

Executive  
18 March 2021

**Title: Response to Local Transport Plan Consultation**  
**Lead Officer: Phil Clarke, Andrew Cornfoot, Dave Barber**  
**Portfolio Holder: Cllr John Cooke**  
**Public report**  
**Wards of the District directly affected: All**

Contrary to the policy framework: No

Contrary to the budgetary framework: No

Key Decision: Yes

Included within the Forward Plan: Yes, Ref: 1,173

Equality Impact Assessment Undertaken: No

Consultation & Community Engagement: Climate Emergency PAB

Final Decision: Yes

#### **Officer/Councillor Approval**

<b>Officer Approval</b>	<b>Date</b>	<b>Name</b>
Chief Executive/Deputy Chief Executive	16/02/2021	Chris Elliott, Bill Hunt, Andrew Jones
Head of Service	16/02/2021	Philip Clarke
CMT	16/02/2021	Chris Elliott, Andrew Jones, Bill Hunt, Dave Barber
Section 151 Officer	16/02/2021	Mike Snow
Monitoring Officer	16/02/2021	Andrew Jones
Finance	16/02/2021	Mike Snow
Portfolio Holder(s)	16/02/2021	John Cooke

## **1. Summary**

- 1.1. The County Council is preparing a new Local Transport Plan (LTP). This will become the 4<sup>th</sup> LTP and will replace the existing 2011-2026 Plan. As part of preparing the Plan, the County Council has started a "Key Themes" consultation. The consultation period ends on 18<sup>th</sup> March 2021. This report sets out Warwick District Council's proposed response to the Key Themes consultation.

## **2. Recommendation**

- 2.1. That the responses to the Local Transport Plan Key Themes consultation set out in Appendix 1 be approved for submission to the County Council.

### 3. Reasons for the Recommendation

3.1. The County Council is of the view that the existing Local Transport Plan (LPT3 2011-2026) is out of date and needs to be replaced. Since LPT3 was adopted in April 2011 there have been significant changes at national, regional and local level including a more focused drive to address the climate emergency, advances in technology, significant housing growth and changing business demands and commuting patterns, not least as a result of the Covid pandemic.

3.2. The Key Themes consultation is at an early stage in the process to adopt a new LTP. Following the consultation, the County Council will embark on a period of more detailed engagement with stakeholders – particularly the District Council – to bring forward more detailed, local proposals which address the local needs of our communities within the strategic context emerging from the key themes consultation. As a result, the key themes document is inevitably high-level and does not incorporate any specific transport proposals for the District. It proposes the aim of the LTP should be to:

*"Manage and maintain Warwickshire's transport network in a safe, sustainable and integrated way".*

3.3. The consultation proposes that the LTP focuses on four key themes:

- 1) **The Environment**, covering the following challenges:
  - Noise pollution
  - Climate Change
  - Air Quality
  - Flooding and water management
  - Loss of habitat and wildlife
- 2) **The Economy**, covering the following challenges:
  - Impact and recovery from Covid-19
  - Brexit
  - Changing and flexible work patterns
  - Internet based working and shopping
  - Productivity and competitiveness
  - Access to education, training and skills
  - Access to workforce, materials and markets
- 3) **Place**, covering the following challenges:
  - Regional connections
  - National and international connections
  - Access between rural and urban areas
  - Public space and improvement of place and character
  - Rural isolation (lack of connections to wider areas and services)
  - Housing growth and development
- 4) **Wellbeing**, covering the following challenges:
  - Access to healthcare and social care
  - Security and safety
  - Transport-related pollution

- Road safety
- Social inclusion
- Mental health
- Supporting active lifestyles

3.4. The consultation closes on the 18<sup>th</sup> March.

3.5. In preparing a response to the consultation, officers have taken a number of factors in to account including:

- The existing Local Plan, proposed growth and ongoing pressures for housing and economic growth
- The ambitions and projects set out in the Corporate Business Plan and Fit for the Future
- The declaration of the Climate Emergency and the Climate Emergency Action Programme
- The impact of Covid-19 on the District and opportunities for an economic recovery that is led by strong green growth and investment
- Ongoing issues relating to air quality in the District and particularly around the Air Quality Management Areas
- The importance of mobility and place in health and wellbeing.

## 4. Policy Framework

### 4.1. Fit for the Future (FFF)

4.1.1. The Council's FFF Strategy is designed to deliver the Vision for the District of making it a Great Place to Live, Work and Visit. To that end amongst other things the FFF Strategy contains several Key projects.

4.1.2. The FFF Strategy has 3 strands, People, Services and Money, and each has an external and internal element to it, the details of which can be found [on the Council's website](#). The following paragraph illustrates the impact of this proposal if any in relation to the Council's FFF Strategy.

### 4.2. FFF Strands

#### 4.2.1 External impacts of proposal(s)

**People - Health, Homes, Communities** – Transport has a significant impact on people's health and wellbeing as well as being a key component of the infrastructure required to support new homes and existing communities. Badly planned transport and inaccessible transport can damage individual health and wellbeing and can impact on the wellbeing of whole communities. The proposed response to the LTP consultation seeks to encourage an LTP that improves transport infrastructure to support existing and new communities, builds a strong sense of place, enables active and healthy lifestyles and maintains an environment that allows communities to thrive.

**Services - Green, Clean, Safe** – Transport has a significant impact on the environment including being responsible for over 40% of the District's carbon emissions; negatively affecting air quality; causing noise pollution; impacting on habitats and biodiversity; and increasing the risk of flooding. The

proposed response to the LTP consultation seeks to minimize carbon emissions and to improve air quality, especially around AQMAs. It also seeks to encourage the LPT to place an emphasis on minimizing the loss of habitats such as road verges, trees, hedgerows.

**Money- Infrastructure, Enterprise, Employment** – The Local Transport Plan plays a vital role in supporting the local economy both in terms of access to goods, services and markets and in terms of commuting. It impacts on all the key economic sectors in the District. The proposed response seeks to encourage a diverse range of transport options to support economic activity whilst avoiding environmental harm and promote healthy lifestyle, equality and high quality places.

### 4.2.2. **Internal impacts of the proposal(s)**

**People - Effective Staff** – As an employer, WDC and our staff will be impacted by the Local Transport Plan. The responses seek to ensure that the Local Transport Plan provides WDC employees with a diverse and effective range of transport options to access their workplace.

**Services - Maintain or Improve Services** – the Local Transport Plan, when adopted, will impact on the Planning Service, parking service, health and community protection as well as general access to a wide range of other services.

**Money - Firm Financial Footing over the Longer Term** – There are no implications of these proposals for the Councils financial footing.

### 4.3. **Supporting Strategies**

#### 4.3.1. *The proposed response has taken account of the following WDC strategies:*

- The Climate Emergency Action Programme and in particular the ambitions for a zero carbon District
- The emerging South Warwickshire Local Plan which will both influence the Local Transport Plan and be influenced by it as development options are considered.
- The Air Quality Management Areas and specifically the aim of improving air quality in AQMAs

### 4.4. **Changes to Existing Policies**

4.4.1. The proposed consultation response is consistent with existing Council policies. There are no changes to policies proposed. Impacts on the Local Plan policies will be considered separately as the Local Plan is reviewed.

### 4.5. **Impact Assessments**

4.5.1. The proposed response set out in Appendix 1 sets out a range of equality issues that the Local Transport Plan should consider.

## **5. Budgetary Framework**

- 5.1. There are no financial implications associated with this report.

## **6. Risks**

- 6.1. There are no risks directly associated with this report.

## **7. Alternative Option(s) considered**

- 7.1. The Council could choose not to respond to the Local Transport Plan consultation. However, this option is not proposed as the Local Transport Plan is important for the future of our District and our services. The consultation provides an important opportunity to influence the Plan at an early stage and will provide the context for future, more detailed discussions with the County Council.
- 7.2. There are many alternatives relating to the content of the proposed response, including alternative approaches to the weighting/importance given to various options. Officers have sought to provide a response that is consistent with existing Council policy.

## **8. Background**

- 8.1. This consultation is an early stage in the process of preparing a Local Transport Plan. Following this consultation, the County Council will continue to compile evidence and will engage with the District in detail to provide an opportunity for a collaborative approach to bringing forward detailed local proposals for our District. It is intended there will be a further round of consultation later in 2021 on specific initiatives including those for Warwick District. It is hoped the Local Transport Plan will be adopted in 2022.