness

Warwickshire’s economy is innovative, competitive and entrepreneurial, and the economy of Warwick district exemplifies this. The district’s creative sector, much of which is located in or close to the district’s town centres relies on an efficient transport infrastructure, both to remain competitive and to create an environment where companies wish to invest. Congestion into and within the district’s town centres affects their competitiveness as well as causing air pollution which impacts on wellbeing and the environment.

Green economy

As part of the Council’s response to the Climate emergency, Warwick District Council is keen to explore opportunities to expand the green economy. Whilst the green economy is primarily about attracting a certain type of investment to Warwick district (an economy based on the principles of (1) wellbeing, (2) justice, (3) safeguarding, restoring and investing in nature, (4) supporting sustainable production and consumption and (5) good governance), the environment and transportation systems we have in place to support this are important in setting the right “tone” to attract such investment. This links directly back to the investment hierarchy proposed in the “environment” theme above.

Which of the following do you think are important to consider in the LTP when thinking about the economy challenges above?

- **Improve links to national and international transport to help move goods / freight**
- **Provide new transport infrastructure / solutions to encourage businesses to locate and invest in Warwickshire**
- **Address peak travel congestion to make it easier for people to travel to work**
- **Invest in cycling and public transport as alternatives to driving to work**
- **Support remote / home working to reduce the amount people travel**
- **Other (please specify)**

Question

All of the above are important issues as the LTP considers economic challenges. For Warwick District, the council would particularly emphasise:-

- Providing new transport infrastructure / solutions to encourage businesses to locate and invest in Warwickshire
- Addressing peak travel congestion to make it easier for people to travel to work – and -
- Investing in cycling and public transport as alternatives to driving to work

All of these issues relate to points noted elsewhere under this theme, particularly around creating a high quality environment where businesses want to invest and where this can be done in a way which meets the council's Climate Emergency challenges. The importance of "addressing peak travel congestion to make it easier for people to travel to work" is relevant not because it is seeking to encourage additional road building, but because the Council would wish to tackle the challenges of peak travel congestion through a range of means as set out in answer to previous questions. In considering new highway proposals (for example the A46 link road) the council would expect that any congestion benefits are clearly demonstrated and also that any new road supports walking, cycling and public transport improvements.

Key theme: Place**General / overview comment from Warwick District Council on the LTP Key Theme: place**

Warwick District Council agrees that supporting and maintaining high quality places should be a key theme in the Local Transport Plan. The creation of high quality places is an important strand of national planning policy and the District's Local Plan.

We consider it to be important to ensure there is appropriate access for all to key services and that there are suitable transport connections for all between towns and between rural communities and urban areas.

We believe that strong connectivity within and between existing settlements (and also new developments) should be of paramount importance and there should be clear strategies to promote joined up infrastructure. This connectivity should be through providing both active transport and public transport travel options.

If we are to achieve a modal shift then we must collectively do more than to accept, for example, cycle paths that run a short length through a development and then stop. This does little to encourage cycling as a realistic mode of transport for the masses as the infrastructure needs to be connected across a settlement and beyond. Furthermore, creating a sense of place can be promoted through helping residents or employees understand the routes and travel options in an area and therefore it is important that the County Council considers the importance of wayfinding and producing literature for communities to encourage walking and cycling.

In particular, our Town Centres need to be attractive and welcoming places for people and this includes creating shared spaces for cyclists and pedestrians that allow them to co-exist. They also need to become places where people can live to create new communities in the centres of our towns, not just on the outskirts, and to feel connected wherever they live in a town. A key enabling element is proactive planning for integrated active travel within towns and cities.

Question

The consultation brochure acknowledges that superfast broadband can support rural living and benefit the transport system through enabling home working, thus reducing travel demand. The Covid-19 pandemic has demonstrated that widespread take-up of this approach is possible and can have a positive impact in terms of reducing congestion, traffic and improving air quality. We believe that this LTP should focus on changing travel behaviour and look beyond transport solutions to transport/highway problems, so that the default position to highway capacity challenges is no longer to necessarily build a new road (although of course that may still be necessary) but to consider what alternative infrastructure can be improved (e.g. broadband connectivity) to encourage businesses to support home based working and ultimately reduce vehicles on the road. Where highway capacity issues are identified, sustainable travel options should be given greater priority over additional highway capacity for the private car.

Warwick District will suffer from the destruction of landscapes and biodiversity (albeit acknowledge that there will be mitigation measures) and disruption from HS2. It is therefore important when considering regional, national and international connections to ensure that the LTP seeks to ensure that the District is well connected to the new opportunities arising from the new Birmingham Interchange station and UK Central Hub as well as the existing Birmingham Airport.

We welcome the acknowledgement of the detrimental impact that traffic and transport infrastructure can have upon the appearance and character of towns and streets. We would welcome and offer wholehearted support to an approach that places a greater emphasis on tackling this identified issue and supports innovative and less traditional approaches to delivering highway infrastructure that support shared space, use of different surface materials rather than the traditional tarmac, design new highway infrastructure to provide a clear visual indication that walking and cycling are prioritised, reduce clutter from unnecessary street furniture and design infrastructure to remove the requirement for so much signage etcetera. For example, make all light-controlled crossings provide priority to pedestrians/cyclists (i.e. change on demand or better still default to red for traffic until such demand builds to change the light). With new changes to the Highway Code, councils will need to respond to change the environment that it works in.

The public space and improvement of place and character challenge refers to maintaining Warwickshire's character. We believe this should go beyond simply maintaining and looking to improve its character and moreover create a new identity for major new developments. Can we try to design most major new developments so that the road, used primarily by the private car, is no longer the most dominant feature of a development? Can we introduce traffic calming measures that involve natural 'green' features rather than traditional engineering solutions that are visually less attractive? This could be achieved in many ways, including:

- Adopting 20 mph speed limits in built up areas to radically change the sense of place for everyone. This includes making roads a less hostile place for pedestrians and cyclists to encourage modal shift.
- Maintaining and increasing our greenways to provide more green space and create urban lungs for our built-up areas.
- Ensure that development prioritises the active travel links beyond the immediate boundaries of the development's location.

Question
We agree that it is important that the LTP will account for future housing projections and employment growth identified within local plans. Warwick District are working collaboratively with our neighbours Stratford District on the preparation of a South Warwickshire Local Plan. Whilst this work is in its infancy we would welcome the opportunity to engage with the County Council on transport infrastructure matters at regular points throughout this process to ensure that our strategies can be as aligned as possible and to ensure that we both understand the direction our respective documents are looking to take and what infrastructure will be required to meet growth demands. The new Plan is likely to span at least 25 years and therefore a variety of spatial options are being considered at this stage as to how we can meet the needs of South Warwickshire.
To what extent do you agree that the theme of place should be one of the themes we use in developing LTP4?
Strongly agree, for the reasons explored above.
Thinking about the information provided about place, please rank the following issues in order of how important you feel they are to address in the LTP (with 1 being the most important):
<ul style="list-style-type: none"> • Public space and improvement of place and character • Rural isolation • Access between rural and urban areas • Housing growth and development • National and international connections • Regional connections
<p>It is difficult to rank these issues with there being clear inter-relationships between different issues and ultimately there is a need to address all of these issues.</p> <p>However, we believe that the primary focus should be on addressing issues of access and connectivity between local areas so that there is access to key services for all; and then ensuring that the LTP ensures that new demand for travel can be accommodated to meet address future housing and employment growth.</p>
If there are any other issues related to place not listed, please tell us. Please say how you would rank your answer in line with the options above.
The challenges identified in this theme don't really acknowledge that there are issues and opportunities within existing urban areas that relate to travel. More can be done through wayfinding, production of literature, and where feasible make improvements to existing infrastructure to encourage more people to make relatively short journeys by walking and cycling. Therefore, 'Wayfinding' should be added as a challenge in this section. Whilst this is considered an important issue, it should not be ranked higher than the issues we identify above as being our suggested primary foci.
Why have you chosen the place issues selected (and any others you have indicated)?
See earlier answers.
Which of the following do you think are important to consider in the LTP when thinking about the place challenges above?
<ul style="list-style-type: none"> • Reduce traffic in town centres • Make town centre streets and spaces more attractive for pedestrians • Reduce sign clutter and street furniture

Question
<ul style="list-style-type: none"> • Make road verges and other spaces better places for nature • Prevent or restrict through traffic on some residential streets • Other (please specify)
<p>We believe the majority of these are important, in addition to other suggestions made in this response, including improving wayfinding.</p> <p>We do not however consider the prevention or restriction of through traffic on some residential streets to be as important an issue as others identified. If other measures are introduced to encourage and prioritise walking and cycling and encourage more widespread home-working then this might reduce problems associated with traffic on residential streets.</p>
Is there anything else we should consider in the theme of place?
See earlier comments and answers.
Key theme: Wellbeing
General / overview comment from Warwick District Council on the LTP Key Theme: wellbeing
<p>Warwick District Council (WDC) supports the inclusion of wellbeing as a key theme for consideration in the LTP. Wellbeing, including mental and physical health, should be a key priority for all local authorities when developing any plans that could impact either positively or detrimentally upon people's wellbeing.</p> <p>WDC agrees that the LTP should support an inclusive transport system that works for everyone, enabling everyone to feel part of a community. Ultimately creating an environment where residents enjoy good mental and physical wellbeing must be the priority. A population with higher levels of mental and physical wellbeing requires fewer social and health care resources and less tax-take to provide them. Higher levels of wellbeing represent win-win outcomes.</p> <p>We wholeheartedly agree that there are significant benefits to regular walking and cycling and being able to access green space. These benefits are both in terms of mental health and physical health, which can impact upon each other. Mental health issues have the potential to impact upon physical health whilst mental health issues can be developed or exacerbated as a result of poor physical health.</p> <p>We further agree that ensuring there is access to health and social care for all should be a priority and new facilities should also be planned in accessible and suitable locations to meet demand.</p> <p>The LTP should not only focus on the provision of suitable walking and cycling routes as a means to get from A-B and ensuring appropriate access to green spaces, but that it should also encourage the creation of additional 'recreational' routes that connect to greenspaces and other destinations, such as leisure centres, to encourage active lifestyles within our communities without people having to travel significant distances to enjoy recreational walking/cycling.</p> <p>The mental health challenge within this theme highlights loneliness as one particular issue. This links to other challenges around rural isolation although of course loneliness is not</p>

Question

solely about connectivity as this can occur even in the most urban of locations. It is important whether in a rural, urban or rural-urban fringe location, that good transport links are provided to enable residents to access a range of services.

Security and safety is identified as a challenge under this theme. The perception of safety whilst using public transport (including rail, bus services etc.) and whilst waiting for the transport to arrive are also matters that should be given consideration to encourage usage and make this a genuine alternative to other travel options for all. It is recommended that consideration is also given to ensuring that both existing (where feasible) and new routes for pedestrians and cyclists are well-lit and designed in a manner to be legible and design out crime.

We agree that the LTP must consider the issue of transport related pollution and seek to promote measures that both improve air quality and reduce noise pollution. Tackling air quality issues associated with transport has synergies with addressing the Climate Emergency, as declared separately by both WDC and Warwickshire County Council. Noise pollution can also have impacts in terms of people's perception of a place in terms of its attractiveness owing to a lack of tranquillity and potentially can also affect mental health. If a route is considered to be noisy or have poor air quality, residents/commuters using that route may well be discouraged from using sustainable travel options along the route.

The challenge of road safety is well known and remains an issue that must continue to be tackled. Road traffic collisions can of course be tragic incidents that have knock on impacts to emergency services and health services both in the aftermath of incidents and potentially long into the future through both physical and mental health issues to those involved and those close to them. Whilst many incidents are as a result of poor driver behaviour, the County Council should continue to strive to design and maintain highways to ensure our roads are as safe as they reasonably can be. Whilst there are many cyclists that feel comfortable riding on roads, the perception of roads being unsafe for cyclists is still widespread, and this must be tackled both through the creation of more off-road routes and improvements to highway safety. Consideration must also be given to protecting pedestrians and cyclists and whether it is safe and sensible to have shared paths or whether these should be segregated.

One area not covered in the challenges, although is linked to a number of the challenges within this theme is the need to ensure that there are no physical barriers that prevent individuals/groups from accessing a destination. For example, where there are limited safe crossing points on transport corridors, this discourages users including elderly residents and those with young children from walking or cycling. More needs to be done to prioritise pedestrians and cyclists and ensure that nobody feels isolated or trapped on an 'island' resulting in them not making journeys or having no safe option but to use the private car.

To what extent do you agree that the theme of wellbeing should be one of the themes we use in developing LTP4?

Agree

Thinking about the information provided about wellbeing, please rank the following issues in order of how important you feel they are to address in the LTP (with 1 being the most important):

- **Supporting active lifestyles**

Question
<ul style="list-style-type: none"> • Mental health • Transport related pollution • Social inclusion • Access to health and social care • Road safety • Security and safety
<p>All of these issues are important and a number of the challenges are interlinked and perhaps should not be separated out (e.g. supporting active lifestyles and mental health). It is however acknowledged that there is only so much that the LTP can do to tackle some of these challenges.</p> <p>We would however, suggest that the following are given greatest focus in the LTP:</p> <ol style="list-style-type: none"> 1. Supporting active lifestyles. Having a transport system which encourages and allows safer walking and cycling routes increases the use of these transport modes thus positively impacting on active lifestyles. 2. Transport related pollution (key to tackle for both wellbeing and climate change reasons). The impact of PM10 and PM2.5 on health is well documented both for adults and children. By ensuring the transport system moves towards an ultra-low emission system with the necessary infrastructure to support it will significantly impact on the reduction of pollution and as a result the health of residents. 3. Road safety (this in turn has an impact upon supporting active lifestyles) 4. Social inclusion (this and 'access to health and social care' could perhaps be considered as one challenge). The development of suitable transport infrastructure allows access to services, community facilities and as a result promotes inclusion. There are areas of the district where transport currently hinders this and has been a factor in creating social deprivation.
<p>If there are any other issues related to wellbeing not listed, please tell us. Please say how you would rank your answer in line with the options above.</p>
<p>Whilst perhaps not something that the LTP has influence over, the cost of public transport options such as rail, bus, tram, very-light-rail can have a great impact upon its use. If these travel options are deemed to be expensive, or comparatively expensive when considered against the use of a private car, then we are unlikely to see a shift to greater use of such travel options.</p> <p>This is an important consideration and whilst maybe not ranked higher than the four challenges identified above, it does relate to a number of the themes – mental health, supporting active lifestyles (as often use of public transport also involves some walking to the final destination), access to health and social care and social inclusion. This is also something that would encourage a shift away from personal car use and would likely have a positive impact on active lifestyles, pollution and social inclusion specifically.</p>
<p>Why have you chosen the wellbeing issues selected (and any others you have indicated)?</p>
<p>See commentary above.</p>
<p>Which of the following do you think are important to consider in the LTP when thinking about the wellbeing challenges above?</p> <ul style="list-style-type: none"> • Make travel safer • Prioritise vulnerable road users such as pedestrians and cyclists over motorised transport

Question
<ul style="list-style-type: none"> • Provide better public transport in rural areas • Improve facilities for walking and cycling • Improve transport access to health and social care • Other (please specify)
<p>Warwick District Council considers all of the proposals stated are important to consider. Moreover, it is our view that it is essential that the LTP seeks to deliver on these proposals and sets out clear measures in how this can be achieved.</p> <p>To encourage health and wellbeing, alongside the six bullets set out above, we would like to the Local Transport Plan focus on:</p> <ul style="list-style-type: none"> • Providing or promoting better travel infrastructure: from maintaining and cleaning pavements and cycle routes; to creating more cycle paths; to planning bus routes; • Reducing the incidence of heavy traffic and cyclists/pedestrians mixing by removing heavy traffic from the areas that people want to be; • Promoting active travel, including through the education curriculum and including good routes to school and good cycling facilities on site; • Making commuting to school and work by active travel means easier so that activity becomes built into people's lives; • Better and more liaison with local cycling and walking groups.
Equality
Please tell us of any steps you think we should take to make the new Local Transport Plan accessible for everyone.
<p>As our transport network is used by the overwhelming majority of society albeit to different extents and for differing purposes, in developing the LTP it is crucial to ensure that all communities and societal groups, including those hard-to-reach, are engaged in this process and have an opportunity to express their voice. This will ensure that all challenges for consideration are captured and the LTP can seek to address not only the most common challenges but also locally specific and user group specific issues.</p>
Are there any equalities issues or impacts that you think we should consider as we start to develop the LTP4 to ensure it is beneficial for everyone?
<p>The cost of travel is important. Initiatives and infrastructure that relies on new and emerging technologies (such electric vehicles) could be exclusive unless these initiatives are also supported affordable and effective alternatives such as public transport and (for shorted journeys) walking and cycling.</p>