

The Voice of Warwickshire Panel

Survey 17: Local Transport

Author: Strategic Research Team

Business Intelligence Service, Warwickshire County Council

August 2026



Contents

Executive summary	3
Respondents	3
Travelling within Warwickshire.....	3
Ways of travelling in Warwickshire – walking or wheeling	4
Ways of travelling in Warwickshire – bike or e-cycle	5
Ways of travelling in Warwickshire – bus	6
Ways of travelling in Warwickshire – train	7
Ways of travelling in Warwickshire – car, van, or motorcycle	8
Warwickshire’s approach to meeting future transport needs.....	9
Transport spending	9
Background.....	11
Method.....	11
Results.....	12
Respondent Profile	12
Travelling within Warwickshire.....	15
Ways of travelling in Warwickshire – walking or wheeling	17
Ways of travelling in Warwickshire – bike or e-cycle	25
Ways of travelling in Warwickshire – bus	31
Ways of travelling in Warwickshire – train	38
Ways of travelling in Warwickshire – car, van, or motorcycle	45
Warwickshire’s approach to meeting future transport needs.....	50
Transport spending	56
Appendix 1 – Copy of Voice of Warwickshire Survey	63

Executive summary

Voice of Warwickshire panel members were asked about their views on local transport in Warwickshire. The feedback will help Warwickshire County Council understand what matters most to people now and where we should focus investment.

The survey was conducted online via the Citizen Space platform, Ask Warwickshire (www.warwickshire.gov.uk/ask), from 2 July 2026 until 26 July 2026. Panel members received an email invitation with a link to the survey, along with four reminder emails while the survey was open.

Respondents

There were 427 responses to the survey, giving a response rate of 42.4%. All responses were completed online. The place of residence of panel members responding to the survey is broadly similar to the distribution of residents aged 18 and over in Warwickshire. Age groups 18–49 were underrepresented, whereas those aged 60–75+ were overrepresented.

Travelling within Warwickshire

How important are the following factors when deciding how you travel within Warwickshire?

- Reliability was the most important factor, with 97.0% (n=414) rating it as very or fairly important.
- Over nine in ten respondents also considered convenience (92.5%, n=395) and availability (92.0%, n=393) as very important or fairly important.
- Around eight in ten felt comfort (85.0%, n=363), journey time (84.8%, n=362), ease of connections (84.8%, n=362) and safety (83.8%, n=358) were very important or fairly important when deciding how to travel.
- Cost was very important or fairly important to three quarters of respondents (75.9%, n=324).
- Factors that were very important or fairly important to a slightly lesser extent were health and wellbeing (72.8%, n=311), environmental impact (64.7%, n=276) and personal or household needs (60.7%, n=259).

Thinking only about journeys within Warwickshire, how often do you make the following types of journeys?

- Shopping was the most common weekly journey type, with 77.0% (n=329) travelling for shopping at least once a week.
- Leisure or social activities were also common, with 69.3% (n=296) travelling for this purpose at least weekly.
- Exercise or recreational activity was another frequent journey purpose, with 62.3% (n=266) doing this at least weekly.
- Personal appointments were more often made monthly, with 37.0% (n=158) travelling for these 1–3 times per month.

- Commuting, business travel, and education related journeys were less common, with 55.5% (n=237) never commuting, 62.8% (n=268) never travelling for business purposes, and 71.7% (n=306) never making education related journeys.
- Taking or accompanying someone to places other than education was more varied, although 25.8% (n=110) did this less than monthly and 28.3% (n=121) said never.

Ways of travelling in Warwickshire – walking or wheeling

‘Thinking about travel in Warwickshire — whether it’s getting to places or for exercise or leisure — how often do you travel by walking or wheeling (includes using things like wheelchairs, mobility scooters, or pushchairs)?’

Walking and wheeling was a common way of travelling in Warwickshire, with almost two thirds of respondents doing so at least once a week (64.6%, n=276). This included over a quarter who walked or wheeled every day (27.6%, n=118), while around one in five did so less frequently (22.2%, n=95). A small proportion said walking or wheeling was available to them, but they did not use it for travel (4.4%, n=19), and 8.7% (n=37) said it was not an available mode of transport for them.

Respondents that walked or wheeled (n=371) were asked ‘How would you rate your overall experience of travelling by walking or wheeling within Warwickshire?’

- Of the 370 respondents who answered the question, 45.4% (n=168) rated their experience as good or very good. This included 37.6% (n=139) who rated their experience as good and 7.8% (n=29) who rated it as very good.
- A further 33.8% (n=125) rated their experience as neither good nor poor.
- One in five respondents rated their experience negatively, with 15.9% (n=59) saying poor and 4.9% (n=18) saying very poor.

‘Thinking about your answer above, please tell us about your experience of walking or wheeling in Warwickshire– what works well and what could be better?’

Open text responses about walking and wheeling highlighted both positive experiences and areas for improvement. Respondents most commonly said that pavements and paths need better maintenance, obstacles should be reduced, crossings improved and walking routes made safer, while positive comments focused on generally good pavements and paths, access to green spaces and walking routes, feeling safe and good street lighting.

All respondents (n=427) were asked ‘Please select any of the options that would make it easier to walk or wheel in Warwickshire?’ (select all that apply)

- The most selected improvement was better quality pavements or paths 68.6% (n=293).
- This was followed by fewer obstacles on pavements 66.3% (n=283) and safer routes 59.5% (n=254).

- Other commonly selected improvements included better lighting and feeling safer 37.0% (n=158), and wider pavements or paths that are easier to use 35.4% (n=151).
- Smaller numbers selected better information about local walking or wheeling routes 27.6% (n=118), clearer, more direct routes 23.2% (n=99), places being closer together 23.2% (n=99), and more time to cross safely at crossings 20.8% (n=89).

‘Thinking about what you selected, how likely would you be to walk or wheel more in Warwickshire if those things were in place?’

- Almost three quarters of respondents said they would be likely or very likely to walk or wheel more if the improvements were in place (73.3%, n=313). This included 43.1% (n=184) who said they would be very likely and 30.2% (n=129) who said they would be likely.
- A smaller proportion were unsure (11.7%, n=50).
- 11.0% (n=47) said they would be unlikely or very unlikely to walk or wheel more.
- A further 3.7% (n=16) said the question was not applicable to them, and 0.2% (n=1) did not answer.

Ways of travelling in Warwickshire – bike or e-cycle

‘Thinking about travel in Warwickshire — whether it’s getting to places or going for a ride for exercise or leisure — how often do you travel by bike or e-cycle?’

Cycling and e-cycling were relatively uncommon among respondents. Nearly half (46.6%, n=199) said cycling was not an available mode of transport to them, while a further 14.8% (n=63) said it was available, but they did not use it. Only 11.1% (n=47) reported travelling by bike or e-cycle at least weekly.

Respondents that travelled by bike or e-cycle (n=164) were asked ‘How would you rate your overall experience of travelling by bike or e-cycle in Warwickshire?’

- The largest proportion rated their experience of travelling by bike or e-cycle as neither good nor poor (39.0%, n=64).
- Around a third rated their experience as poor (32.9%, n=54), 12.8% (n=21) rated it as very poor
- Overall, 13.4% (n=22) rated it as good and 1.8% (n=3) rated it as very good.

‘Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by bike or e-cycle – what works well and what could be better?’

Open text responses about bike and e-cycle travel highlighted several barriers to cycling more often, particularly concerns about safety from traffic and speeding, the need for more dedicated and better-connected cycle routes, and better maintenance of road and cycle route surfaces. Respondents also mentioned the need for secure cycle parking, clearer route information and promotion of cycling, while a small number highlighted positive experiences, including access to safe, traffic-free or quieter cycling routes in some areas.

All respondents (n=427) were asked 'Please select any of the options that would make it easier to cycle in Warwickshire?' (select all that apply)

- The most selected option was better connected and more direct cycle routes 63% (n=269).
- This was followed by safer cycling routes 52.5% (n=224) and feeling safer when cycling 47.1% (n=201).
- Other frequently selected improvements included better road surfaces for cycling 42.4% (n=181) and more secure and convenient cycle parking 32.3% (n=138).

'If the improvements you selected above were made, how likely would you be to cycle more often?'

- Almost half of respondents said they would be likely or very likely to cycle more (46.6%, n=199). This included 23.4% (n=100) who said they would be very likely and 23.2% (n=99) who said they would be likely.
- A further 12.2% (n=52) were not sure.
- 17.1% (n=73) said they would be unlikely or very unlikely to cycle more.
- Around one in five respondents said this was not applicable to them (19.2%, n=82), and 4.9% (n=21) did not answer.

Ways of travelling in Warwickshire – bus

'Thinking about only travel in Warwickshire, how often do you travel by bus?'

Bus use was relatively low among respondents. Almost half either rarely used the bus (27.4%, n=117) or did not use it despite it being available to them (20.8%, n=89), while only 14.5% (n=62) travelled by bus at least weekly. A small proportion (8.7%, n=37) reported that bus services were not available to them.

Respondents that travelled by bus (n=301) were asked 'How would you rate your experience of travelling by bus within Warwickshire?'

- Of the 297 respondents who answered this question, the largest proportion rated their experience of travelling by bus as neither good nor poor (36.7%, n=109).
- A quarter rated their experience as good (25.3%, n=75), while 6.4% (n=19) rated it as very good.
- A further 17.8% (n=53) rated their experience as poor, and 13.8% (n=41) rated it as very poor.

'Please tell us about your experience of travelling within Warwickshire by bus– what works well and what could be better?'

Open text responses about bus travel highlighted both barriers and positive experiences. Respondents most commonly raised issues with reliability, frequency, routes, cost and real-time information, while positive comments focused on good overall bus services in some areas,

including useful routes, friendly drivers, modern and clean buses, good value for some journeys and positive views on electric buses.

All respondents (n=427) were asked 'Please select any of the options that would make it easier to use the bus in Warwickshire?' (select all that apply)

- The most selected improvements were more frequent services 60.7% (n=259), routes that go where respondents needed them to 53.4% (n=228) and more reliable services 50.4% (n=215).
- Better information about routes, times or delays was also a key issue 45.9% (n=196).
- This was followed by services at the times respondents need 38.6% (n=165), better facilities 28.8% (n=123) and lower cost 28.6% (n=122).

'If improvements were made in the areas you mention how likely would you be to use the bus more?'

- Around two thirds of respondents, 67.3% (n=287) said they would be likely or very likely to use the bus more, including 34.7% (n=148) who said they would be very likely and 32.6% (n=139) who said they would be likely.
- A further 17.1% (n=73) were not sure.
- Around one in ten said they would be unlikely or very unlikely to use the bus more: Unlikely – 5.4% (n=23) and very unlikely – 5.2% (n=22)

Ways of travelling in Warwickshire – train

'Thinking about only travel in Warwickshire, how often do you travel by train?'

Train travel was used relatively infrequently by respondents. Only 6.4% (n=27) travelled by train at least weekly, while the majority used it less often or not at all. Around one quarter (24.4%, n=104) travelled by train less than once a month, and a further 24.4% either did not use the train despite it being available or reported that it was not available to them.

Respondents that travelled by train (n=323) were asked 'How would you rate your overall experience of travelling by train within Warwickshire?' A total of 319 answered.

- The largest proportion rated their experience as good (37.6%, n=120), while 8.2% (n=26) rated their experience as very good
- A further 31.3% (n=100) rated their experience as neither good nor poor.
- Negative ratings included 16.0% (n=51) who rated their experience as poor and 6.9% (n=22) who rated it as very poor.

‘Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by train– what works well and what could be better?’

Open text responses about train travel highlighted both barriers and positive experiences. Respondents most commonly raised issues with reliability, delays, overcrowding, cost, routes and frequency, while positive comments focused on good overall train services in some areas, including reliable services, useful routes and positive views on stations.

‘All respondents (n=427) were asked please select any of the options that would make it easier to use the train in Warwickshire? (select all that apply)’

- The most selected improvement for train travel was lower cost 53.2% (n=227).
- Routes that go where respondents need them to 46.4% (n=198) and more reliable services 43.6% (n=186) were also key priorities.
- Other frequently selected improvements included services at the times respondents need and better connections between services, both selected by 30.2% (n=129).

‘If improvements were made in the areas you mention how likely would you be to use the train more?’

- A total of 70.5% (n=301) advised they would be likely or very likely to use the train more. This included 39.8% (n=170) who said they would be likely and 30.7% (n=131) who said they would be very likely
- A smaller proportion were not sure, at 12.9% (n=55).
- Around one in ten said they would be unlikely or very unlikely to use the train more, at 9.6% (n=41).

Ways of travelling in Warwickshire – car, van, or motorcycle

‘Thinking about travel in Warwickshire, how often do you travel by car, van, or motorcycle?’

Car, van, and motorcycle travel was the dominant mode of transport among respondents, with almost nine in ten (88.1%, n=376) travelling this way at least weekly. Access to a car, van or motorcycle was widespread, with very few (4.9%) respondents reporting that this mode of transport was unavailable to them or available but not used.

Respondents that travelled by car (n=406) were asked ‘How would you rate your overall experience of travelling by car, van, or motorcycle within Warwickshire?’ A total of 403 responded

- The largest proportion rated their experience as neither good nor poor (34.2%, n=138).
- A similar proportion rated their experience as good (31.8%, n=128) and (3.7%, n=15) rated their experience as very good
- Negative ratings included 21.8% (n=88) who rated their experience as poor and 8.4% (n=34) who rated it as very poor.

‘Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by car, van, or motorcycle – what works well and what could be better?’

Open text responses about car, van and motorcycle travel highlighted several areas for improvement, most commonly the condition of road surfaces, the management and coordination of roadworks, congestion and traffic levels, and enforcement of road rules and poor driving. Positive comments were mentioned by smaller numbers of respondents and focused on good road connectivity, some junction improvements working well, generally well-maintained roads in some areas, flexible and convenient journeys, clear signage and effective traffic light sequencing.

Warwickshire’s approach to meeting future transport needs

All 427 respondents were asked, ‘To what extent do you agree or disagree that the following should be key themes when planning transport in Warwickshire?’

- Support was strongest for supporting the economy, with 80.3% (n=343) agreeing or strongly agreeing.
- Supporting places was strongly supported, with 79.8% (n=341) agreeing or strongly agreeing.
- Three quarters agreed or strongly agreed that transport investment should improve health and wellbeing, at 75.2% (n=321).
- Protecting and enhancing the environment was also widely supported, with 73.0% (n=312) agreeing or strongly agreeing.

In addition to the themes above, are there any other aspects we haven’t included that you think should be considered as a priority when planning transport in Warwickshire?

Open text responses to this question highlighted additional priorities for transport planning in Warwickshire, most commonly improving existing transport infrastructure before adding more, making it easier to travel without a car, repairing and maintaining road surfaces, and improving road safety. Respondents also mentioned affordability, accessibility, improving bus and train services, congestion, environmental impacts, improved management and coordination of roadworks, links between different types of transport, the needs of villages and smaller towns, and the importance of delivering the proposed themes in a clear and practical way.

Transport spending

All 427 respondents were asked ‘Which areas should Warwickshire spend money on to improve transport?’ (Select all that apply)

- The most selected spending priority was maintaining and repairing roads 89% (n=380).
- Reducing traffic congestion and making journey times more predictable was also a high priority 64.9% (n=277).
- Improving public transport was selected by many respondents, 61.6% (n=263).

- Other frequently selected areas included improving walking routes and public spaces 53.4% (n=228), improving road safety 52.9% (n=226), and making it easier for people with different needs to get around 47.8% (n=204).
- Fewer respondents selected maintaining and renewing bridges and other key transport structures 44.5% (n=190) and improving cycling infrastructure 39.3% (n=168).
- Other priorities were selected by 8% (n=34). Respondents highlighted the need to improve existing transport infrastructure, support travel without a car, maintain road surfaces and improve road safety. Other priorities included affordability, accessibility, better public transport, congestion and practical delivery.

‘Is there anything else you would like to tell us about how transport money should be spent in Warwickshire?’

Open text responses to the final question highlighted views on how transport money should be spent in Warwickshire, most commonly improving and promoting public transport, reducing reliance on car travel, repairing and maintaining roads, and spending funding wisely. Respondents also mentioned road safety and enforcement, better walking routes, coordinated roadworks, evidence-based decisions, fair allocation of funding across Warwickshire, accessibility, transparency, and the environmental impact of transport spending.

Background

The Voice of Warwickshire panel (VoW) gives residents aged 18 and over in Warwickshire an opportunity to share their views on services provided in Warwickshire. This report summarises the results of the 17th survey sent to Voice of Warwickshire panel members. The survey asked for views on how people travel, what affects travel choices, what works well and what doesn't, and what changes or improvements regarding transport and travel should be prioritised in the future.

Method

An online survey was hosted on the Citizen Space 'Ask Warwickshire' site via a private link only available to panel members.

All members of the panel were asked how they would prefer to complete surveys when they initially signed up to join the panel. The majority (>99%) of panel members opted to complete online surveys with three members advising they would prefer to complete telephone surveys. The remaining panel members were sent an email invitation with a link to the online survey.

Four reminder emails were sent to those who had not completed the survey during the live period. In total, an email with a link to the survey was distributed to 1,007 members of the Voice of Warwickshire panel.

The survey ran from 2 July 2026 until 26 July 2026.

Descriptive analysis of quantitative data is presented in tables and figures. Where relevant some questions have been reported by area of residence – either North Warwickshire (comprising residents from North Warwickshire Borough, Nuneaton and Bedworth Borough, and Rugby Borough) or South Warwickshire (comprising residents from Stratford-on-Avon District and Warwick District). Open text responses were reviewed and grouped into themes.

[Appendix 1](#) provides the survey questions.

Results

There were 427 responses to the survey: a response rate of 42.4%. All responses were completed online.

Respondent Profile

Figure 1 and Table 1 show the borough or district within Warwickshire where responding panel members live. The place of residence of panel members responding to the survey is broadly similar to the distribution of residents aged 18 and over in Warwickshire.

Figure 1: District/borough of residence of respondents

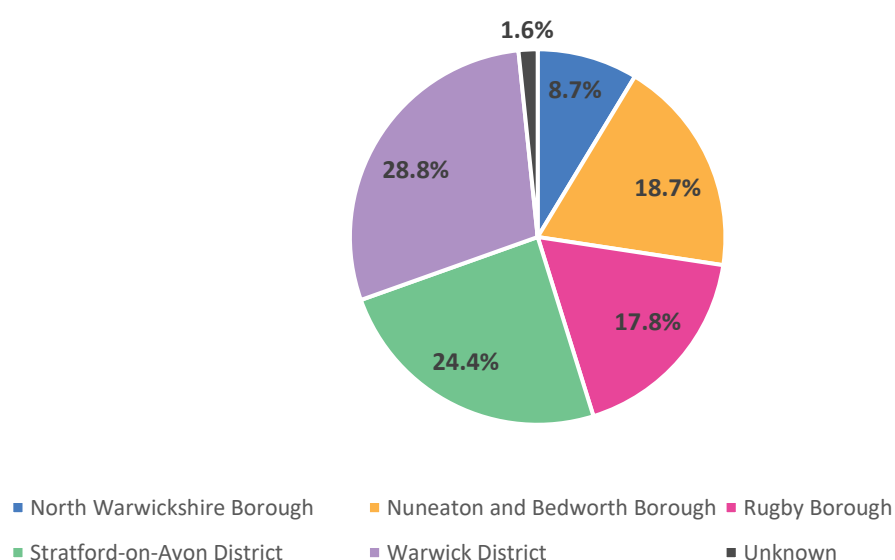


Table 1: Place of residence of respondents compared with panel membership and the Warwickshire population.

District	Number of respondents	% respondents	% total VoW panel *	% total Warwickshire**
North Warwickshire Borough	37	8.7%	9.9%	10.9%
Nuneaton & Bedworth Borough	80	18.7%	18.6%	21.9%
Rugby Borough	76	17.8%	19.8%	18.7%
Stratford-on-Avon District	104	24.4%	23.0%	23.3%
Warwick District	123	28.8%	28.7%	25.2%
Unknown	7	1.6%	-	-

**This is the current composition of the Voice of Warwickshire panel (July 2026)*

***This is the composition of the Warwickshire population aged 18 and over based on mid-2024 population estimates*

Table 2 shows the characteristics of panel members responding to the survey and compares this to the characteristics of the Voice of Warwickshire panel and Warwickshire population (aged 18 and over) where available.

Table 2: Characteristics of respondents to survey (427 Respondents)

Gender Identity	Panel respondents	% of panel respondents	% total of VoW panel	% total of Warwickshire*
Female	214	50.1%	52.6%	51.2%
Male	185	43.3%	42.3%	48.8%
Non-binary	4	0.9%	0.9%	-
Prefer not to say	7	1.6%	2.2%	-
Prefer to self-describe	10	2.3%	2%	-
Not known	7	1.6%	-	-

Age in years	Panel respondents	% of panel respondents	% total of VoW panel	% total of Warwickshire*
18-24	6	1.4%	1%	9.3%
25-39	35	8.2%	11.9%	23.9%
40-49	37	8.7%	14.1%	15.7%
50-59	87	20.4%	23.4%	17.9%
60-64	65	15.2%	13.7%	7.5%
65-74	120	28.1%	23.3%	13.3%
75+	66	15.5%	10.9%	12.4%
Prefer not to say	4	0.9%	1.7%	-
Not known	7	1.6%	-	-

Sexual Orientation	Panel respondents	% of panel respondents	% total of VoW panel	% total of Warwickshire*
Asexual	12	2.8%	3.2%	-
Bi/bisexual	15	3.5%	3.5%	1.1%
Heterosexual/straight	328	76.8%	79%	90.9%
Gay Man	8	1.9%	1.8%	1.2%
Gay woman/lesbian	3	0.7%	0.8%	1.2%
Pansexual	2	0.5%	0.8%	-
Other	3	0.7%	0.2%	0.3%
Prefer not to say	49	11.5%	9.7%	-
Not known	7	1.6%	1.1%	6.5%

Long standing illness or disability	Panel respondents	% of panel respondents	% total of VoW panel	% total of Warwickshire*
Yes	103	24.1%	21.6%	16.8%
No	301	70.5%	74.8%	83.2%
Prefer not to say	16	3.7%	3.7%	-
Not known	7	1.6%	-	-

Ethnicity	Panel respondents	% of panel respondents	% total of VoW panel	% total of Warwickshire*
Arab	-	-	0.1%	0.1%
Asian or Asian British - Bangladeshi	-	-	0.1%	0.1%
Asian or Asian British - Indian	5	1.2%	2.4%	4.1%
Asian or Asian British - Pakistani	1	0.2%	0.4%	0.5%
Black or Black British - African	-	-	0.7%	0.8%
Black or Black British - Caribbean	1	0.2%	0.4%	0.4%
Chinese	1	0.2%	0.6%	0.5%
Gypsy, Romani, or Traveller	3	0.7%	0.5%	0.2%
Mixed - Asian and White	2	0.5%	0.8%	0.8%
Mixed – Black African and White	1	0.2%	0.2%	0.1%
Mixed - Black Caribbean and White	2	0.5%	0.4%	0.5%
Other Asian background	1	0.2%	0.4%	1.0%
Other Black background	-	-	0.2%	0.2%
Other Mixed background	2	0.5%	0.8%	0.5%
Other White background	15	3.5%	5.1%	5.9%
Prefer not to say	13	3%	2.9%	-
Prefer to self-describe	4	0.9%	1%	-
White British	364	85.2%	81.7%	82.1%
White Irish	5	1.2%	1.4%	0.9%
Not known	7	1.6%	-	-

Religion	Panel respondents	% of panel respondents	% total of VoW panel	% total of Warwickshire*
Buddhist	4	0.9%	0.8%	0.4%
Christian	208	48.7%	48.3%	50.4%
Hinduism	2	0.5%	0.8%	1.8%
Islam	2	0.5%	1.4%	1.5%
Judaism	4	0.9%	0.7%	0.1%
Sikhism	1	0.2%	0.6%	2.1%
Spiritual	8	1.9%	1.2%	-
Other religion or belief	11	2.6%	2.1%	0.5%
No religion	151	35.4%	35.3%	37.6%
Prefer not to say	29	6.8%	7.5%	-
Not known	7	1.6%	1.4%	6.6%

* Based on ONS (Office for National Statistics) 2024 mid-population estimates and 2021 Census data

Employee at Warwickshire County Council	Panel respondents	% of panel respondents	% total of VoW panel
Yes	14	3.3%	4.9%
No	406	95.1%	95.1%
Unknown	7	1.6%	-

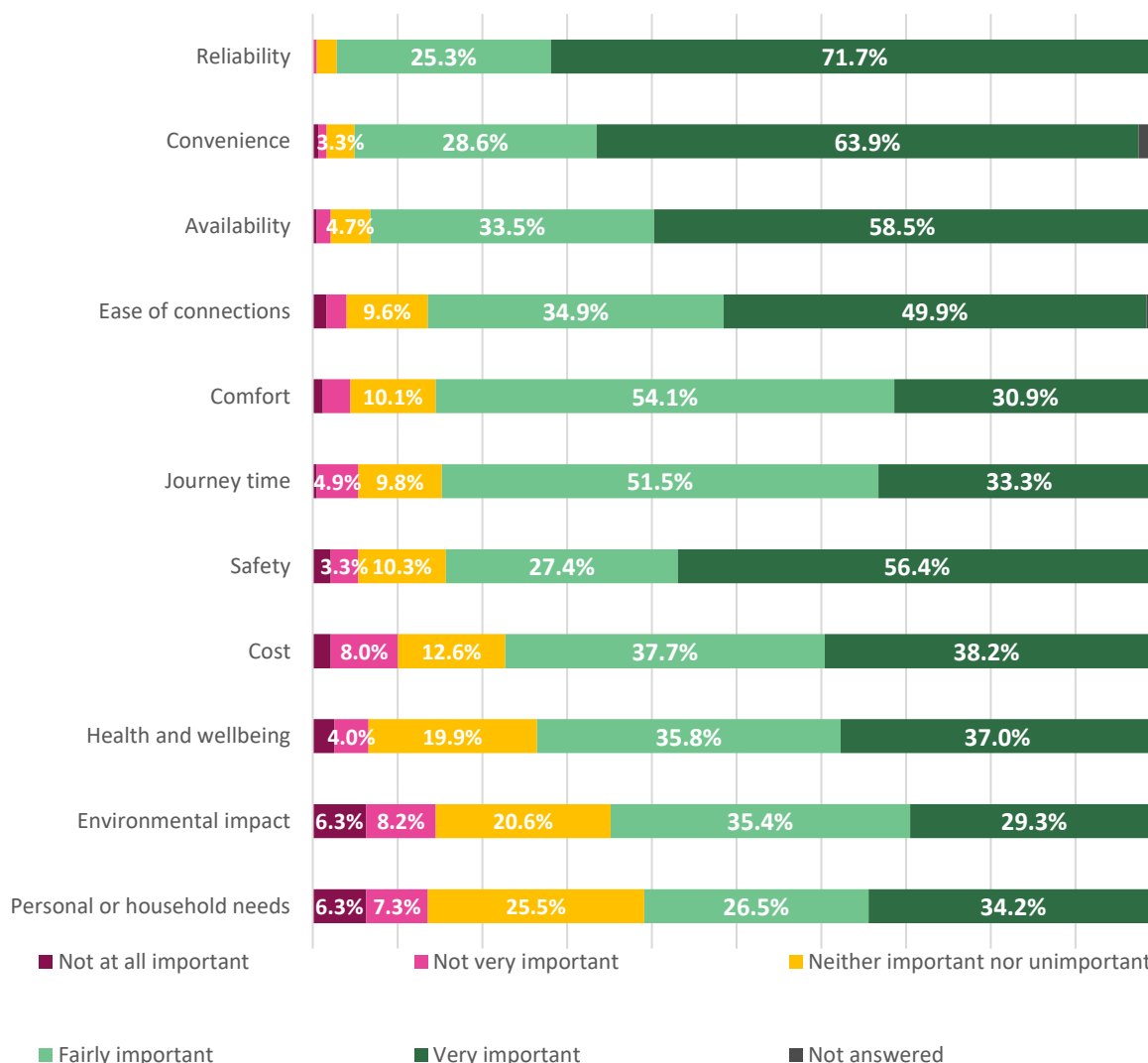
Elected member	Panel respondents	% of panel respondents	% total of VoW panel
Yes	9	2.1%	2.9%
No	411	96.3%	97%
Unknown	7	1.6%	-

Travelling within Warwickshire

How important are the following factors when deciding how you travel within Warwickshire?

The first question of the survey asked all respondents (n=427) how important different factors are when deciding how they travel within Warwickshire. Figure 2 provides a visual summary of the factors most likely to be rated as important.

Figure 2: Total percentage responses to “How important are the following factors when deciding how you travel within Warwickshire?”

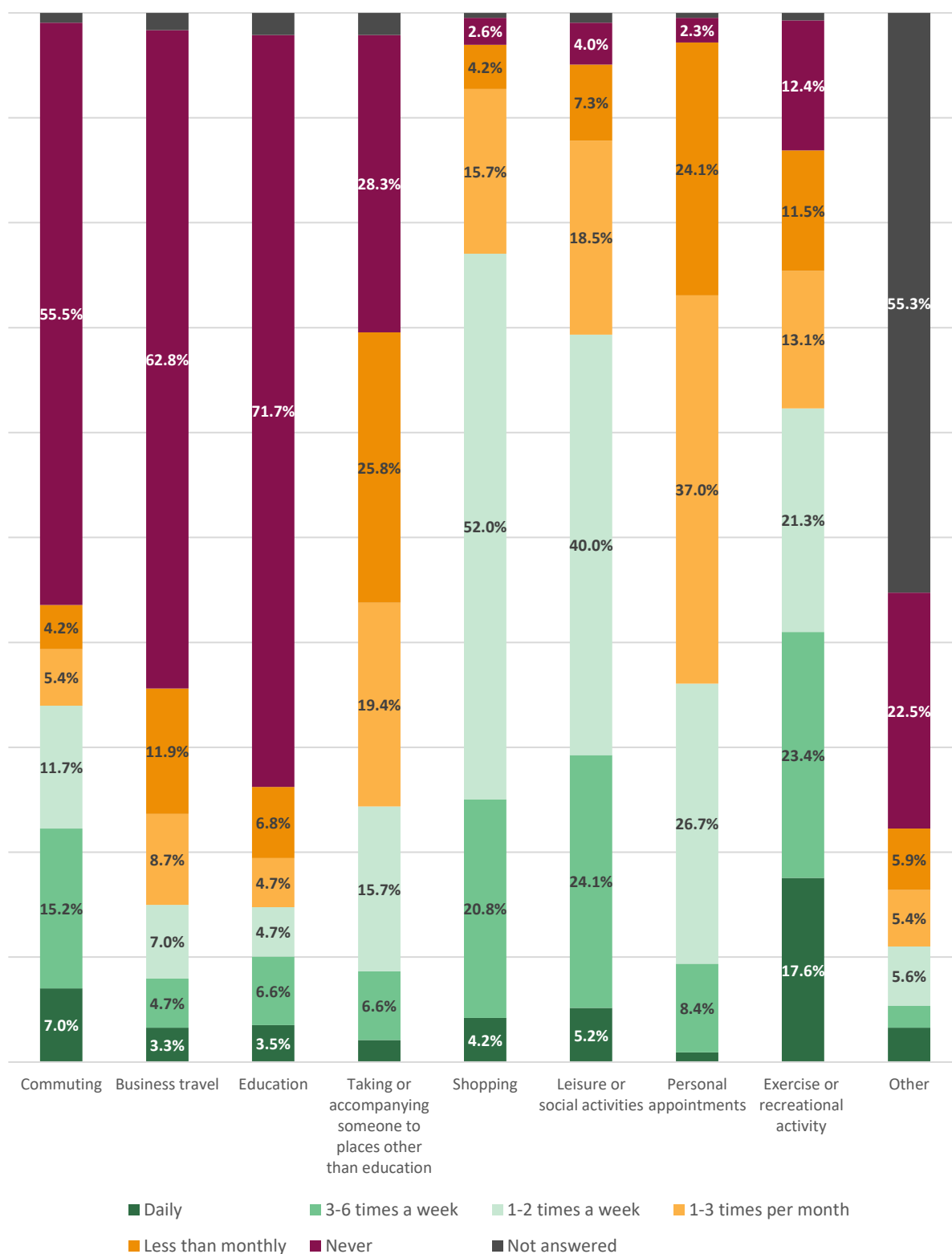


Thinking only about journeys within Warwickshire, how often do you make the following types of journeys?

Responses are shown in Figure 3 below. Shopping was the most common weekly journey type, with 77.0% (n=329) of respondents travelling for shopping at least once a week, followed by leisure or social activities at 69.3% (n=296) and exercise or recreational activity at 62.3% (n=266). Personal appointments were more often made monthly, with the largest proportion travelling for these 1–3 times per month at 37.0% (n=158). Commuting, business travel, and education-related journeys were less common among respondents, with over half saying they

never commute at 55.5% (n=237), almost two thirds never travelling for business purposes at 62.8% (n=268), and 71.7% (n=306) never making education-related journeys. Taking or accompanying someone to places other than education was more varied, although around a quarter did this less than monthly at 25.8% (n=110) and 28.3% (n=121) said never.

Figure 3: Total percentages for responses to “Thinking only about journeys within Warwickshire, how often do you make the following types of journeys?”



Respondents who advised other were provided with an open text box to advise of their reason to travel in Warwickshire. There were 17 responses, eight respondents advised they were travelling due to caring responsibilities, eight advised they were travelling due to volunteering work and one advised they were travelling to attend the refuse tip.

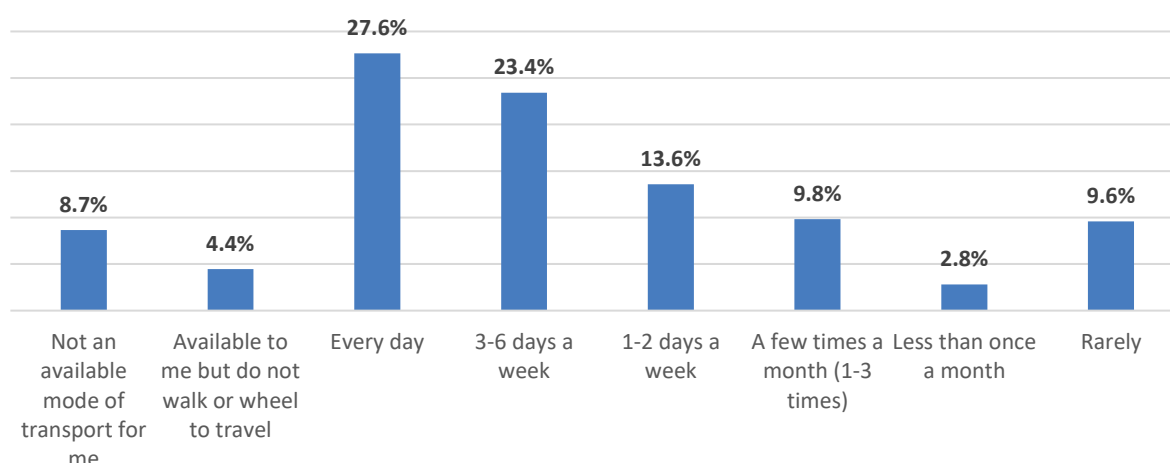
The following section looks at how often respondents use different types of transport, how they rate their experience, and what improvements they feel would make each option easier to use.

Ways of travelling in Warwickshire – walking or wheeling

Thinking about travel in Warwickshire — whether it's getting to places or for exercise or leisure — how often do you travel by walking or wheeling (includes using things like wheelchairs, mobility scooters, or pushchairs)?

Respondents were asked how often they travel by walking or wheeling within Warwickshire, whether for everyday journeys or for exercise and leisure. Walking and wheeling was a common mode of travel, with over a quarter of respondents (27.6%, n=118) doing so every day and a further 23.4% (n=100) travelling this way 3–6 days a week. Overall, almost two thirds of respondents (64.6%, n=276) reported walking or wheeling at least once a week. A smaller proportion travelled by walking or wheeling occasionally, with 9.8% (n=42) doing so a few times a month, 2.8% (n=12) less than once a month and 9.6% (n=41) rarely. While 4.4% (n=19) said walking or wheeling was available to them, but they did not use it for travel, 8.7% (n=37) reported that it was not an available way to travel for them.

Figure 4: Total percentage responses to “Thinking about travel in Warwickshire — whether it's getting to places or for exercise or leisure — how often do you travel by walking or wheeling (includes using things like wheelchairs, mobility scooters, or pushchairs)?”

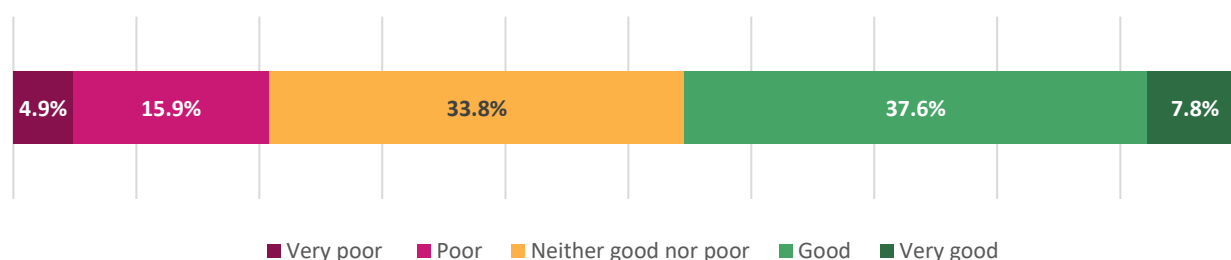


Respondents who advised they did not walk or wheel were directed to the next section of the survey. Those who advised they do walk or wheel within Warwickshire were asked the following questions.

How would you rate your overall experience of travelling by walking or wheeling within Warwickshire?

Respondents who walked or wheeled in Warwickshire (n=371) were asked to rate their overall experience of travelling by walking or wheeling within Warwickshire. Of those who answered the question (n=370) a total of 45.4% (n=168) rated their experience as good or very good, including 37.6% (n=139) who said good and 7.8% (n=29) who said very good (Figure 5). A further 33.8% (n=125) rated their experience as neither good nor poor. One in five respondents gave a negative rating, with 15.9% (n=59) saying poor and 4.9% (n=18) saying very poor.

Figure 5: Total percentage responses to “How would you rate your overall experience of travelling by walking or wheeling within Warwickshire?” (n=370)



Respondents who walked or wheeled in Warwickshire were asked what worked well and what could be better about their experience. Open text responses were reviewed and grouped into themes. While many comments focused on areas for improvement, some respondents also highlighted positive aspects of walking and wheeling in Warwickshire. These included access to local walking routes, pleasant green spaces, good paths in some areas, and the health and wellbeing benefits of walking. Positive comments most commonly focused on pavements and paths being generally good, along with good access to green spaces and walking routes. A small number of respondents also mentioned feeling safe when walking or wheeling and good street lighting. Table 3 shows the themes identified, the number of respondents who mentioned each theme, and examples of the comments received.

Table 3: Themed responses to “Thinking about your answer above, please tell us about your experience of walking or wheeling in Warwickshire– what works well and what could be better?”

What could be better Theme	Number of comments	Example respondent comments
Improve and maintain	129	“To many overgrown paths not cut back by local homeowners or local council no one enforces the regulation”

pavements and paths		<i>"The pavements are dangerous and unpleasant as in such poor condition"</i> <i>"Poor state of pavements"</i> <i>"Far too many uneven slabs. Bushes and trees overgrowing on to the paths making it difficult to walk by"</i> <i>"I walk almost everywhere and I'm not physically disabled but if I were it would be HARD, lots of uneven surfaces, rocking bricks or cobbles in the paths. Overgrown hedges or vegetation make it hard sometimes to actually walk on paths, or pass someone, so one had to go on a main road. I imagine with a pram, scooter etc... would be difficult"</i> <i>"Pavements are not properly maintained, with very uneven surfaces making them difficult to walk or wheel on., pathways have vegetation impinging. Litter and fly tipping and dog faeces making it unpleasant aesthetically and presenting health hazards"</i>
Reduce traffic and speeding to make walking safer	49	<i>"Feels vulnerable in countryside due to speeding"</i> <i>"Where we live is too dangerous due to the traffic volume to walk to the shops."</i> <i>"The roads are horribly busy so walking alongside quite a few of them is a bad experience"</i> <i>"20 & 30mph are not monitored or enforced, so the environment is more dangerous than it should be"</i>
Keep pavements clear of obstructions	43	<i>"Insufficient or inappropriate parking forcing pushchairs into roads"</i> <i>"Unfortunately, footways and dropped kerbs are blocked frequently by parked cars. Bin day can also be a problem with clutter - bins don't get replaced neatly out of the way by the bin people and often are scattered carelessly by their owners too."</i>
Improve pedestrian crossings	30	<i>"Pedestrian crossings are often poorly placed or insufficient"</i> <i>"Pedestrian crossings are few and far between (some have been removed)."</i> <i>"Wait times at pedestrian crossings are long compared to other places."</i> <i>"When walking and using traffic light controlled pedestrian crossings often the traffic ignores the colour of the lights, not stopping when the lights are on red, not slowing to a stop"</i>

		<i>when the lights are on amber and proceeds even when the pedestrian has a green light allowing them to cross."</i> <i>"Waiting time at crossings can be too long"</i>
Separate walking and cycling routes where possible	21	<i>"Too much off-carriageway cycle infrastructure is just shared use, which is unpleasant both when using them as a pedestrian and as a cyclist. Then you put bus stop flag poles and other street furniture in the middle of the already limited space."</i> <i>"Cycle paths and pedestrian paths should be separate"</i> <i>"It is a problem that cyclists ride with impunity on pavements, sometimes in a very inconsiderate and dangerous way"</i>
Improve personal safety when walking or wheeling	14	<i>"It is not safe to walk."</i> <i>"Anti-social behaviour scares me too much to walk at night"</i>
Improve walking links between places	9	<i>"Living in a rural location walking is not really an option nearest shops around 4 miles away."</i> <i>"Connections between rural villages and towns for walking are very poor, no pavements or footpaths"</i>
Provide more pavements and safe walking routes	7	<i>"Lack of footpaths/safe routes and living in a very rural location mean that I am unable to walk anywhere outside of the village"</i> <i>"Lack of pavements"</i>
Provide better information about walking routes	6	<i>"More signage of footpaths needed"</i> <i>"What would be fantastic would be up to date (high quality resolution) maps of rural walks within Warwickshire that are easy to follow, without getting lost. If these were online and printable to a decent quality this could save the county money."</i>
Provide more places to rest	4	<i>"Not enough places to sit down."</i> <i>"I have a health issue and I should walk but at the same time I must rest when I become breathless. I never go for walk - where I live- because there is no bench in the area in radius of at least an hour in my area."</i>
Improve accessibility for walking and wheeling	4	<i>"Dropped pavement curbs are extremely useful when I am using a rollator but often there is a considerable gap between them on each side of the road, necessitating the use of the road for some yards. Lowered curbs should be parallel to each other rather than staggered. Sloping footpaths can be awkward if you have balance problems, although car owners may prefer them. It is unnerving to find yourself veering</i>

		<i>towards the road when all you want to do is continue on a straight line along the path."</i>
Protect green spaces used for walking	3	<i>"Walk every day sadly council set on destroying green areas I use to do so by building houses in the farmland"</i>
Concerns about e-scooter use on pavements	2	<i>"Plagued with e-scooters. which are always illegal"</i>
Improve lighting on walking routes	2	<i>"Poor or no lighting at night makes it unsafe and difficult to avoid walking in faeces"</i>
Provide more bins on walking routes	2	<i>"Lack of bins for dog poo and other rubbish in some areas"</i>
Provide more shade on walking routes	1	<i>"I would appreciate more shaded routes, particularly as summers are getting longer and hotter"</i>

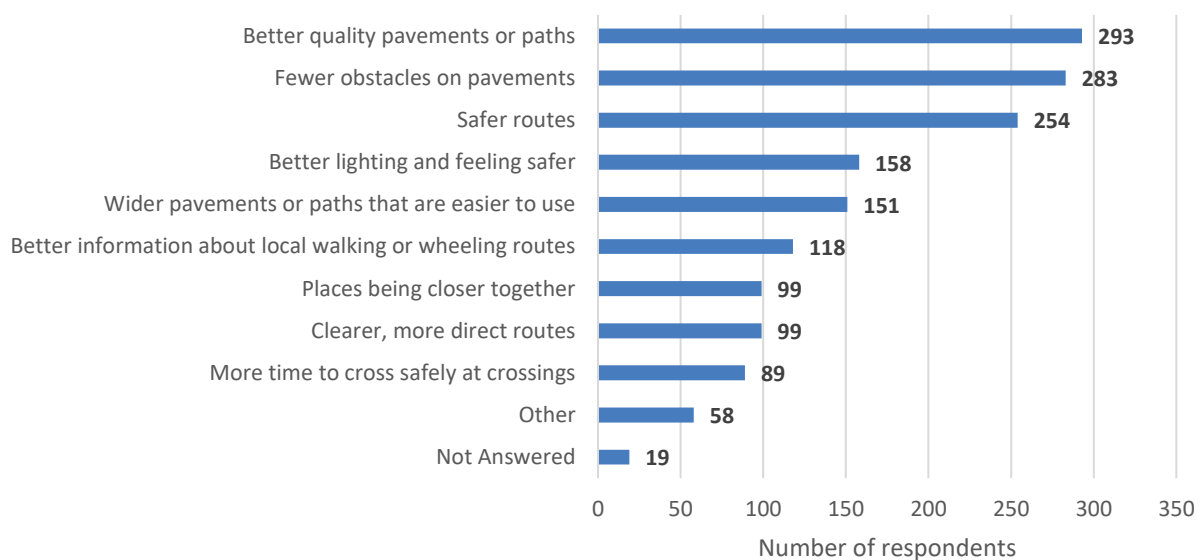
What works well Theme	Number of comments	Example respondent comments
Pavements and paths are generally good	39	<i>"Usually, good pavements and walkways"</i> <i>"The paths are good"</i> <i>"Pavements are generally well maintained If I walk its generally local to my village Generally all the footpaths are well maintained"</i> <i>"In the whole it is a positive and enjoyed by many young people and their parents / grandparents"</i> <i>"Working well is most pavements are in good condition and there's ample safe crossings for the journeys I make. I appreciate the pavement and kerb cleaning services - good preventative maintenance"</i>
Good access to green spaces and walking routes	28	<i>"We live in a semi-rural area with plenty of open spaces and paths"</i> <i>"Easy access to parks and greenways"</i> <i>"Marvellous place for walking, we know we are very lucky"</i>
Feeling safe when walking or wheeling	4	<i>"a feeling of safety"</i> <i>"Usually feel safe and well catered for whilst walking dogs daily"</i>

Good street lighting	2	<i>“Street lighting is very good”</i>
-----------------------------	---	---------------------------------------

Please select any of the options that would make it easier to walk or wheel in Warwickshire? (select all that apply)

All respondents (n=427) were asked what would make it easier to walk or wheel in Warwickshire. The most selected options were better quality pavements or paths (68.6%, n=293), fewer obstacles on pavements (66.3%, n=283), and safer routes (59.5%, n=254) (Figure 6). Other selected improvements included better lighting and feeling safer (37.0%, n=158), wider pavements or paths that are easier to use (35.4%, n=151), and better information about local walking or wheeling routes (27.6%, n=118). Smaller proportions selected clearer, more direct routes and places being closer together, both at 23.2% (n=99), and more time to cross safely at crossings (20.8%, n=89).

Figure 6: Total responses to “Please select any of the options that would make it easier to walk or wheel in Warwickshire? (select all that apply)”



Respondents who selected “Other” were asked to provide further detail. Open text responses were reviewed and grouped into themes, with comments most commonly focusing on making walking routes safer from traffic and speeding, improving access to local services and destinations, improving pedestrian crossings, and maintaining existing footpaths and walking routes (Table 4). Other themes included separating walking and cycling routes where possible, keeping pavements clear of obstructions, providing more pavements and safe walking routes, adding places to rest, and considering how future development can reduce the need to travel by car.

Table 4: Other responses to “Please select any of the options that would make it easier to walk or wheel in Warwickshire? (select all that apply)”

Theme	Number of comments	Example respondent comments
Make walking routes safer from traffic and speeding	19	<i>“Dangerous with all the hgv traffic, cars and dangerous roads”</i> <i>“Traffic is too heavy; roads are over populated”</i> <i>“Safer routes”</i>
Improve access to local services and destinations	11	<i>“I live in a village with only a shop, church and pub - where would I walk to?”</i> <i>“Most shops, leisure facilities , healthcare practitioners etc are not in the village”</i> <i>“More local services in local areas so I don’t have to travel as far from home”</i>
Improve pedestrian crossings	10	<i>“A pedestrian crossing”</i> <i>“Crossings are terrible. You can't see or hear when you are supposed to be safe to cross. Also, it takes ages for the lights to change”</i> <i>“Short waits at crossings. Current research shows that more than 20 seconds is enough for British pedestrians to start getting twitchy and looking for chances to dash across against red, and so the longer wait becomes a safety issue.”</i>
Maintain footpaths, bridleways and walking routes	9	<i>“Keep bridle paths and rights of way trimmed back”</i> <i>“We have a bridleway that enables pleasant walking away from traffic, but it is so ill maintained it is often a mud bath for considerable parts of the year, rendering it useless.”</i> <i>“Better quality pavements or paths (for example, smoother, well-maintained surfaces)”</i>
Separate walking and cycling routes where possible	8	<i>“Segregated cycleways wherever possible, instead of shared use”</i> <i>“It is also necessary to watch out for cyclists using the pavements many of which have now been designated cycle paths as well as pedestrian routes, which is not ideal. This is particularly problematic in pedestrian zones and one way streets”</i>

Keep pavements clear of obstructions	8	<i>"Parked cars block the view when trying to find a safe place to cross. I have one nervous dog and another in a stroller. I worry if I rush to beat the traffic, I'll trip & lose dogs"</i> <i>"Fewer obstacles on pavements (for example, parked cars, bins, overgrown vegetation)"</i>
Provide more pavements and safe walking routes	6	<i>"One specific issue is the lack of pavements on some country roads"</i> <i>"Lack of footpaths/safe routes and living in a very rural location mean that I am unable to walk anywhere outside of the village"</i>
Provide more places to rest	5	<i>"Benches and other places to rest would also help"</i> <i>"Benches or some place to rest on pavements"</i>
Plan development to reduce the need for car travel	2	<i>Not Places being closer together (!) but planning policies which minimise the need for car use, the opposite of the Local Plan's continuing suburban sprawl."</i>

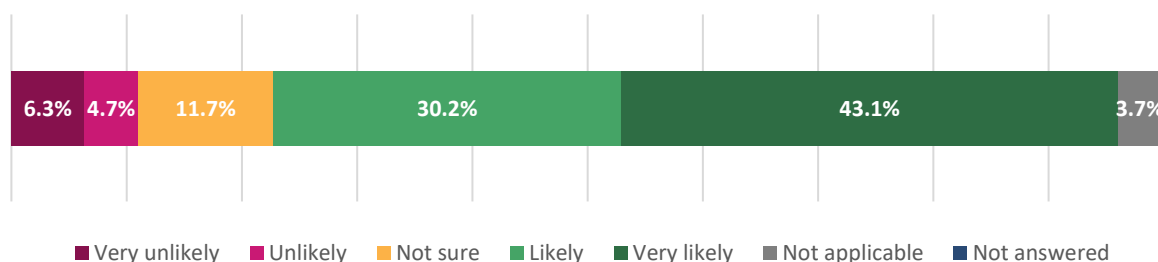
Themes mentioned by one respondent included, empty bins more frequently, improve lighting, provide information on walks, ban lorries in small villages, pedestrianisation, reduce littering, respond to complaints

Thinking about what you selected, how likely would you be to walk or wheel more in Warwickshire if those things were in place?

Respondents were asked how likely they would be to walk or wheel more often in Warwickshire if the improvements they selected in the previous question were put in place.

Almost three quarters said they would be likely or very likely to walk or wheel more if the improvements were in place (73.3%, n=313) (Figure 7). This included 43.1% (n=184) who said they would be very likely and 30.2% (n=129) who said they would be likely. A smaller proportion were unsure (11.7%, n=50), while 11.0% (n=47) said they would be unlikely or very unlikely to walk or wheel more. A further 3.7% (n=16) said the question was not applicable to them, and 0.2% (n=1) did not answer.

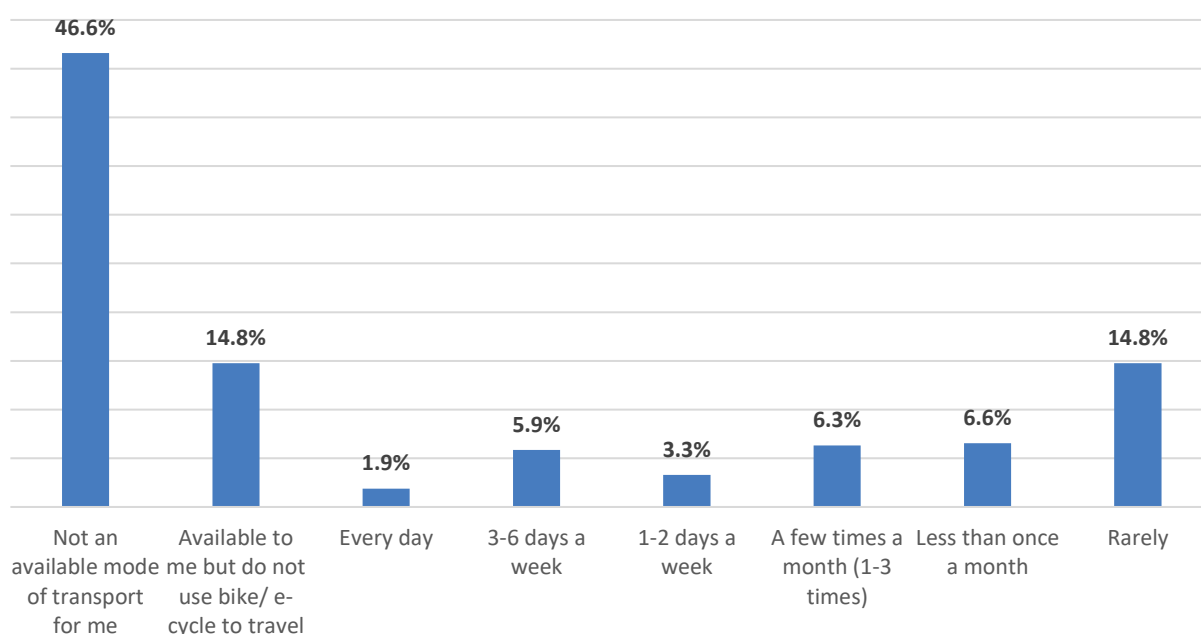
Figure 7: Total responses to "Thinking about what you selected, how likely would you be to walk or wheel more in Warwickshire if those things were in place?"



Thinking about travel in Warwickshire — whether it's getting to places or going for a ride for exercise or leisure — how often do you travel by bike or e-cycle?

Respondents were asked how often they travel by bike or e-cycle within Warwickshire, either to get to places or for exercise or leisure. Cycling or e-cycling was not available to nearly half of respondents (46.6%, n=199), while a further 14.8% (n=63) said it was available to them but they did not travel this way (Figure 8). Regular cycling or e-cycling was uncommon, with 11.1% (n=47) travelling by bike or e-cycle at least weekly. This included 1.9% (n=8) who did so every day, 5.9% (n=25) who did so 3–6 days a week and 3.3% (n=14) who did so 1–2 days a week. Smaller proportions cycled a few times a month (6.3%, n=27), less than once a month (6.6%, n=28) or rarely (14.8%, n=63). All respondents answered this question.

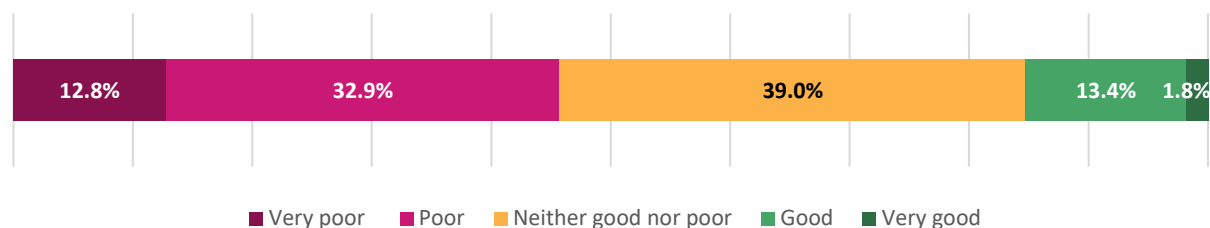
Figure 8: Total percentage responses to “Thinking about travel in Warwickshire — whether it's getting to places or going for a ride for exercise or leisure — how often do you travel by bike or e-cycle?”



Respondents who advised they did not use a bike or e-cycle were directed to the next section of the survey. Those who advised they do travel by bike or e-cycle within Warwickshire (n=164) were asked to rate their overall experience of travelling by bike or e-cycle and what works well and what could work better.

A total of 164 respondents answered this question about their overall experience of travelling by bike or e-cycle in Warwickshire. The largest proportion rated their experience as neither good nor poor (39.0%, n=64) (Figure 9). Around a third rated their experience as poor (32.9%, n=54), while 12.8% (n=21) rated it as very poor. A smaller proportion rated their experience as good (13.4%, n=22), and 1.8% (n=3) rated it as very good.

Figure 9: Total percentage responses to “How would you rate your overall experience of travelling by bike or e-cycle in Warwickshire?”



Respondents who travelled by bike or e-cycle in Warwickshire were asked what worked well and what could be better about their experience. Open text responses were reviewed and grouped into themes. The most common comments focused on making cycling safer from traffic and speeding, providing more dedicated cycle lanes and routes, improving and maintaining road and cycle route surfaces, and improving connections between cycle routes. Other themes included providing more secure cycle parking, better information about cycle routes, enforcement of road rules, concerns about illegal e-scooter and e-bike use, reviewing the design of current cycle schemes, and promoting cycling as a practical way to travel. A small number of respondents also highlighted what works well, including good access to safe and enjoyable cycle routes in some areas, such as traffic-free cycling spaces, national cycle routes and quieter country roads. Table 5 shows the themes identified, the number of respondents who mentioned each theme, and examples of the comments received.

Table 5: Themed responses to “Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by bike or e-cycle – what works well and what could be better?”

What could be better Theme	Number of comments	Example respondent comments
Make cycling routes safer from traffic and speeding	46	“Main roads are too hazardous” “It isn't safe to cycle rurally due to the speed of traffic and nature of the roads” “Living in a rural location I have one 'route'. I'd love to cycle that route but it would be a deathwish. (fast vehicles, close passes, wheel bending pot holes/drains, overgrown vegetation)” “Risk of being hit by motorised vehicle” “Feel unsafe on busy roads” “Dangerous fast car and van traffic”

		<i>"I have a bike but the roads are too fast and dangerous to go on"</i> <i>"A road is absolutely too dangerous to even consider cycling on"</i>
Provide more dedicated cycle lanes and routes	36	<i>"Not many cycle lanes"</i> <i>"Not enough cycle ways away from the traffic"</i> <i>"Lack of cycle lanes in small towns and rural areas"</i> <i>"Need proper lanes for bikes"</i> <i>"too few bicycle lanes"</i>
Improve and maintain road and cycle route surfaces	32	<i>"Lack of maintenance of cycle routes. I regularly use. In Autumn and Winter, the surface collects a lot of debris, which rarely (if ever) gets proactively cleared. In Spring and Summer, the shrubs and brambles at the side of the path are left to grow and become hazards. Often when road works are in progress, metal signage is placed on the cycle lane."</i> <i>"Poor quality"</i> <i>"Quality of surfacing for cycling is important. Some of them are very bumpy to use."</i>
Improve cycle route connections	24	<i>"The cycle paths that exist seem so disjointed that it's hard to work out how to cycle from A to B. Seem to have been put in piecemeal without actual consideration of the journeys that people might make"</i> <i>"The safer/more comfortable routes don't always go where I need to go, or are very circuitous"</i> <i>"Connected cycle lanes is the issue - no point introducing cycle lanes if they do not connect - you wouldn't do that with a road or pavement! I see random cycle lanes only of use on busy roads where cyclists are competing for space with cars and it is dangerous or slows traffic"</i>
Provide more secure cycle parking	13	<i>"More secure and convenient cycle parking"</i> <i>"I cycle regularly for leisure, I never cycle to get from A to B, largely because there is no availability of secure bike storage (some unsupervised anchor points don't count as secure, unless the cyclist is prepared to carry several Kgs of locks). My bikes would cost a lot to replace, so I walk or drive"</i>

		<i>"Surface quality Potholes, cracked surfaces and overgrown vegetation reduce comfort and safety."</i>
Provide better information about cycle routes	10	<i>"I think a tube style map of the area for good cycle routes would be useful or alternatively have maps of the local cycle network dotted around towns to help people get around. My main criticism of the current maps is that by the time they were released they were out of date, but they are really useful showing separated and quiet routes. Getting the data to be accurate on Google maps would be fantastic, I've tried adding them myself and they never add it properly, so getting the accurate data on there would be so useful as people default to using it so it would stop it taking people down footpaths and inaccessible routes with stairs."</i>
Improve enforcement of road rules	5	<i>"Enforcement of 30 mph speed limit and potential expansion of the 20 mph speed limit areas."</i>
Address illegal e-scooter and e-bike use	4	<i>"Illegal e-bikes, which are effectively motorcycles and also illegal e-scooters are now using the paths."</i>
Review the design of current cycle schemes	2	<i>"The K2L project is just beyond a joke, the fact that the first phase is just a wide footpath rather than a segregated cycle lane is laughable"</i>
Promote cycling as a practical way to travel	2	<i>"Proud promotion and marketing of new cycle facilities (routes and parking) when they're opened - e.g. what journeys, activities and lifestyles they've enabled etc; targeted at everyone, not just distributed to existing cyclists."</i>

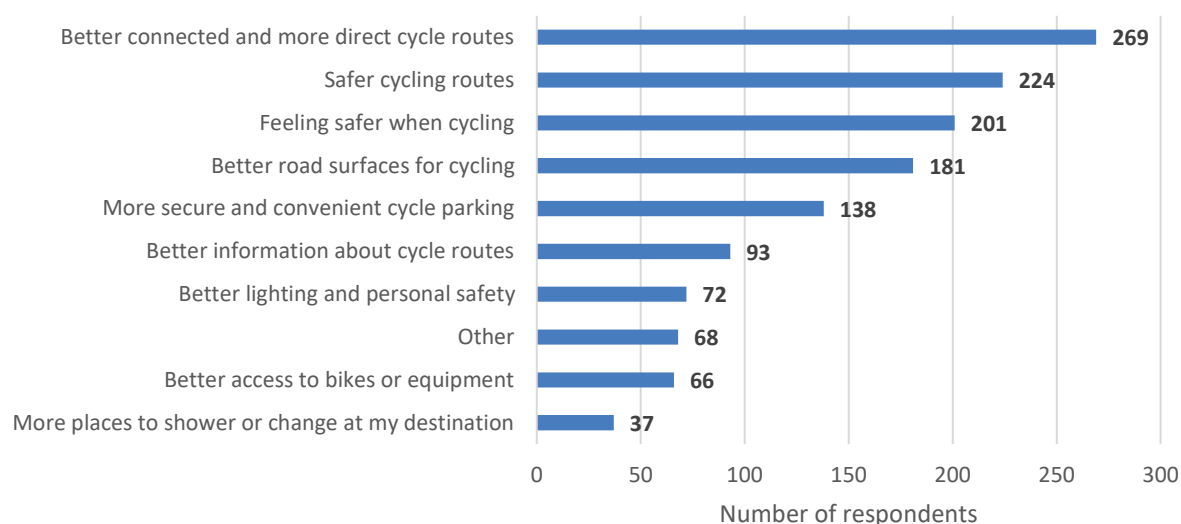
What works well Theme	Number of comments	Example respondent comments
Good access to safe and enjoyable cycle routes	10	<i>"What works well for me is the presence of a safe (no cars) cycling space which is only a short cycle (with cars) from where I reside"</i> <i>"There is a number of national cycle route in the area."</i> <i>"Mostly very good"</i> <i>"At the moment I can enjoy cycling safely and quietly on small country roads"</i>

Comments made by one respondent included, good views, feels safe, lower speed limits are a positive

Please select any of the options that would make it easier to cycle in Warwickshire? (select all that apply)

All respondents (n=427) were asked what would make it easier for them to cycle in Warwickshire. The most selected improvements were focused on route quality, connectivity, and safety. The most selected improvement was better connected and more direct cycle routes 63% (n=269), followed by safer cycling routes 52.5% (n=224) and feeling safer when cycling 47.1% (n=201) (Figure 10). Other frequently selected improvements included better road surfaces for cycling 42.4% (n=181) and more secure and convenient cycle parking 32.3% (n=138).

Figure 10: Total responses to “Please select any of the options that would make it easier to cycle in Warwickshire? (select all that apply)”



Responses from those who selected “other” when asked what would make it easier to cycle in Warwickshire are shown in Table 6 below. The main theme was the need for cycle routes away from roads, with respondents often referring to safety concerns, traffic, and the need for a dedicated, joined-up cycle infrastructure. Other themes included better enforcement of road laws, improved access to bike hire, more secure cycle parking, more education for users of shared spaces, and the removal of illegal e-scooters. Smaller numbers of comments mentioned better route maintenance, clearer information and signage, and the need to consider cycling infrastructure as part of new developments.

Table 6: Other responses to “Please select any of the options that would make it easier to cycle in Warwickshire? (select all that apply)”

Theme	Number of comments	Example respondent comments
-------	--------------------	-----------------------------

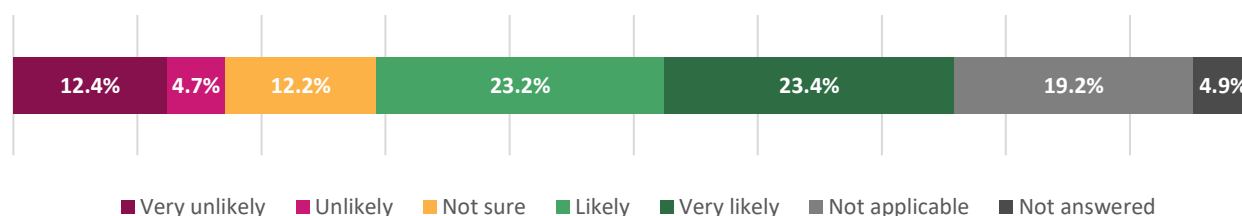
Cycle routes away from roads	27	<i>"Specific cycle routes away from the public highways."</i> <i>"Terrible - lack of cycle paths/cycle ways, always need to use busy roads - impossible with children. Cycleways are not joined up!"</i> <i>"Dedicated cycle ways separate to the road infrastructure, not adjacent or combined that allow much more free flow (thinking rural connections here not urban)."</i> <i>"Too scared of the traffic"</i>
Enforcement of road laws	12	<i>"Better enforcement of road traffic law. There are a few aggressive and/or careless drivers."</i> <i>"Ensure drivers drive safely observe the rules of the road"</i> <i>"Deal with other road users who drive illegally to make the area safer"</i>
More education needed	4	<i>"Teaching all types of shared space users to watch out / have respect for each would go along way"</i> <i>"I think clearer and enforced (educated users?) cycle paths to avoid pedestrians constantly having to avoid cyclists and mobility scooter users, many of whom travel at excess speed on pavements"</i>
Enforce removal of illegal scooters	4	<i>"The use of illegal E scooters without helmets too in every town and city is becoming a problem. People have been knocked down and have passed away even at low speeds"</i> <i>"Until the police drive the use of E-scooter to zero this is a worrying on going issue. Children and more parents and adults stop using these items to transport themselves around areas using bike and e-cycle routes this will only increase problems"</i>
Bike hire available	5	<i>"A bike hire system like they've got in Coventry or London. It would make it much easier to get around the local area"</i>
Bike parking available	5	<i>"More secure and convenient cycle parking, Bikes are too easy to steal and police don't do enough to contain it, until the theft risk is reduced dramatically it is going to be difficult to change people's behaviour. I certainly would not park a moderately priced bike in a town centre."</i>
Maintain routes	3	<i>"Poor road surfaces are a particular issue for cyclists. There are numerous potholes deep enough to throw a cyclist off their bike into the path of traffic."</i>
Improve information and signage	2	<i>"More signs especially where it crosses the road or even to tell you where the route goes and how long it might take"</i>
Consider as part of new developments	2	<i>"Priority should always be given to segregated, on-road cycle routes wherever possible. These should be the default in any"</i>

		<i>new housing development. LTN 1/20 standards should be adopted unless there are overwhelming reasons not to."</i>
--	--	---

Comments made by one respondent included: Restricting where SUVs drive, not to have any further bike lanes and encourage bike use.

Respondents were asked how likely they would be to cycle more often if the improvements they selected were made. Almost half of those who responded to this question said they would be likely or very likely to cycle more (46.6%, n=199), including 23.4% (n=100) who said very likely and 23.2% (n=99) who said likely (Figure 11). A further 12.2% (n=52) were not sure, while 17.1% (n=73) said they would be unlikely or very unlikely to cycle more. Around one in five respondents said this was not applicable to them (19.2%, n=82), and 4.9% (n=21) did not answer.

Figure 11: Total percentage responses to "If the improvements you selected above were made, how likely would you be to cycle more often?"

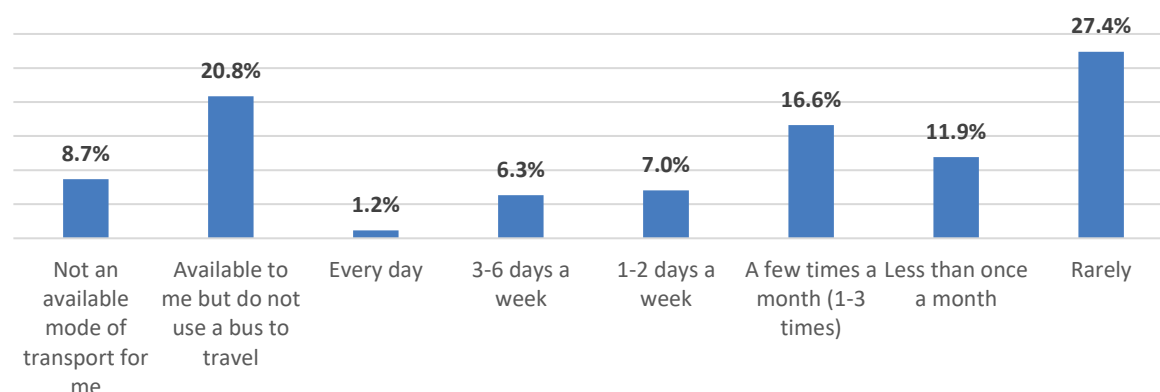


Ways of travelling in Warwickshire – bus

Thinking about only travel in Warwickshire, how often do you travel by bus?

Respondents were asked how often they travel by bus within Warwickshire. Bus use was infrequent, with the largest proportion saying they rarely travel by bus (27.4%, n=117), while 20.8% (n=89) said bus travel was available to them but they do not use it (Figure 12). A smaller proportion used the bus at least weekly (14.5%, n=62), including 1.2% (n=5) every day, 6.3% (n=27) 3–6 days a week and 7.0% (n=30) 1–2 days a week. A further 16.6% (n=71) used the bus a few times a month, 11.9% (n=51) less than once a month, and 8.7% (n=37) said bus was not an available mode of transport for them.

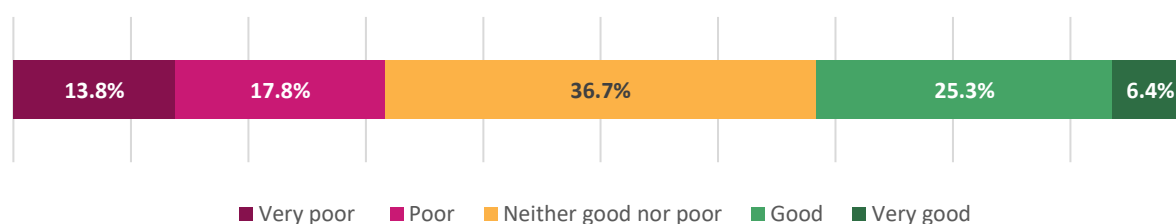
Figure 12: Total percentage responses to "Thinking about only travel in Warwickshire, how often do you travel by bus?"



How would you rate your experience of travelling by bus within Warwickshire?

A total of 297 respondents answered this question about their experience of travelling by bus within Warwickshire. The largest proportion rated their experience as neither good nor poor (36.7%, n=109) (Figure 13). A quarter rated their experience as good (25.3%, n=75), while 6.4% (n=19) rated it as very good. Around one in six rated their experience as poor (17.8%, n=53), and 13.8% (n=41) rated it as very poor.

Figure 13: Total percentage responses to “How would you rate your experience of travelling by bus within Warwickshire?”



Respondents who travelled by bus in Warwickshire were asked what worked well and what could be better about their experience. Open text responses were reviewed and grouped into themes. Comments about what could be better most commonly focused on improving bus reliability, providing more frequent services, improving routes and direct connections, reducing the cost of bus travel, and improving real-time information. Positive comments focused on good overall bus services in some areas, including frequent and useful routes, friendly drivers, modern and clean buses, good value for some journeys, and positive views on electric buses. Table 7 shows the themes identified, the number of respondents who mentioned each theme, and examples of the comments received.

Table 7: Themed responses to “Please tell us about your experience of travelling within Warwickshire by bus– what works well and what could be better?”

What could be better Theme	Number of comments	Example respondent comments
Improve bus reliability	77	“The service is often unreliable with missing buses.” “ Often late” “Buses do not run to time making it difficult to attend appointments” “Bus reliability is hit and miss, sometimes great other times awful” “The service I use can run behind schedule”

		<i>"Unreliable timetable"</i>
Provide more frequent bus services	55	<i>"More services in the evening would be useful but I understand the need to be commercially viable"</i> <i>"Once an hour and services stop early evening so not convenient for traveling after work"</i> <i>"More buses later at night"</i>
Improve bus routes and direct connections	42	<i>"Lack of useful routes"</i> <i>"Take strange and lengthy routes"</i> <i>"Catching the bus to the hospital also requires changes of bus unless you happen to live in the right part of town for its cross-town service - which adds risk of missed connections, more scope for delays, etc. Improving reliability and aiming for turn-up-and-go frequency would help here."</i> <i>"Routes that go where I need them to"</i> <i>"Routes are poor. Bus does not go via my neighbourhood to UHCW"</i>
Reduce the cost of bus travel	19	<i>"Bus journeys are too expensive unless it's just one person travelling. for 2 or more in a car, it's cheaper to drive & park"</i> <i>"Warwickshire suffers with very high ticket prices. Why is it I can travel around the whole of the Midlands for 1 day for £5, yet to commute from one small town to another such as Warwick to Stratford, I can easily spend £10 or more, which is a fortune. It is really not justifiable. Those who do not drive like me rely on public transport especially if trains are put off."</i>
Improve real-time bus information	15	<i>"Communication on app and website re late or cancelled buses is atrocious"</i> <i>"Inaccurate real time information I was waiting, and it never arrived despite the real time information showing it had stopped at my stop and departed on time!"</i>
Make bus information easier to understand	14	<i>"Better information about routes"</i> <i>"Information at bus stops is deplorable."</i> <i>"Confusing experience, lack of information on bus stops. Fare complexity with competing operators (Arriva and Stagecoach) not accepting each other's return tickets"</i>

Improve quality of bus services	13	<i>"Drivers who are often unprofessional, driving erratically, shouting at other drivers and make me feel unsafe"</i> <i>"Poor service"</i>
Improve bus stop facilities	10	<i>"Seating and cover (protection from sun and rain) at bus stops are poor."</i> <i>"A few more bus s shelters for rainy days would be nice"</i>
Improve the condition and cleanliness of buses	7	<i>"Buses are often dirty"</i> <i>"The buses are dirty"</i>
Improve access to nearby bus stops and services	9	<i>"No bus stops near to my house. I would have to walk over a mile to get to one"</i> <i>"Virtually no bus service from our village"</i>
Improve coordination between bus operators and services	6	<i>"Coordinating with trains would be good"</i> <i>"We have both National and Stagecoach buses here and they could do with being better co-ordinated. Very often a National and a Stagecoach will come along at the same time going to the same place, whereas if they were staggered more it would be helpful."</i>
Monitor bus operator performance and customer service	4	<i>"Customer service at stagecoach is dreadful, responses are rare . Better monitoring of bus companies by council perhaps local partnerships with residents to help monitor. Fines for companies that don't perform and more answerable customer service."</i>
Coordinate roadworks to reduce bus delays	4	<i>"So many traffic problems mean that bus routes are slow or delayed. The coordination of roadworks needs to be much improved so that routes between towns are not all being worked on at the same time"</i>
Integrate bus and train tickets and passes	2	<i>"Bus passes in Warwickshire should also include the use of trains"</i>
Reduce overcrowding on bus services	2	<i>"Services overcrowded"</i>
Improve safety when travelling by bus	2	<i>"Feeling safer when travelling"</i>
Improve accessibility on public transport	2	<i>"Very difficult for people with disabilities to use."</i>

Comments made by one respondent included: crossings needed near bus stations, difficult to carry shopping on bus, difficult with bike, discount on early fare no longer happens, electric

buses needed, accessibility needs improving, improve advertisement for bus travel, free bus pass expanded to 60 years old.

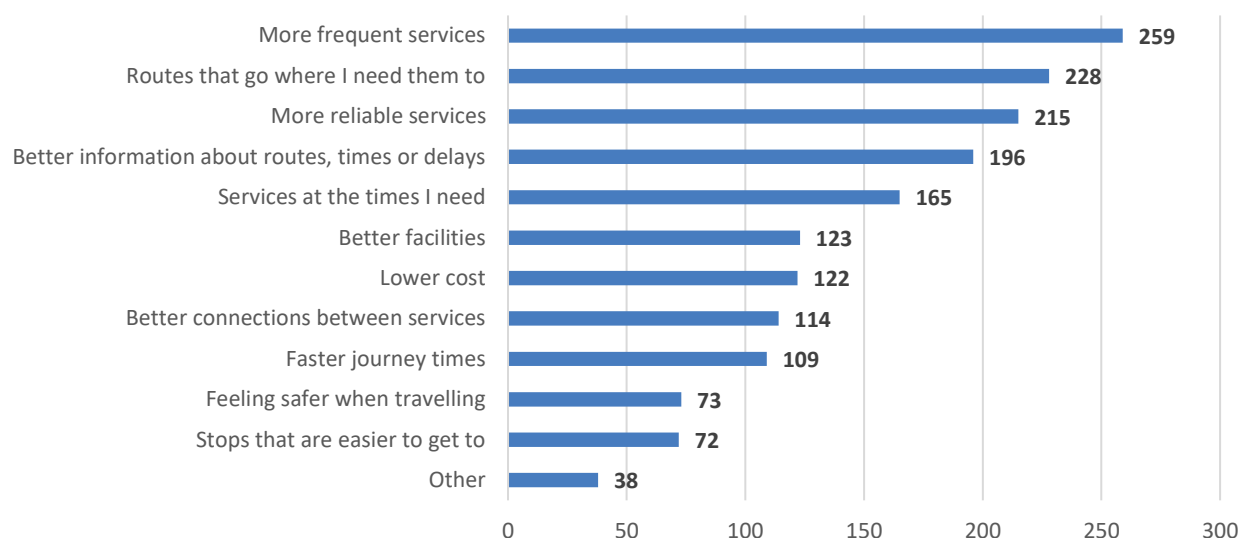
What works well Theme	Number of comments	Example respondent comments
Good overall bus service	36	<i>"The bus service is very good, going in all directions"</i> <i>"I am on an excellent bus route and buses are mostly new and very up-to-date date"</i> <i>"The bus drivers are really helpful and friendly, and the buses are modern and comfortable"</i> <i>"Regular clean bus services"</i> <i>"Lovely, helpful bus drivers"</i>
Frequent bus services in some areas	5	<i>"Half hourly bus service meets my needs"</i> <i>"We have a frequent convenient service"</i>
Useful bus routes are available in some areas	5	<i>"Some routes are excellent"</i> <i>"Plenty of routes"</i>
Bus travel offers good value for some journeys	3	<i>"The cost is competitive when you consider parking charges."</i>
Positive views on electric buses	2	<i>"Love the new electric buses which even have charging points"</i>

Comments made by one respondent included: Payment is easy, feel safe.

**Please select any of the options that would make it easier to use the bus in Warwickshire?
(select all that apply)**

All respondents (n=427) were asked what would make it easier to use the bus in Warwickshire. The most selected option was more frequent services (60.7%, n=259), followed by routes that go where respondents need them to (53.4%, n=228) and more reliable services (50.4%, n=215) (Figure 14). Better information about routes, times or delays was selected by 45.9% (n=196), while 38.6% (n=165) selected services at the times they need. Other selected improvements included better facilities (28.8%, n=123), lower cost (28.6%, n=122), better connections between services (26.7%, n=114), faster journey times (25.5%, n=109), feeling safer when travelling (17.1%, n=73), and stops that are easier to get to (16.9%, n=72).

Figure 14: Total responses to “Please select any of the options that would make it easier to use the bus in Warwickshire? (select all that apply)”



Responses from those who selected “other” when asked what would make it easier to use the bus in Warwickshire are shown in Table 8 below. The main theme was the need to review bus routes, with respondents referring to routes not going where they need them to, indirect journeys and the need for better connections to key destinations. Other themes included improving service frequency, ensuring accurate information about routes, and improving bus stops. Respondents also mentioned reducing costs, reviewing the location of bus stops, improving buses, improving reliability, free bus pass travel for some groups, bike storage, safer or better pavements to bus stops, managing bus companies, and better advertising of bus services or apps.

Table 8: Other responses to “Please select any of the options that would make it easier to use the bus in Warwickshire? (select all that apply)”

Theme	Number of comments	Example respondent comments
Review routes	14	<i>“Bus routes are inadequate - no buses to Hospital. Routes are convoluted making journey times unattractive. We need more, shorter, bus routes.”</i> <i>“Routes that go where I need them to”</i> <i>“It would also be nice to have more urban journeys with no changes, to go further with convenience”</i>
Improved frequency	10	<i>“More frequent services”</i> <i>“If they are more frequent”</i> <i>“Improved frequency, or coordinated interchange scheduling methods”</i>

		<i>"Services at the times I need (e.g. evenings or weekends)"</i>
Ensure accurate information	9	<i>"Accurate information about route times and delays"</i> <i>"Better information about routes, times or delays"</i>
Improve bus stops	7	<i>"The bus stops are very poor"</i> <i>"The bus stops are at a pinch point , and no seats ,not enough"</i>
No improvements needed	7	<i>"Happy with the status quo"</i> <i>"I have no issue with current bus service"</i>
Reduce costs	7	<i>"Lower cost"</i> <i>"Cheaper fare would encourage more people to use public transports"</i>
Review where bus stops are	5	<i>"Bus stops would be better if they were nearer the destinations needed"</i> <i>"Stops that are easier to get to. Have to travel to a bus stop so the need to park somewhere that's not always easy"</i>
Improved buses	3	<i>"I would like to know that buses are well-ventilated with high indoor air quality to reduce the likelihood of infection with airborne diseases, particularly during seasonal highs."</i>
Improve reliability	3	<i>"Buses sometimes just don't turn up."</i>
Free bus pass travel	3	<i>"It would be a good idea to have free bus travel to under 24 year old?"</i>
Bike storage available	2	<i>"Cycle parking facilities at selected suburban bus stops so people can cycle a relatively short distance to catch other cross-town buses to get to different parts of town other than the town centre. Orbital routes as well or as an alternative. Bike racks to carry full size bikes on buses."</i>
Improve pavements to bus stops	2	<i>"Grit and clear footways in the winter so it's safe to get to bus stops. More reliable services mean not waiting out in the cold, so a better all-year-round bus experience"</i>
Manage companies	2	<i>"Take back services under public control so they operate for the benefit of passengers do not profit."</i>
Advertise	2	<i>"Better publicity about the mobile phone app"</i>

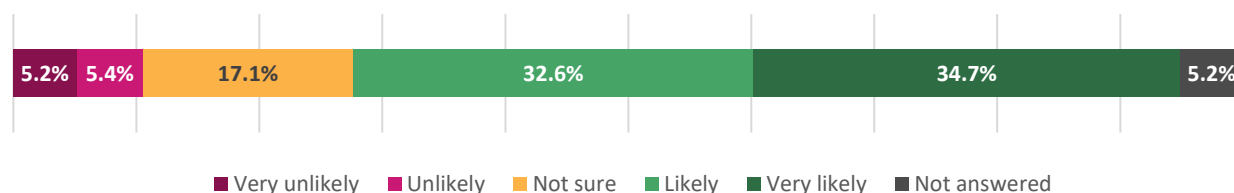
Comments made by one respondent include: bring back bus inspectors, do not focus on bus travel, improve accessibility, use smaller buses.

If improvements were made in the areas you mention how likely would you be to use the bus more?

Respondents were asked how likely they would be to use the bus more often if improvements were made in the areas they had identified. Around two thirds of respondents said they would

be likely or very likely to use the bus more if improvements were made (Figure 15). This included 34.7% (n=148) who said they would be very likely and 32.6% (n=139) who said they would be likely. A further 17.1% (n=73) were not sure, while 10.6% said they would be unlikely or very unlikely to use the bus more, including 5.4% (n=23) who said unlikely and 5.2% (n=22) who said very unlikely. A small proportion did not answer this question (5.2%, n=22).

Figure 15: Total percentage responses to “If improvements were made in the areas you mention how likely would you be to use the bus more?”

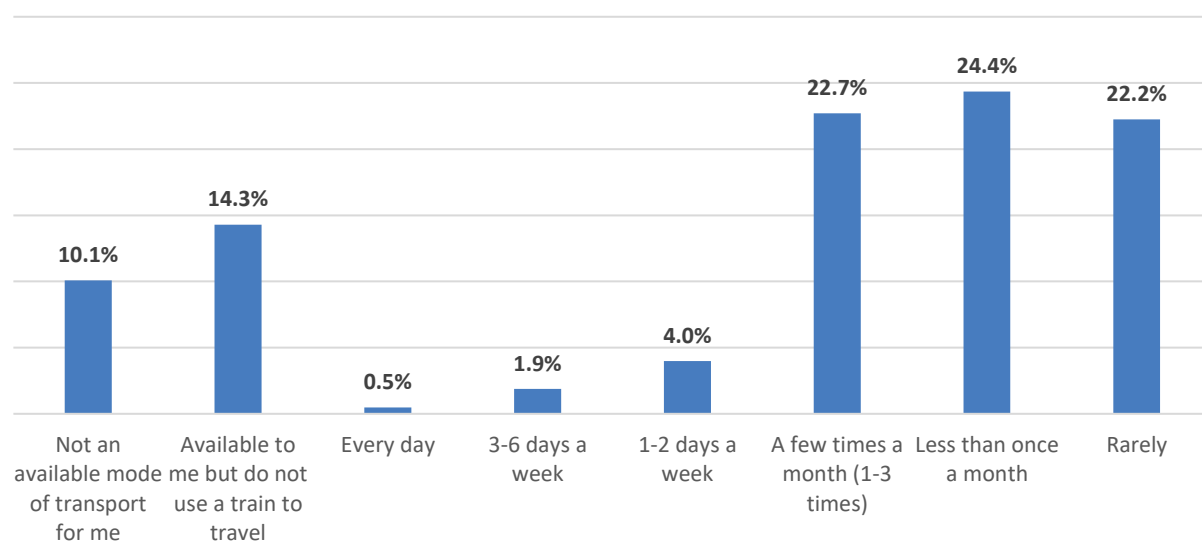


Ways of travelling in Warwickshire – train

Thinking about only travel in Warwickshire, how often do you travel by train?

Respondents were asked how often they travel by train within Warwickshire. Train use was infrequent, with the largest proportions saying they travelled by train less than once a month (24.4%, n=104), a few times a month (22.7%, n=97) or rarely (22.2%, n=95) (Figure 16). A relatively small proportion of respondents used the train at least weekly (6.4%, n=27), including 0.5% (n=2) every day, 1.9% (n=8) 3–6 days a week and 4.0% (n=17) 1–2 days a week. Around one in ten respondents said train was not an available mode of transport for them (10.1%, n=43), while 14.3% (n=61) said it was available to them but they do not use it.

Figure 16: Total percentage responses to “Thinking about only travel in Warwickshire, how often do you travel by train?”

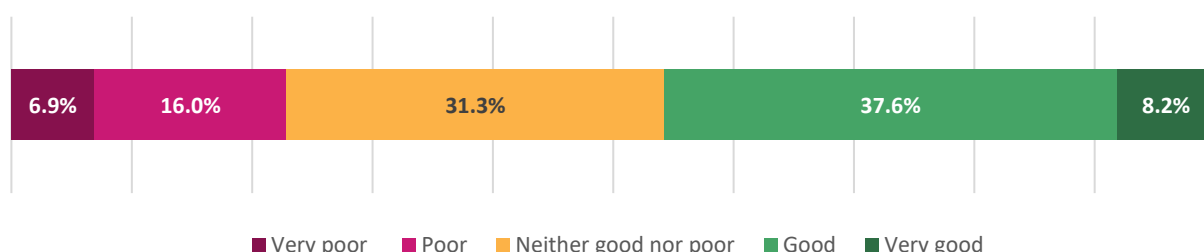


Respondents who advised they did not use a train were directed to the next section of the survey. Those who advised they do use a train within Warwickshire were asked the following questions.

How would you rate your overall experience of travelling by train within Warwickshire?

Respondents who advised they used the train were asked to rate their overall experience of travelling by train within Warwickshire. A total of 319 respondents answered this question. The largest proportion rated their experience as good (37.6%, n=120), followed by neither good nor poor (31.3%, n=100) (Figure 17). A further 16.0% (n=51) rated their experience as poor, 8.2% (n=26) rated it as very good, and 6.9% (n=22) rated it as very poor.

Figure 17: Total percentage responses to “How would you rate your overall experience of travelling by train within Warwickshire?”



Respondents who travelled by train in Warwickshire were asked what worked well and what could be better about their experience. Open text responses were reviewed and grouped into themes. Comments about what could be better most commonly focused on improving reliability and reducing delays, reducing overcrowding, lowering the cost of train travel, providing more direct and useful routes, and increasing service frequency. Positive comments focused on good overall train services in some areas, including reliable services, useful routes and positive views on stations. Table 9 shows the themes identified, the number of respondents who mentioned each theme, and examples of the comments received.

Table 9: Themed responses to “Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by train– what works well and what could be better?”

Theme What could be better	Number of comments	Example respondent comments
Improve train reliability and reduce delays	48	“Unreliable” “Frequent cancellations” “Trains are cancelled at short notice”

		<i>"Late or cancelled trains are a problem"</i> <i>"Occasionally there are delays and cancellations that have left me stranded last train of day cancelled"</i>
Reduce overcrowding on trains	42	<i>"I often have to stand which as you advertise before it is standing only I do not understand why more carriages are not put on"</i> <i>"Sometimes trains are too overcrowded."</i> <i>"I do think that the fact you cannot reserve a seat means that more people are standing and it is clear a few more carriages are needed"</i> <i>"Sometimes trains are too busy and you can't find a seat"</i> <i>"Overcrowding — Severe overcrowding is a common complaint, especially on CrossCountry and EMR services, with standing-room-only conditions and difficulty storing luggage"</i>
Reduce the cost of train travel	30	<i>"Lower cost"</i> <i>"Expensive"</i> <i>"Very expensive"</i> <i>"High ticket prices"</i>
Provide more direct and useful train routes	30	<i>"Routes that go where I need them to"</i> <i>"There aren't many trains that operate just in Warwickshire"</i> <i>"Need more direct services"</i>
Provide more frequent train services	20	<i>"Services at the times I need (e.g. evenings or weekends)"</i> <i>"More frequent services"</i>
Improve access to nearby train stations	14	<i>"No train station near me; I have to drive and pay for parking adding to the costs and total journey time"</i> <i>"Difficult to get to stations"</i>
Improve the condition and cleanliness of trains	11	<i>"Unclean"</i> <i>"Trains not maintained very well"</i> <i>"Inconsistent onboard facilities. Passengers frequently report broken air-conditioning, blocked toilets, and limited refreshment services. These issues appear across multiple operators."</i>

Improve station parking availability and cost	9	<i>"Station parking costs Parking is expensive (£9.10 peak weekday), which may discourage rail use."</i> <i>"Expensive and or inadequate parking"</i>
Improve safety when travelling by train	6	<i>"I don't feel particularly safe on the trains"</i> <i>"I do not always feel safe"</i>
Improve provision for bikes on trains	5	<i>"Travelling by bike and train made very difficult by the train operators who are very anti-bike"</i> <i>"Provision for bicycles on trains is generally poor."</i>
Improve station facilities and maintenance	5	<i>"Train station, to be frank it is a disgrace, toilet facilities are extremely poor"</i> <i>"Some busier stations are in need of improvement both cosmetically and structurally."</i>
Make train tickets easier to understand and buy	5	<i>"Buying train tickets should be simpler, at the moment there is a very confusing pricing system and the cheapest prices are only available to the tech-savvy."</i> <i>"Much easier to understand travelling costs by train - the current system is too complex. Could be based simply on distance"</i>
Improve accessibility to and within train stations	5	<i>"Station is very difficult for people with disabilities to use"</i> <i>"Access from the main station to the town centre involves some difficult, slow and dangerous pedestrian crossings."</i>
Improve signage at train stations	3	<i>"Better signage could be useful as I've gotten lost at train stations before."</i>
Integrate bus and train tickets and passes	3	<i>"Not able to use bus pass on trains - seems most other areas can"</i>
Improve customer service	3	<i>"Zero understanding of customer driven service"</i>

Theme	Number of comments	Example respondent comments
What works well		
Good overall train service	42	<i>"Service was on time and the carriage was clean/tidy plus there were sufficient seats for all wishing to get on"</i> <i>"The train services for me have been excellent"</i> <i>"Always on time , clean and get me to my destination on time"</i> <i>"Generally good from our area"</i>

		<i>"Station is near my house and very convenient for some journeys"</i>
Reliable train services in some areas	10	<i>"Often reliable service"</i> <i>"They tend to run to time"</i>
Useful train routes are available	7	<i>"Easy to reach everywhere"</i> <i>"Routes available and quite often"</i>
Positive views on train stations	6	<i>"Like the stations."</i> <i>"The station is a good facility."</i>

Themes mentioned by one respondent included: Price good, use rail card, use free parking

**Please select any of the options that would make it easier to use the train in Warwickshire?
(select all that apply)**

All respondents (n=427) were asked what would make it easier to use the train in Warwickshire. The most selected option was lower cost (53.2%, n=227), followed by routes that go where respondents need them to (46.4%, n=198) and more reliable services (43.6%, n=186) (Figure 18). Services at the times respondents need and better connections between services were both selected by 30.2% (n=129). Other selected improvements included stations that are easier to get to (25.3%, n=108), better facilities and better information about routes, times or delays, both at 23.9% (n=102), feeling safer when travelling (20.1%, n=86), and faster journey times (16.9%, n=72).

Figure 18: Total number of respondents "Please select any of the options that would make it easier to use the train in Warwickshire? (select all that apply)"

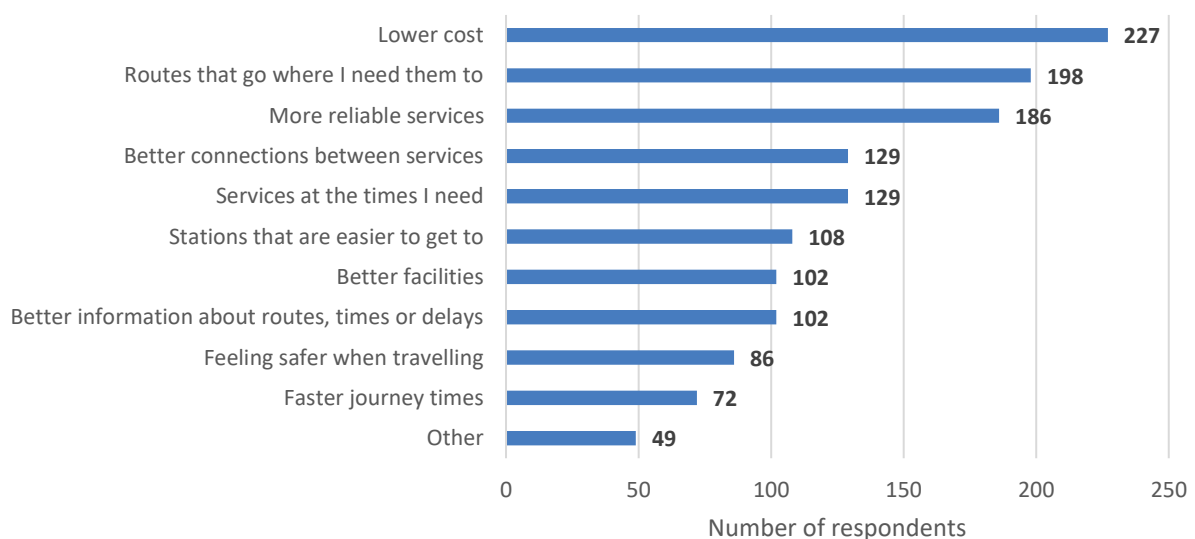


Table 10 shows the other responses given by respondents when asked what would make it easier to use the train in Warwickshire. The most common themes were the need for more capacity and reduced overcrowding, mentioned by 17 respondents, and more direct routes and destinations, mentioned by 16 respondents. Other themes included more frequent services, cleaner and better-maintained trains, improved accessibility and assistance, and more parking availability. Smaller numbers of respondents also referred to the cost and clarity of fares, improved station facilities, better cycle access and storage, more stations or new station locations, better connections to stations, and positive experiences with station staff.

Table 10: Other responses to “Please select any of the options that would make it easier to use the train in Warwickshire? (select all that apply)”

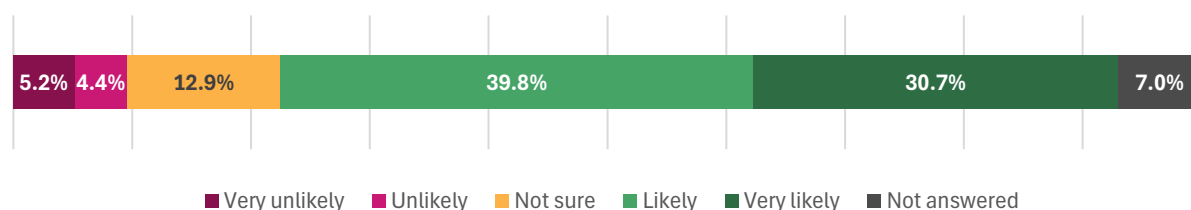
Theme	Number of comments	Example respondent comments
More capacity / reduced overcrowding	17	<i>“Overcrowded”</i> <i>“I often have to stand which as you advertise before it is standing only I do not understand why more carriages are not put on”</i> <i>“Being able to book seats”</i> <i>“Some trains are just too crowded.”</i>
More direct routes and destinations	16	<i>“Reopening routes would open up many more travel opportunities”</i> <i>“Routes that go where I need them to”</i> <i>“doesn’t go to anywhere I need to go”</i> <i>“No direct service to nearby places. For instance, to go to Stratford, I’d have to change at Dorridge, when it’s barely 20min in a car”</i>
More frequent services	9	<i>“Services at the times I need (e.g. evenings or weekends)”</i> <i>“I live in rural location and the trains only stop here a couple of times a day. Would be fantastic if they more often.”</i>
Improved accessibility and assistance	7	<i>“Guaranteed disabled access with reliable lifts to get me to other platforms etc. I would appreciate staff being available to advise on disabled toilets etc”</i> <i>“Wheelchair travel by train is unsafe, unreliable and horrific even if I book in advance”</i>

More parking availability	7	<i>"It's hard to park at Leamington or Stratford train stations, the parking is expensive, and there is always traffic getting to them which adds stress about missing the train"</i> <i>"Expand the car-parking provision"</i>
Cleaner and better-maintained trains	8	<i>"Trains poorly maintained"</i> <i>"Cleaner trains"</i>
Free parking	4	<i>"Free car parking encourages use we're all being charged too much for everything"</i>
Better cycle access and storage	4	<i>"More cycle spaces on trains and cycle parking in stations."</i>
Improved station facilities	4	<i>"A station WC at Kenilworth would be welcome"</i>
Lower costs	4	<i>"Expensive"</i> <i>"Lower cost"</i>
More stations / new station locations	3	<i>"A station with a rail service"</i> <i>"Open a station in North Leamington / Old Milverton to support housing growth."</i>
Simpler fares and ticketing	3	<i>"Fares that are easy to understand and don't penalise people who want to arrive, pay and go."</i>
Better connections to station	2	<i>"Pedestrian crossings (zebra or signalised with low latency) near stations both to provide comfortable low-friction access to walking/cycling routes and to allow quick access to and from bus stops to make connections."</i>
Positive experiences	2	<i>"Great staff at the railway station too. They make a difference; they are very helpful."</i>

If improvements were made in the areas you mention how likely would you be to use the train more?

Respondents were asked how likely they would be to use the train more often if improvements were made in the areas they had identified. The results suggest potential for increased train use, with 70.5% saying they would be likely or very likely to use the train more (Figure 19). This included 39.8% (n=170) who said they would be likely and 30.7% (n=131) who said they would be very likely. A further 12.9% (n=55) were not sure, while 9.6% said they would be unlikely or very unlikely to use the train more, including 4.4% (n=19) who said unlikely and 5.2% (n=22) who said very unlikely. A total of 7.0% (n=30) did not answer this question.

Figure 19: Total percentage responses to “If improvements were made in the areas you mention how likely would you be to use the train more?”

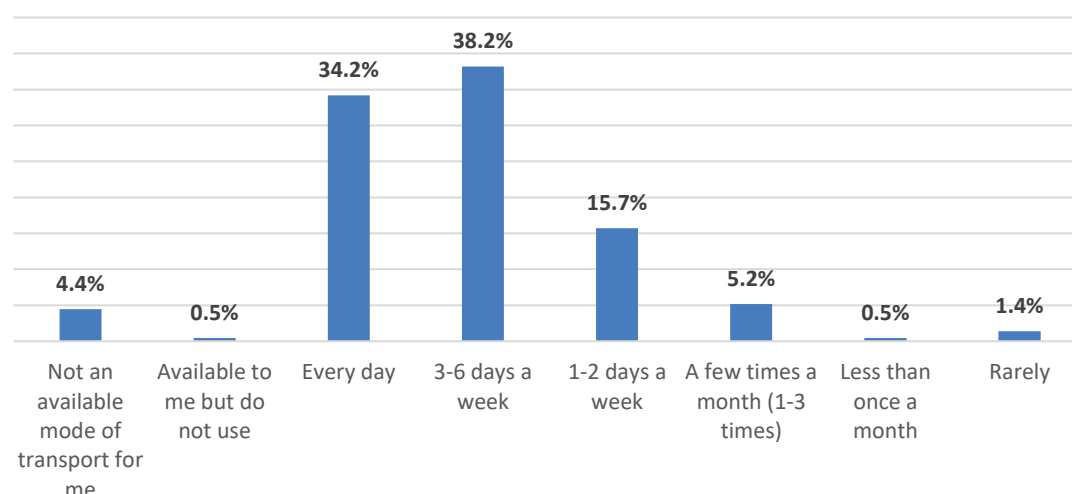


Ways of travelling in Warwickshire – car, van, or motorcycle

Thinking about travel in Warwickshire, how often do you travel by car, van, or motorcycle?

Respondents were asked how often they travel by car, van, or motorcycle within Warwickshire. Car, van, or motorcycle use was high, with almost nine in ten respondents travelling this way at least weekly (88.1%, n=376) (Figure 20). This included 34.2% (n=146) who travelled this way every day, 38.2% (n=163) who did so 3–6 days a week and 15.7% (n=67) who did so 1–2 days a week. Smaller proportions used a car, van or motorcycle a few times a month (5.2%, n=22), less than once a month (0.5%, n=2) or rarely (1.4%, n=6). A small number said this was not an available mode of transport for them (4.4%, n=19), while 0.5% (n=2) said it was available but they do not use it.

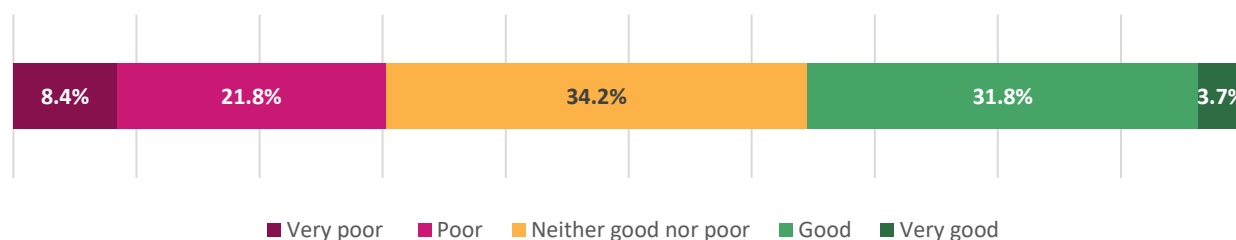
Figure 20: Total percentage responses to “Thinking about travel in Warwickshire, how often do you travel by car, van or motorcycle?”



How would you rate your overall experience of travelling by car, van, or motorcycle within Warwickshire?

A total of 403 respondents answered this question about their overall experience of travelling by car, van, or motorcycle within Warwickshire. The largest proportion rated their experience as neither good nor poor (34.2%, n=138) (Figure 21). A similar proportion rated their experience as good (31.8%, n=128), while 3.7% (n=15) rated it as very good. A further 21.8% (n=88) rated their experience as poor, and 8.4% (n=34) rated it as very poor.

Figure 21: Total percentage responses to “How would you rate your overall experience of travelling by car, van or motorcycle within Warwickshire?”



Respondents who travelled by car, van or motorcycle were asked what worked well and what could be better about their experience of travelling this way in Warwickshire. Open text responses were reviewed and grouped into themes. The most common comments focused on the condition of road surfaces, particularly potholes and poor-quality repairs, followed by the need to improve the management and coordination of roadworks. Respondents also frequently mentioned congestion and traffic levels, enforcement of road rules and poor driving, traffic lights and junction design. Other themes included parking availability and cost, school-run traffic, the impact of HS2 works, road markings, vegetation affecting visibility, road signs, heavy goods vehicles, traffic calming, accessibility requirements, electric vehicle charging, speed limits, traffic noise and park and ride options. A small number of respondents also highlighted what currently works well for car travel, including good road connectivity, some improved junctions, generally well-maintained roads, convenient and flexible journeys, clear signage and effective traffic light sequencing. Table 11 shows the themes identified, the number of respondents who mentioned each theme, and examples of the comments received.

Table 11: Themed responses to “Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by car, van or motorcycle – what works well and what could be better?”

What could be better Theme	Number of comments	Example respondent comments
Improve and maintain road surfaces	143	<i>“Roads are not in best shape”</i> <i>“The state of the roads can be very poor.”</i> <i>“Poor quality road surfaces are becoming the norm throughout Warwickshire”</i> <i>“Road surface is appalling. Very deep potholes and edge of tarmac rips tyres. The dressing you are using for repairs isn't going to last five minutes. This is the worst thing about living in the county.”</i> <i>“Road surfaces are terrible and it feels like you are having to dodge potholes all the time.”</i>

Improve the management and coordination of roadworks	88	<i>"So many road works with so little notice. Our village always seems to have "temporary " traffic lights and we are a main route into and out of town so it gets very congested. There seems to be very little planning or preparation and they drag on a very very long time."</i> <i>"Continual roadworks....with nobody working."</i> <i>"The coordination of roadworks needs to be much improved so that routes between towns are not all being worked on at the same time."</i> <i>"Too many road works. Need to get all who need to do road works coordinated so that roads need to be only dug up once"</i>
Reduce congestion and traffic levels	82	<i>"Continual queuing around the town"</i> <i>"Too much traffic for the road system."</i> <i>"there is too much congestion"</i> <i>"Congestion hotspots — Regular delays occur on the A444 corridor, A47 Hinckley Road, A46 around Warwick/Leamington, M6 J2–4, and approaches to Nuneaton town centre"</i>
Improve enforcement of road rules and poor driving	31	<i>"Too many drivers ignoring the highway code"</i> <i>Other drivers inconsiderate and aggressive"</i> <i>"Basically, the quality drivers on the roads has deteriorated considerably in the last 10 years. The lack of active enforcement has contributed to this trend"</i> <i>"Speeding is so bad, something has to be done"</i>
Review traffic lights and signal timings	21	<i>"Too many traffic lights"</i> <i>"sets of traffic lights are very confusing"</i> <i>"Unnecessary traffic lights"</i>
Improve junction design and safety	15	<i>"There are too many near miss incidents and road traffic collisions because of poorly designed junctions."</i> <i>"We have lanes with 60mph limits which simply are not fit for this with all the extra traffic, difficult junctions (poor visibility or confusing sight lines) causing accidents much more regularly"</i> <i>"Some dangerous junctions could be improved."</i>

Improve parking availability, layout and cost.	19	<i>"Lack of car parking, too small parking spaces, too high parking charges"</i> <i>"Parking cost and pressure Charges in larger towns (Warwick, Leamington, Stratford) are high relative to smaller districts. Hospital parking remains a common complaint."</i>
Reduce school-run traffic	11	<i>"Stop parents dropping children off at school by car."</i> <i>"Reduced congestion at time when schools are starting or finishing - volume of traffic and obstructions caused by cars local to schools."</i>
Manage the impact of HS2 works	9	<i>"The joke that is Hs2 decimating the countryside, destroying the roads with their huge vehicles, shutting roads for weeks at a time and all for what? They have had to slow the trains down so that it doesn't even save 20 minutes between Birmingham and London anymore"</i> <i>"HS2 damaging roads and not fixing them"</i>
Improve transport infrastructure alongside development	8	<i>"Infrastructure needs attention"</i> <i>"Too many new houses with no new infrastructure."</i>
Improve road markings	8	<i>"Certain areas of road markings are in dire need of being renewed"</i> <i>"Line painting is not re-done meaning when it fades it is hard to know which lane you are supposed to be in or to follow your lane around a roundabout, not helpful for learner drivers."</i>
Would like to use the car less	7	<i>"I want to use my car LESS. I detest having to use my car to go to Warwickshire villages, because of uncertainty about where to park."</i> <i>"Cars are already overly prioritised so I don't want to see them taking any more precedence"</i>
Cut back vegetation to improve visibility	7	<i>"Verges not cut regularly meaning visibility is impaired at roundabouts and junctions"</i> <i>"Lack of tree/hedge cutting means road signs are often completely obscured"</i> <i>"Vegetation frequently covers road signs"</i>
Clean and maintain road signs	4	<i>"Road signs are dirty"</i>
Reduce the impact of heavy goods vehicles	4	<i>"Too many large lorries in town centres"</i>

Review traffic calming measures	4	<i>"Unnecessary new speed bumps"</i>
Consider accessibility requirements for parking and car travel	3	<i>"Disabled parking spaces are good, but are dangerous for Wheelchair Accessible Vehicles as we need to come out the back on a ramp and need space at the back of the vehicle to gain entry"</i> <i>"Disabled parking spaces only take side entry into consideration"</i>
Provide more electric vehicle charging points	3	<i>"EV charging gaps Electric vehicle charging is improving but remains inconsistent across rural areas and smaller towns".</i>
Reduce road sign clutter	3	<i>"Removing the clutter of new signs on the Fosse Way, which are a dangerous distraction, particularly the new electronic ones."</i>
Travel at quieter times	3	<i>"I travel at quieter times, so miss the rush hours!"</i>
Review speed limits and traffic calming	3	<i>"Too many speed limits need dropping to 20mph so the traffic can flow better and be more relaxing on the road."</i>
Concerns about lower speed limits	2	<i>"Some speed limits seem artificially low. Generally, the 50 limits should be 60 limit."</i>
Reduce traffic noise	2	<i>"The noise of many motorbikes is downright dangerous"</i>
Provide Park and ride options	2	<i>"Cheap park and ride"</i>

Comments mentioned by one respondent included: Encourage car sharing, improve air quality, improve lighting, improve motorcycle parking, do not build more roads, park and pedal scheme, restrict large 4x4 vehicles, review traffic modelling.

What works well Theme	Number of comments	Example respondent comments
Good road connectivity	4	<i>"We are very well served by the roads in South Warwickshire and have very good connections to the national motorway network"</i>
Improved junctions are working well	4	<i>"Love the lights on the Fosse Road Harbury Lane junction. It's so much safer now Also the improvements on the roundabouts near the Shires Retail Park, Lights at junction near Mallory Court are improved to"</i>
Roads are generally well maintained	4	<i>"Generally, well maintained"</i>
Car travel is convenient and flexible	3	<i>"Can go where and when I want"</i>

Clear road signage	2	<i>"Signage is good"</i>
Effective traffic light sequencing	2	<i>"The traffic light sequencing in Rugby is noticeably better than in Coventry where I used to live."</i>

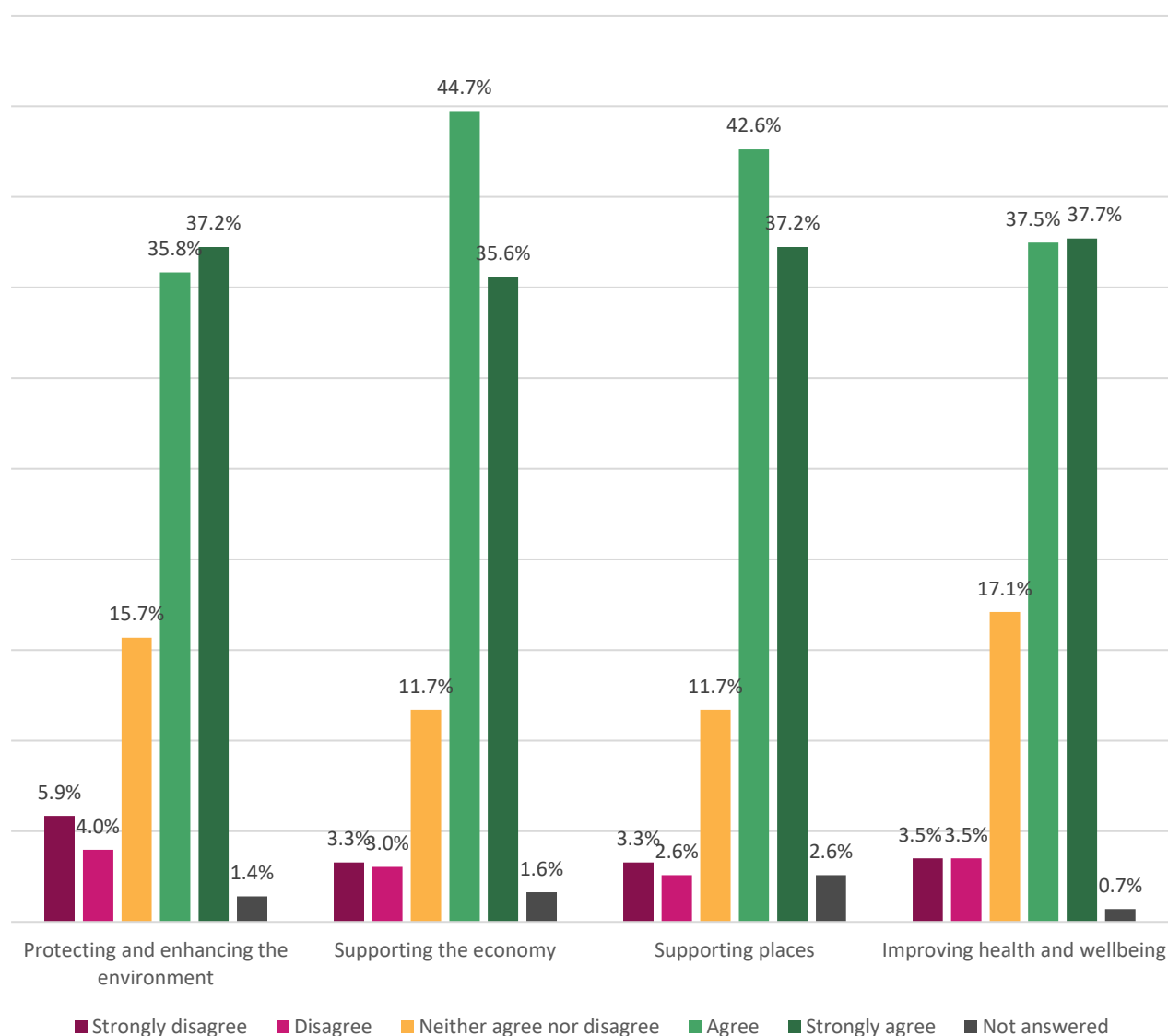
Comments mentioned by one respondent included: Lighting is good, road marking are good, feel safe, speed limits are good.

Warwickshire's approach to meeting future transport needs

To what extent do you agree or disagree that the following should be key themes when planning transport in Warwickshire?

Respondents were asked to what extent they agreed that transport investment in Warwickshire should support four wider outcomes: protecting and enhancing the environment, supporting the economy, supporting places, and improving health and wellbeing. Agreement was high across all four areas (Figure 22). Support was strongest for supporting the economy, with 80.3% (n=343) agreeing or strongly agreeing, followed by supporting places (79.8%, n=341), improving health and wellbeing (75.2%, n=321) and protecting and enhancing the environment (73.0%, n=312). Relatively small proportions disagreed or strongly disagreed with each statement, ranging from 5.6% (n=24) for supporting places to 9.9% (n=42) for protecting and enhancing the environment.

Figure 22: Total responses to “To what extent do you agree or disagree that the following should be key themes when planning transport in Warwickshire?”



The following question asked if there were any other aspects that should be considered when planning transport in Warwickshire. The responses are themed and shown in Table 12 below.

Respondents raised a range of additional priorities for transport planning in Warwickshire. The most common theme was the need to improve existing transport infrastructure before adding more, particularly in relation to new housing developments and the pressure these can place on local roads and services. Other frequently mentioned themes included making it easier to travel without a car, repairing and maintaining road surfaces, improving road safety, and making transport more affordable and cost-effective. Respondents also highlighted the need to improve bus and train services, reduce congestion, make transport more accessible for disabled people and people with different needs, and better promote alternative ways of travelling. Smaller numbers of respondents mentioned protecting wildlife and green spaces, improving the coordination of roadworks, providing more electric vehicle charging points, improving links between transport hubs and wider destinations, and considering the needs of villages, smaller towns and an ageing population. Some comments also reflected concerns about the cost and

value of environmental measures, the challenge of balancing competing transport priorities, and whether the proposed themes were too broad.

Table 12: Themed responses to “In addition to the themes above, are there any other aspects we haven’t included that you think should be considered as a priority when planning transport in Warwickshire?”

Theme	Number of comments	Example respondent comments
Improve existing transport infrastructure before adding more	29	<i>“Infrastructure should be in place first before additional housing is built anywhere. Capacity should be clearly measured before additional housing is allowed”</i> <i>“Road surfaces need to be maintained for all road users, and more thought should be given to improving the present and future commuting infra structure for new developments, including cycle lanes etc, i.e. bypasses”</i> <i>“Too many new houses with no new infrastructure.”</i> <i>“Unfortunately, we're in the crazy situation that houses much closer to the A5 can't be built because the A5 can't cope but it's fine (according to the Planning Inspectorate) to build hundreds more in villages down 60mph narrow country lanes. And guess what, many of these new residents need to use the same stretch of the A5 to get to work.”</i>
Make it easier to travel without a car	20	<i>“I think there should be more attention paid to longer distance active travel links (especially off road cycle paths for longer distances) to link communities together”</i> <i>“Safe cycling infrastructure!! Everybody wins if cyclists can be kept safe. (The Belgians, Germans and Dutch manage it so it is possible)”</i> <i>“Please make active travel the easiest choice to make for short journeys.”</i> <i>“Tired of the lack of consideration given to safe walking routes from the new developments. People already living on new estates should not be dicing with death because no crossings or pavements have been provided until after the estate is completed. There needs to be a change in planning agreements to stop this continuously happening.”</i>
Repair and maintain road surfaces	17	<i>“Roads are in a very poor state Makes you think why we pay road tax”</i>

		<i>"When it's raining you can't see the potholes they are lethal. The potholes are regularly filled but due to the amount of traffic they breakdown quickly. I often have to focus on missing potholes more than driving it's very stressful"</i> <i>"Road maintenance Potholes and surface wear are frequently reported, especially on rural roads and older estate roads."</i> <i>"Potholes are a public safety crisis: The state of Warwickshire's roads is shameful. A family member hit a pothole, blew a tyre, and caused an accident—this is unacceptable and avoidable with proper maintenance."</i>
Improve road safety	16	<i>"Road safety (I'm sure this is a key component of the headline themes)"</i> <i>"Safety Protecting pedestrians, cyclists and motorcyclists on rural and high-speed roads."</i> <i>"Enforce Road Safety"</i> <i>"Reducing anti-social behaviour like speeding cars and races that happen frequently around Baginton airport"</i>
Make transport more affordable and cost-effective	13	<i>"Cost for residents. Road tax is too high for the shoddy roads we have to use. Fuel duties are too high. EV drivers now have to pay for electricity and road tax. Owning a car is too expensive but the public transport does not work so people have no choice."</i> <i>"Cost effectiveness. By this I mean skilled project management to get projects done on time and on budget Don't gold plate schemes you are using taxpayers money not your own"</i> <i>"Reduce the cost of public transport"</i>
Improve bus and train services	10	<i>"More buses on routes"</i> <i>"Train connectivity is the single biggest issue for me"</i> <i>"Later buses would be good"</i> <i>"Better bus services to hospital or clinics"</i>
Improve accessibility for disabled people and people with different needs	9	<i>"More options for disabled people learning to drive."</i> <i>"More accessibility for those with communication differences, examples being deaf or BSL users or autistic users"</i>

		<i>"Accessibility — Consistent step-free access, safe crossings and inclusive design across towns and villages."</i>
Reduce congestion and traffic levels	9	<i>"Reducing congestion"</i> <i>"Roads are too busy"</i> <i>"Reducing car traffic"</i>
Promotion of alternative ways of travelling	8	<i>"Obviously money for capital projects is either very limited or non-existent, therefore I'd like to see a major PR campaign highlighting the potential of using public transport/walking and wheeling."</i> <i>"To change people, you need to put resources into changing culture."</i>
Protect wildlife, green spaces and the environment	7	<i>"Keeping Established Trees etc. when Planning new Housing Developments"</i> <i>"Finding a way to achieve these themes without decimating green spaces"</i>
Make journeys quicker and more convenient	6	<i>"Ease and convenience of journey"</i>
Concerns about the value and cost of environmental measures	5	<i>"Specifying that buses coming out to villages have to be electrified has cut competition so how much is it costing the council for that? Going green is a waste of money. Our country is so small compared to others I can think of and what are they doing to cut down the use of fossil fuels etc - the answer is nothing. Whatever we do will not make any difference to the state of the World."</i>
Improve the management and coordination of roadworks	5	<i>"Endless, poorly managed roadworks: Leamington and Kenilworth are often gridlocked due to excessive temporary traffic lights, with little to no actual work happening. This wastes time, fuel, and patience."</i>
Improve links to transport hubs and wider destinations	5	<i>"Linking to other transport hubs, linking to airports and other cities."</i> <i>"Creating an integrated transport infrastructure that combines train, bus, cycling and walking."</i>
Provide more electric vehicle charging points	4	<i>"EV charging gaps Electric vehicle charging is improving but remains inconsistent across rural areas and smaller towns."</i>
Challenges in balancing competing transport priorities	4	<i>"It's an impossible ask. Too many demands on too little available space."</i>

Improve the environment around roads	4	<i>"Some areas have a wide variety of plants and flowers by the road side this should be increased."</i>
Reduce pollution from traffic	4	<i>"I am often affected by exhaust fumes from standing traffic e.g. waiting to get through traffic lights or otherwise negotiate junctions"</i>
Support the transport needs of an ageing population	4	<i>"An aging population needs different modes & support."</i>
Consider the needs of villages and smaller towns	3	<i>"Consideration to the smaller villages and towns, not just bigger areas. If transport is not available and roads not improved the smaller areas will suffer."</i>
Integrate bus and train tickets and passes	3	<i>"Integration of public transport services to mesh bus and train services, which is normal in most of Europe. Bus passes should include local trains as well."</i>
Provide free or lower-cost parking	3	<i>"Free parking for town centre shopping"</i>
Increase pedestrianisation in town centres	3	<i>"Ban all traffic in rugby town centre its like a car park all days"</i>
Use transport to support community wellbeing and connection	2	<i>"Better connectedness equals better community building which naturally leads to improvements in health and well-being."</i>
Manage heavy goods vehicle routes and impacts	2	<i>"Stop allowing new industrial sites such as the one at Bowling Green Lane as this will bring a huge number of HGVS into the area adding to pollution, increasing noise and risks to pedestrians who walk to and from school in the local area"</i>
Concerns about pedestrianising town centres	2	<i>"Please don't over pedestrianise town centres. I can't walk very far and will often move the car several times during one shopping trip."</i>
Allocate funding fairly across modes of travel	2	<i>"Allocate a fair proportion of the transport budget"</i>
Deliver the themes	2	<i>"Reflecting on the problems I've already mentioned with transport in Warwickshire, I can see they all fall under at least one of these themes so if you can execute on the plan then my issues can be addressed. I still don't think you've got the money though"</i>
Concerns that the proposed themes are too broad	2	<i>"The above key themes are really too broad to be able to give a proper answer. It really depends on what would be implemented (in detail) to be sure. One person's sensible"</i>

		<i>measure is another's intolerable infringement of personal liberties."</i>
--	--	--

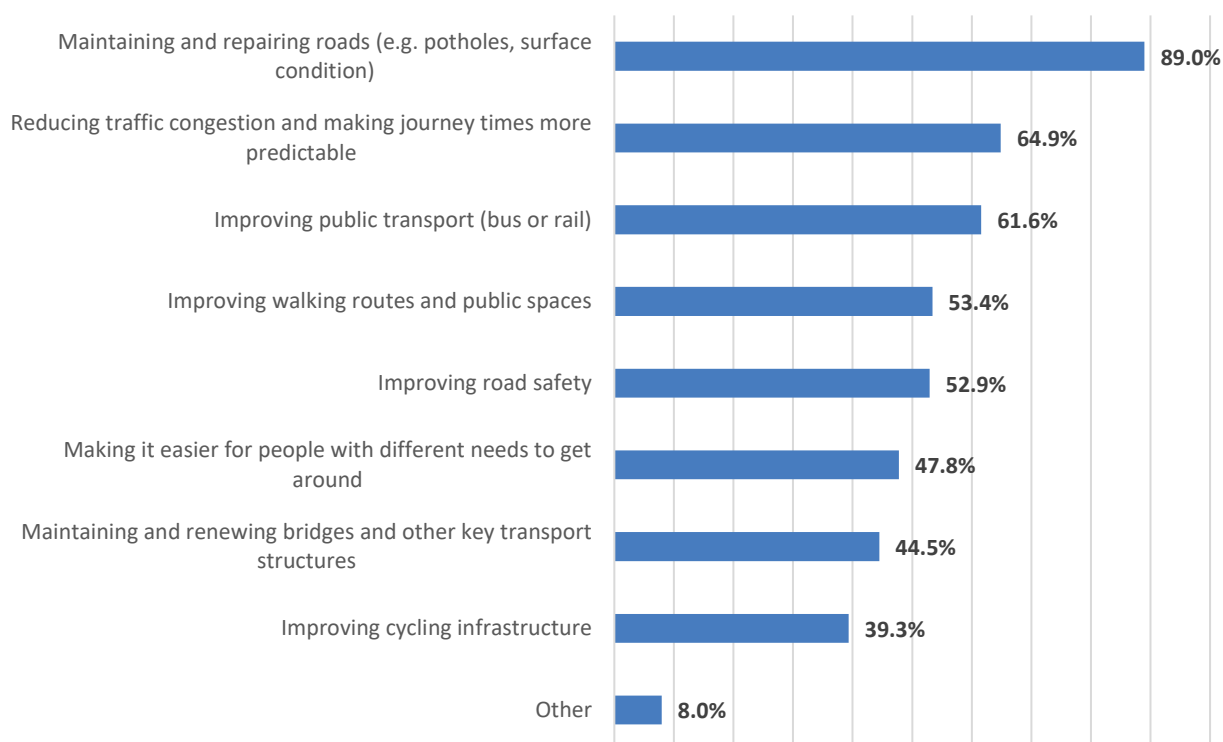
Themes mentioned by one person included: Benchmarking, future proofing, improve signage, increase speed limits, manage HS2, no more bike lanes, nothing local, improve parking, more pedestrian crossings, places to sit down, restrict SUVs, review barely use large buses, review traffic calming, support tourism

Transport spending

Which areas should Warwickshire spend money on to improve transport? (Select all that apply)

Respondents were asked which areas Warwickshire should spend money on to improve transport. The most selected priority was maintaining and repairing roads (n=380), followed by reducing traffic congestion and making journey times more predictable (n=277) and improving public transport (n=263) (Figure 23). Other frequently selected areas included improving walking routes and public spaces (n=228), improving road safety (n=226), and making it easier for people with different needs to get around (n=204). Fewer respondents selected maintaining and renewing bridges and other key transport structures (n=190), improving cycling infrastructure (n=168) or other (n=34).

Figure 23: Total responses to "Which areas should Warwickshire spend money on to improve transport? (Select all that apply)"



Respondents provided a range of additional comments about how transport money should be spent in Warwickshire. The most common theme was reducing reliance on car travel, with some respondents suggesting that spending should focus on reducing the need to drive rather than only trying to reduce congestion. Other common themes included improving roads and coordinating roadworks, improving enforcement of road rules, providing safe and separated cycle routes, and reducing traffic levels. Some respondents felt that investment was needed across all areas, while others emphasised the importance of focusing on basic transport maintenance and delivery, such as fixing potholes properly, cleaning and maintaining road signs, and reviewing road capacity and bottlenecks. Smaller numbers of respondents highlighted more specific priorities, including providing more electric vehicle charging points, improving public transport accessibility, prioritising pedestrians in town centres, improving driver education and behaviour, and reviewing traffic calming measures. A small number felt that some of the suggested improvements would be difficult or impossible to achieve. Table 13 summarises the comments received and groups them into themes.

Table 13: Other responses for “Which areas should Warwickshire spend money on to improve transport? (Select all that apply)”

Theme	Number of comments	Example respondent comments
Reduce reliance on car travel	13	<i>“Reducing traffic congestion is a fool's errand: the quicker journeys are by car, the more people will make them, and congestion as well as all the other negatives will just grow back. The only satisfactory goal is to reduce the demand for vehicle use.”</i> <i>“I want to use my car LESS. I detest having to use my car to go to Warwickshire villages, because of uncertainty about where to park.”</i>
Improve roads and coordinate roadworks	10	<i>“Congestion & poor road closure planning”</i> <i>“Focus on the pot holes first”</i> <i>“Too many road works are planned at the same time; these should be spaced out. Sometimes my ten minute work journey is around 35-40 mins”</i> <i>“As a matter of priority fix the potholes - not on an ad hoc basis but making full repairs to sections of road not just the holes themselves.”</i>
Improve enforcement of road rules	8	<i>“Better policing of speed limits and noise of vehicles”</i> <i>“Deal with other road users who drive illegally to make the area safer”</i>

Provide safer and separated cycle routes	6	<i>"Complete separation - but PLEASE don't rip up trees to enable this. NB the ludicrous cycle path along Kenilworth Road is dangerous for pedestrians"</i> <i>"A safe cycle network, separated from traffic and from pedestrians where at all possible."</i>
Investment is needed across all areas	5	<i>"Them all! Probably asking for the impossible, but there's nothing wrong with being ambitious The roads were quiet during covid and we survived....."</i>
Provide more electric vehicle charging points	3	<i>"I have an EV to minimise carbon emissions. I NEVER take the risk of needed to charge away from home. Charging point availability has not reached critical mass."</i>
Focus on basic transport maintenance and delivery	3	<i>"Do the basics. Properly. Stop trying to boil the ocean and stop showing off."</i>
Improve transport safety	3	<i>"Efficiency & safety is the priority"</i>
Reduce traffic levels	5	<i>"Reducing the number of children who are taken to school by car would help reduce traffic congestion dramatically. Life is always much easier in the school holidays."</i>
Review road capacity	4	<i>"Increasing the capacity of the road network by eliminating bottlenecks and preparing for all the new housing that is coming in South Warwickshire."</i>
Remove unnecessary road signs	3	<i>"Remove superfluous signage etc to smooth traffic flow"</i>
Improve driver education and behaviour	2	<i>"More polite drivers that aren't rude"</i>
Concerns improvements may be difficult to achieve	2	<i>"Most of the above are impossible to achieve."</i>
Improve public transport accessibility	2	<i>"Buses that are easier to get mobility scooters and wheelchairs on and off"</i>
Maintain and clean road signs	2	<i>"Road signs are dirty"</i>
Prioritise pedestrians	2	<i>"Greater pedestrianisation of town centres"</i>
Review traffic calming measures	2	<i>"Remove speed humps therefore reducing wear and tear on vehicles and the endless increased emissions due to slow and accelerate between them"</i>

Themes mentioned by one respondent included: more speed cameras, ensure efficiency, ensure visibility by maintaining hedges, free bus pass for over 60s, improve lighting, maintain

existing, more train stations, park and ride, plant more trees, reduce cost of public transport, review demand for cycle paths, introduce trams.

The final question of the survey asked, “Is there anything else you would like to tell us about how transport money should be spent in Warwickshire?” Open text responses were reviewed and grouped into themes. The most common comments focused on improving and promoting public transport, reducing reliance on car travel, repairing and maintaining roads, and planning transport spending carefully. Respondents also highlighted improving road safety and enforcement, reviewing road layouts and junctions, improving pavements and walking routes, and coordinating roadworks more effectively. Other themes included improving accessibility, allocating funding fairly across Warwickshire, using evidence and data to guide decisions, providing more electric vehicle charging points, reviewing parking, and being transparent about how transport money is spent. Table 14 below shows the themes identified, the number of respondents who mentioned each theme, and examples of the comments received.

Table 14: Themed responses to “Is there anything else you would like to tell us about how transport money should be spent in Warwickshire?”

Theme	Number of comments	Example respondent comments
Improve and promote public transport	25	<i>“I think that by improving local transport it will encourage people to make use of it, such as tickets and event deals, places of interest to visit with reduced prices etc.”</i> <i>“More easily accessible information about bus routes available such as a local route/travel planner”</i> <i>“A lot has been invested in rail in recent years, but this needs supporting with good bus connections and routes, primarily more direct fast buses to better serve commuters”</i> <i>“Promote bus, train and active travel improvements once built/installed, so people know these new facilities exist or to try the bus again because the priority measures have made it quicker and more reliable.”</i> <i>“Make Public Transport Affordable and Reliable”</i>
Reduce reliance on car travel	23	<i>“Start doing something ACTIVE about Active Travel - because you really don't. However much you pretend to.”</i> <i>“We need to get more people out of cars and onto active travel modes of walking, wheeling and cycling where possible, certainly for shorter journeys within towns. We don't want to go down the American route of bulldozing the city centres to make space for cars rather than people and facilities. Not sure that would go down well in many of our</i>

		<i>small, historic market towns either. But housing development plans seem intent on forcing people into cars to drive to nearby towns because they're going to build new settlements with little community infrastructure such as shops, cafes, GPs surgeries, secondary schools, etc."</i> <i>"There is a climate emergency. The word emergency seems to have fallen on deaf ears. Please stop encouraging people to drive around on their own in their cars and encourage them to use public transport or even better, active travel. Campaigns in workplaces and schools would help."</i>
Spend transport funding wisely and plan ahead	14	<i>"Invest wisely and avoid over spending on projects"</i> <i>"Spend it wisely where required the most e.g. Potholes."</i> <i>"Spend it wisely on essential infrastructure"</i> <i>"Spend it wisely. Too much spent on irrelevant projects."</i> <i>"Wisely and well - effectively and efficiently"</i>
Repair and maintain roads	20	<i>"Improve roads they are not fit to use"</i> <i>"Just sort the pot holes as 1, 2 and 3rd priority."</i> <i>"Repair pot holes!"</i> <i>"Maintain and enhance the budget for road maintenance"</i>
Review road layouts, junctions and traffic light timings	8	<i>"Improve junctions, roundabouts and install traffic lights where needed"</i> <i>"Please look at a common sense approach to how the road system is planned with regards to improving traffic flow and reducing congestion.eg junction positions and improving filter lanes"</i> <i>"The traffic light sequences around town need to be reviewed, some are causing traffic jams because they are not properly synched."</i>
Improve road safety and enforcement	13	<i>"Please make sure the money is spent on things that directly benefit safe travel in all its guises in the district and not any more of those ridiculous, patronising signs."</i> <i>"Road safety — Improvements for pedestrians, cyclists and motorcyclists on rural and high-speed roads."</i>
Improve pavements and walking routes	7	<i>"First/last-mile links Better walking routes, lighting and cycle storage needed to connect homes to main corridors."</i>

		<i>"Safer walking routes are the priority. Car have been the main priority and it's time more space is given to pedestrians and cyclists."</i>
Review parking charges and availability	7	<i>"Use car parking policy and charges to boost business particularly at night."</i> <i>"Free parking to increase traffic for the area"</i> <i>"More free parking."</i>
Focus on basic transport maintenance and delivery	4	<i>"As said get the basic right...just some common sense thinking"</i> <i>"Forget the themes just get the basics right"</i>
Review and maintain road signs	4	<i>"We don't need any more signs. The new ones that have been recently installed are not fit for purpose, some do not work at all, some do not work at night. The solar panels that supply power to some of the signs are sighted within the branches of trees. Who installed them? Do they understand how solar panels work? They need to have access to sunlight, how can that happen when they are covered with tree branches? What a waste of money - road signs are ridiculously expensive. I do not recall any consultation regarding the installation of those signs and ultimately the council are spending our money."</i>
Coordinate roadworks and transport schemes	4	<i>"Roadworks: Coordinate closures to minimise disruption"</i> <i>"Coordinate active travel schemes with maintenance - e.g. if there's a path on the LCWIP planned as part of a new or upgraded route, and that path is getting close to needing resurfacing, why resurface it at its current standard then dig it all up again to upgrade in a few years' time? Do them both, well, at once. Try to coordinate with when utilities companies want to dig it up too."</i>
Use evidence and data to guide decisions	4	<i>"When measuring car occupancy, e.g. with surveys, consider situations when the driver might be driving someone else around and wouldn't otherwise be making that trip, in which case the driver shouldn't be counted as part of the vehicle occupancy because the driver isn't the one making the journey (rather they're just facilitating someone else's journey in the same way as a bus, train or taxi driver would be)."</i>
Improve accessibility for all transport users	3	<i>"The biggest priority should be accessibility, think barriers, tactile paving and especially dropped kerbs."</i>

Allocate transport funding fairly across Warwickshire	3	<i>"Please address ALL areas of Warwickshire in a fair manner i.e.. North, South, East and West should be equally important."</i>
Review the design and use of cycle routes	3	<i>"No more white elephant cycle lanes.....how much did it cost and it is very rarely used. I watched 30 cyclists enter at speed on the road clearly they could not be bothered to alight, stop and cross road onto the cycle plan."</i>
Integrate bus and rail tickets and passes	2	<i>"Incorporate rail travel with bus passes like in London""</i>
Consider the needs of different transport users	2	<i>"Consider the majority needs rather than minority needs"</i>
Engage with local communities on changes	2	<i>"Have more local consultation on road changes as most decisions are made by people that it never effects and it always looks nice on paper but doesn't work"</i>
Provide more electric vehicle charging points	3	<i>"EV charging strategy."</i>
Review eligibility for free or discounted bus travel	2	<i>"Reduce the ages at which bus passes can be given. I can get a discount card at sixty for rail travel and free bus travel in many parts of the country at 60. We have to wait and extra 7 years here. Reduce the age to 60 like other local authorities."</i>
Plan transport infrastructure before new development	5	<i>"Don't fund new road capacity until existing infrastructure is safe, maintained, and accessible for all. Measure success by reduced car dependency, not just journey times. This approach would make Warwickshire's transport fairer, greener, and more efficient—while addressing the daily frustrations of residents like me."</i>
Review speed limits and traffic calming	2	<i>I really think traffic calming needs to be used more and other things to reduce speed. Where I live it's completely residential and the main road is 30 mph this is too fast and needs to be 20 mph it's dangerous</i>
Reduce traffic and congestion	2	<i>"Roads are for the economy like veins in a body, any congestion, malfunction is killing his host slowly"</i>
Be transparent about how transport money is spent	2	<i>"We need reports showing what the budget has been used on and whether you are on track with the project goals. Please put these on the Warwickshire County Council Website."</i>
Consider environmental impact when	2	<i>"Commit to a specific, measurable target (e.g., 30% reduction in transport emissions by 2030) to align with Net Zero goals." "Publish annual progress reports with transparent data on</i>

allocating funding		<i>emissions from transport. Tie funding decisions to carbon impact—prioritise projects that deliver the biggest CO₂ cuts per pound spent”</i>
---------------------------	--	---

Themes mentioned by one person were: cannot solve environmental problems, community minibuses, education needed, encourage EV use, expand times for free bus pass, fairly across all modes, hold developers accountable, improved bike storage, manage e-scooters, smaller buses for local routes, pedestrianisation, privatisation, reduce HGVs, reduce amount of tarmac, reopen old railway lines, review, S106, Solar panels, join WMCA and work with neighbouring councils.

Appendix 1 – Copy of Voice of Warwickshire Survey

Copy of survey (the text and space available to comment was much larger on the survey but for the purpose of this report has been reduced):

Local transport in Warwickshire

Overview

The Council has been given funding from government to improve the local transport network up to March 2030. This includes funding for things like improving roads, supporting bus services, and providing walking and cycling routes.

We have some flexibility in how this funding is used, and we want to make sure it focuses on what matters most to local people.

This survey asks for your views on how you travel now, what affects your travel choices, what works well and what doesn't, and what changes or improvements should be prioritised in the future.

Why your views matter

Transport plays an important role in daily life, helping people get to work or school, access services, and visit friends and family.

The Local Transport Plan is the Council's long-term plan for how transport should work in Warwickshire. It sets out what we want to achieve and how we will improve transport over time.

The plan, including its four key themes, was shaped by feedback from residents and organisations across Warwickshire and adopted in 2023. The four key themes are: supporting the economy, improving health and wellbeing, protecting the environment, and supporting places. There are strong links between these themes, and improving transport can often bring wider benefits, such as improving health, supporting local areas, and making better use of space.

We are now looking at how to invest new funding. There are many different needs across Warwickshire, and we cannot do everything at once.

Your feedback will help us understand what matters most to people now and where we should focus investment.

If you would like more detail, the full Local Transport Plan is available in this [document](#).

Travelling within Warwickshire

In the first section of the survey, we'd like to understand your reasons for getting around within Warwickshire and how important different factors are when deciding how you travel.

Some of your journeys may take you outside of Warwickshire (for example, for work), but in this survey we are interested in your everyday journeys within Warwickshire — including things like going for a walk, run, or other leisure activities.

In the next few sections, we will ask about the different ways you travel.

How important are the following factors when deciding how you travel within Warwickshire?

	Not at all important	Not very important	Neither important nor unimportant	Fairly important	Very important
Convenience (how easy the journey is)					
Cost (fuel, fares, or parking)					
Safety (feeling safe during the journey)					
Journey time					
Reliability (journeys run on time/ are as expected)					
Ease of connections (e.g. changing between different types of transport)					
Comfort (e.g. space, seating, weather, crowding)					
Availability (whether options are available when and where you need them)					
Health and wellbeing (e.g. physical activity or reduced stress)					
Environmental impact (e.g. pollution or climate impact)					
Personal or household needs (e.g. travelling with children, caring responsibilities, accessibility needs)					

Thinking only about journeys within Warwickshire, how often do you make the following types of journeys?

	Daily	3-6 times a week	1-2 times a week	1-3 times per month	Less than monthly	Never
Commuting (to and from work)						
Business travel (for your work)						
Education (including travel to nursery, school or college, and taking children to nursery / school)						
Taking or accompanying someone to places other than education (e.g. activities or appointments)						
Shopping						
Leisure or social activities (e.g. visiting friends, entertainment, sport)						
Personal appointments (e.g. healthcare, banking, or other services)						
Exercise or recreational activity (e.g. walking, running, or cycling for enjoyment or fitness)						

Other:

Different ways of travelling in Warwickshire

The next set of questions ask about your travel choices. We will ask about walking and wheeling, cycling, public transport, and finally private vehicles (cars, vans, and motorcycles).

Travelling by walking or wheeling

In this section, we're interested in how often you get around by walking or wheeling in Warwickshire.

Wheeling includes using things like wheelchairs, mobility scooters, or pushchairs.

We'll start by asking how often you walk or wheel in Warwickshire. This question is required and helps us show you relevant questions based on your response.

Thinking about travel in Warwickshire — whether it's getting to places or for exercise or leisure — how often do you travel by walking or wheeling (includes using things like wheelchairs, mobility scooters, or pushchairs)?

- ☐ Not an available mode of transport for me
- ☐ Available to me but do not walk or wheel to travel
- ☐ Every day
- ☐ 3–6 days a week
- ☐ 1–2 days a week
- ☐ A few times a month (1–3 times)
- ☐ Less than once a month
- ☐ Rarely

Travelling by walking or wheeling continued

This section is about your experience of walking or wheeling in Warwickshire. Wheeling includes using things like wheelchairs, mobility scooters, or pushchairs.

We'd like to understand what works well, and what could be improved.

How would you rate your overall experience of travelling by walking or wheeling within Warwickshire?

- ☐ Very poor
- ☐ Poor
- ☐ Neither good nor poor
- ☐ Good
- ☐ Very good

Thinking about your answer above, please tell us about your experience of walking or wheeling in Warwickshire— what works well and what could be better?

Please use this space for your answer

Walking or wheeling in the future

We'd like to understand what might enable you to walk or wheel in Warwickshire. Wheeling includes using things like wheelchairs, mobility scooters, or pushchairs.

We'll ask what would make it easier for you to do, and how likely you would be to walk or wheel in Warwickshire if these things were in place.

Please select any of the options that would make it easier to walk or wheel in Warwickshire? (select all that apply)

- ☐ Safer routes (for example, less traffic or safer crossings)
- ☐ Better quality pavements or paths (for example, smoother, well-maintained surfaces)
- ☐ Clearer, more direct routes
- ☐ Better lighting and feeling safer
- ☐ Fewer obstacles on pavements (for example, parked cars, bins, overgrown vegetation)
- ☐ Wider pavements or paths that are easier to use
- ☐ Places being closer together (for example, shops, services, workplaces)
- ☐ More time to cross safely at crossings
- ☐ Better information about local walking or wheeling routes
- ☐ Other (please advise below)

Thinking about what you selected, how likely would you be to walk or wheel more in Warwickshire if those things were in place?

- ☐ Very unlikely
- ☐ Unlikely
- ☐ Not sure
- ☐ Likely
- ☐ Very likely
- ☐ Not applicable

Travelling by bike or e-cycle

In this section, we're interested in how often you get around by bike or e-cycle in Warwickshire. We'll start by asking how often you use this mode of transport in Warwickshire. This question is required and helps us show you relevant questions based on your response.

Thinking about travel in Warwickshire — whether it's getting to places or going for a ride for exercise or leisure — how often do you travel by bike or e-cycle?

- ☐ Not an available mode of transport for me
- ☐ Available to me but do not use a bike/ e-cycle to travel
- ☐ Every day
- ☐ 3–6 days a week
- ☐ 1–2 days a week
- ☐ A few times a month (1–3 times)
- ☐ Less than once a month
- ☐ Rarely

Travelling by bike or e-cycle continued

This section is about travelling by bike or e-cycle in Warwickshire.

We'd like to understand what your experience is like. We're also interested in what works well, as well as what could be improved.

How would you rate your overall experience of travelling by bike or e-cycle in Warwickshire?

- ☐ Very poor
- ☐ Poor
- ☐ Neither good nor poor
- ☐ Good
- ☐ Very good

Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by bike or e-cycle – what works well and what could be better?

Please use this space for your answer

Travelling by bike or e-cycle in the future

We'd like to understand what might enable you to use bikes or e-cycles more in Warwickshire. We'll ask what would make it easier for you to use this mode of transport, and how likely you would be to use it more often if these things were in place.

Please select any of the options that would make it easier to cycle in Warwickshire? (select all that apply)

- ☐ Safer cycling routes (e.g. dedicated cycle lanes or less traffic)
- ☐ Better connected and more direct cycle routes
- ☐ Better road surfaces for cycling
- ☐ More secure and convenient cycle parking
- ☐ Feeling safer when cycling (e.g. from traffic or other road users)
- ☐ Better lighting and personal safety
- ☐ Better access to bikes or equipment (e.g. e-bikes, storage at home)
- ☐ More places to shower or change at my destination (e.g. work or other facilities)
- ☐ Better information about cycle routes
- ☐ Other (please specify)

If the improvements you selected above were made, how likely would you be to cycle more often?

- ☐ Very unlikely
- ☐ Unlikely
- ☐ Not sure
- ☐ Likely
- ☐ Very likely
- ☐ Not applicable

Travelling by bus

In this section, we're interested in how often you get around by bus in Warwickshire.

We'll start by asking how often you use this mode of transport in Warwickshire. This question is required and helps us show you relevant questions based on your response.

Thinking about only travel in Warwickshire, how often do you travel by bus?

- ☐ Not an available mode of transport for me
- ☐ Available to me but do not use a bus to travel
- ☐ Every day
- ☐ 3–6 days a week
- ☐ 1–2 days a week
- ☐ A few times a month (1–3 times)
- ☐ Less than once a month
- ☐ Rarely

Travelling by bus continued

This section is about travelling by bus in Warwickshire.

We'd like to understand what your experience is like. We're also interested in what works well, as well as what could be improved.

How would you rate your experience of travelling by bus within Warwickshire?

- ☐ Very poor
- ☐ Poor
- ☐ Neither good nor poor
- ☐ Good
- ☐ Very good

Please tell us about your experience of travelling within Warwickshire by bus– what works well and what could be better?

Please use this space for your answer

Travelling by bus in the future

We'd like to understand what might enable you to use the bus more in Warwickshire. We'll ask what would make it easier for you to use this mode of transport, and how likely you would be to use it more often if these things were in place.

Please select any of the options that would make it easier to use the bus in Warwickshire? (select all that apply)

- ☐ Faster journey times
- ☐ More frequent services
- ☐ Lower cost
- ☐ More reliable services
- ☐ Services at the times I need (e.g. evenings or weekends)
- ☐ Routes that go where I need them to
- ☐ Better connections between services
- ☐ Stops that are easier to get to
- ☐ Feeling safer when travelling
- ☐ Better information about routes, times, or delays
- ☐ Better facilities (e.g. bus stops, shelters)
- ☐ Other (please specify)

If improvements were made in the areas you mention how likely would you be to use the bus more?

- ☐ Very unlikely
- ☐ Unlikely
- ☐ Not sure
- ☐ Likely
- ☐ Very likely
- ☐ Not applicable

Travelling by train

In this section, we're interested in how often you get around by train in Warwickshire.

We'll start by asking how often you use this mode of transport in Warwickshire. This question is required and helps us show you relevant questions based on your response.

Thinking about only travel in Warwickshire, how often do you travel by train?

- ☐ Not an available mode of transport for me
- ☐ Available to me but do not use a train to travel
- ☐ Every day
- ☐ 3–6 days a week
- ☐ 1–2 days a week
- ☐ A few times a month (1–3 times)
- ☐ Less than once a month
- ☐ Rarely

Travelling by train continued

This section is about travelling by train in Warwickshire.

We'd like to understand what your experience is like. We're also interested in what works well, as well as what could be improved.

How would you rate your overall experience of travelling by train within Warwickshire?

- ☐ Very poor
- ☐ Poor
- ☐ Neither good nor poor
- ☐ Good
- ☐ Very good

Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by train– what works well and what could be better?

Please use this space for your answer

Travelling by train in the future

We'd like to understand what might enable you to use the train more in Warwickshire.

We'll ask what would make it easier for you to use the train, and how likely you would be to use it more often if these things were in place.

Please select any of the options that would make it easier to use the train in Warwickshire? (select all that apply)

- ☐ Faster journey times
- ☐ Lower cost
- ☐ More reliable services
- ☐ Services at the times I need (e.g. evenings or weekends)
- ☐ Routes that go where I need them to
- ☐ Better connections between services
- ☐ Stations that are easier to get to
- ☐ Feeling safer when travelling
- ☐ Better information about routes, times, or delays
- ☐ Better facilities (e.g. car parking, stations)
- ☐ Other (please specify)

If improvements were made in the areas you mention how likely would you be to use the train more?

- ☐ Very unlikely
- ☐ Unlikely

- ☐ Not sure
- ☐ Likely
- ☐ Very likely
- ☐ Not applicable

Travelling by car, van, or motorcycle

In this section, we'll ask about travelling in Warwickshire by car, van, or motorcycle, either as a driver or passenger.

We'll start by asking whether this type of transport is available to you, even if you don't use it. This question is required and helps us show you relevant questions based on your response.

Thinking about travel in Warwickshire, how often do you travel by car, van, or motorcycle?

This includes journeys as a driver or passenger.

- ☐ Not an available mode of transport for me
- ☐ Available to me but do not use
- ☐ Every day
- ☐ 3–6 days a week
- ☐ 1–2 days a week
- ☐ A few times a month (1–3 times)
- ☐ Less than once a month
- ☐ Rarely

Travelling by car, van or motorcycle continued

This section is about travelling by car, van, or motorcycle in Warwickshire as either a driver or passenger. We'd like to understand what your experience is like. We're also interested in what works well, as well as what could be improved.

How would you rate your overall experience of travelling by car, van, or motorcycle within Warwickshire?

- ☐ Very poor
- ☐ Poor
- ☐ Neither good nor poor
- ☐ Good
- ☐ Very good

Thinking about your answers above, please tell us about your experience of travelling within Warwickshire by car, van, or motorcycle – what works well and what could be better?

Please use this space for your answer

Warwickshire's approach to meeting future transport needs

When we make decisions about transport in Warwickshire, we use the Local Transport Plan to help guide our approach.

The Local Transport Plan (LTP) is a long-term strategy that sets out how we manage and improve transport to meet the needs of our communities. It is based on how people travel today and how we want to improve travel in the future.

When the current plan was developed and adopted in 2023, we spoke to residents and organisations across Warwickshire, including members of a citizen's panel, to understand people's experiences and priorities for local transport. The resulting plan reflects what people told us at that time.

Our themes for transport

The Local Transport Plan focuses on four key themes, which guide how we plan and invest in transport. These are:

1. **Protecting and enhancing the environment**
Improving air quality, reducing the impact of transport on the local environment, and supporting more sustainable ways of travelling.
2. **Supporting the economy**
Ensuring the transport network helps people access jobs, education, and services, and supports local businesses and growth.
3. **Supporting places**
Creating attractive, well-connected places where people can live, work and spend time, and ensuring that transport contributes positively to local communities.

4. Improving health and wellbeing

Encouraging active travel and creating safer environments that support healthier lifestyles. We would like to know whether these themes still reflect people's views. To what extent do you agree or disagree that the following should be key themes when planning transport in Warwickshire?

(You can read more about these themes in the Local Transport Plan [Warwickshire's Local Transport Plan – Warwickshire County Council](#))

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
Protecting and enhancing the environment					
Supporting the economy					
Supporting places					
Improving health and wellbeing					

In addition to the themes above, are there any other aspects we haven't included that you think should be considered as a priority when planning transport in Warwickshire?

Please use this space for your answer

Transport spending

This is the final section of the survey.

So far, you've told us about your experiences of getting around your local area — what affects how you travel and what might make it easier to use different ways of getting around in future.

This includes all kinds of journeys, not just trips to work, school, or the shops, but also the ways people move around in their day-to-day lives — for example going for a walk, run, or cycle.

Warwickshire County Council has recently received longer-term funding for transport, running up to March 2030. This is different from how funding has been provided in the past, which has often been short-term or focused on specific projects.

This gives us more flexibility to decide how we invest across Warwickshire's transport network and support the priorities in the Local Transport Plan. However, there still isn't enough funding to do everything, so choices will need to be made.

We'd now like to understand your views on how Warwickshire should spend money on transport and what areas matter most to you.

[Local Transport Plan](#)

Which areas should Warwickshire spend money on to improve transport? (Select all that apply)

- ☐ Maintaining and repairing roads (e.g. potholes, surface condition)
- ☐ Maintaining and renewing bridges and other key transport structures
- ☐ Improving walking routes and public spaces
- ☐ Improving cycling infrastructure
- ☐ Improving public transport (bus or rail)
- ☐ Improving road safety (e.g. preventing collisions, making roads safer for all users)
- ☐ Reducing traffic congestion and making journey times more predictable
- ☐ Making it easier for people with different needs to get around
- ☐ Other (please specify)

Is there anything else you would like to tell us about how transport money should be spent in Warwickshire?

Please use this space for your answer:

Thank you for taking the time to share your thoughts with us.

When survey results are available we will email you and the report will be uploaded to Voice of Warwickshire webpage.