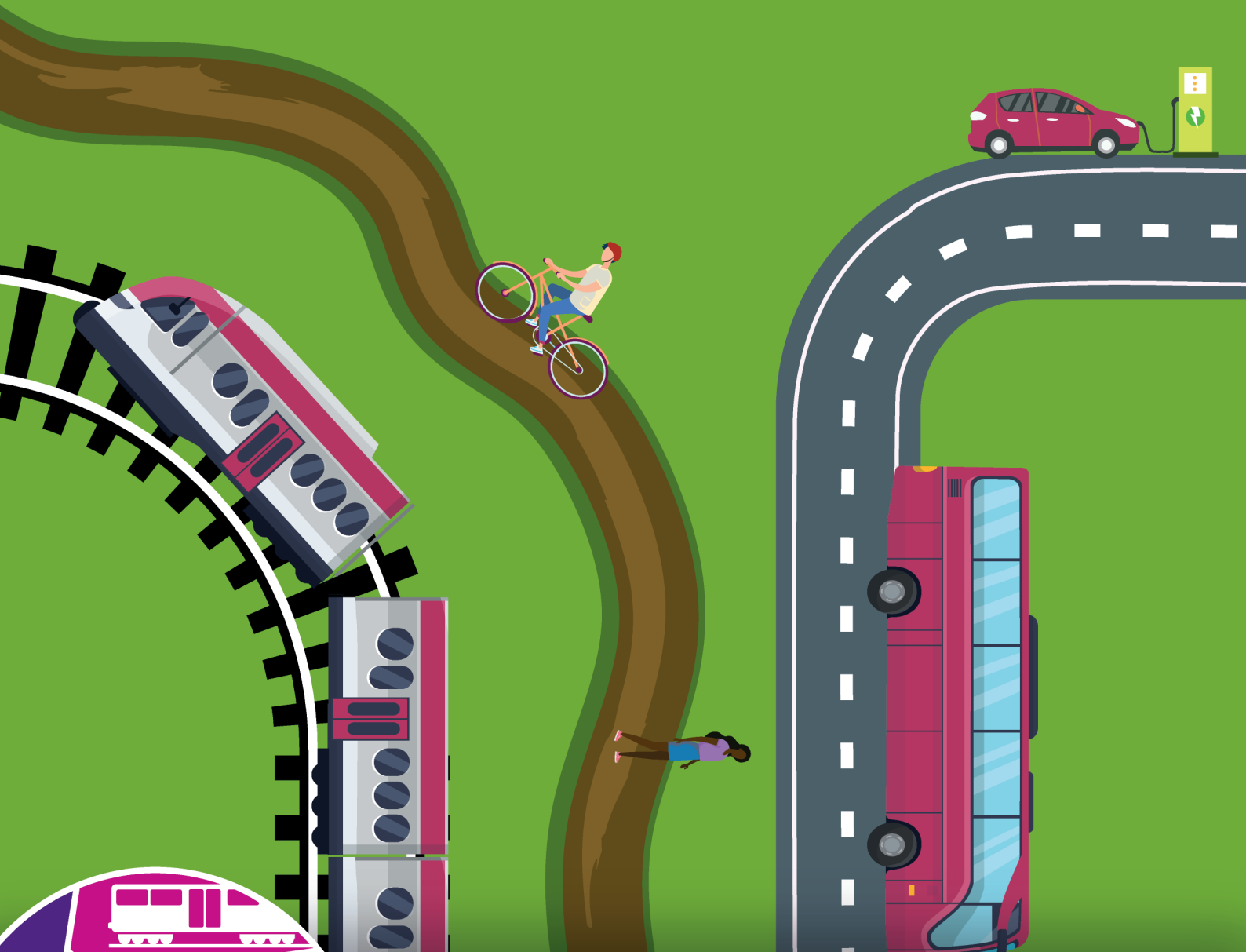


A new Local Transport Plan for Warwickshire

LTP4



Warwickshire
County Council

Core Strategy Warwickshire's Transport Vision

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

Vibrant Economy & Places



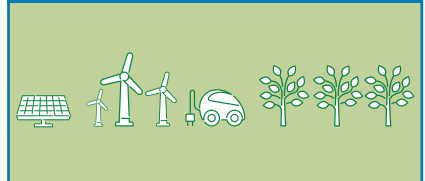
Right jobs, training, future skills, education, infrastructure and places

Best Lives



Communities and individuals supported to live safely, healthily, happily and independently

Sustainable Futures



Adapting to and mitigating climate change and meeting Net Zero commitments

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



Environment

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



Wellbeing

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



Place

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



Economy

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

Working with Warwickshire's Communities

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

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

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



The Present in the UK

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

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

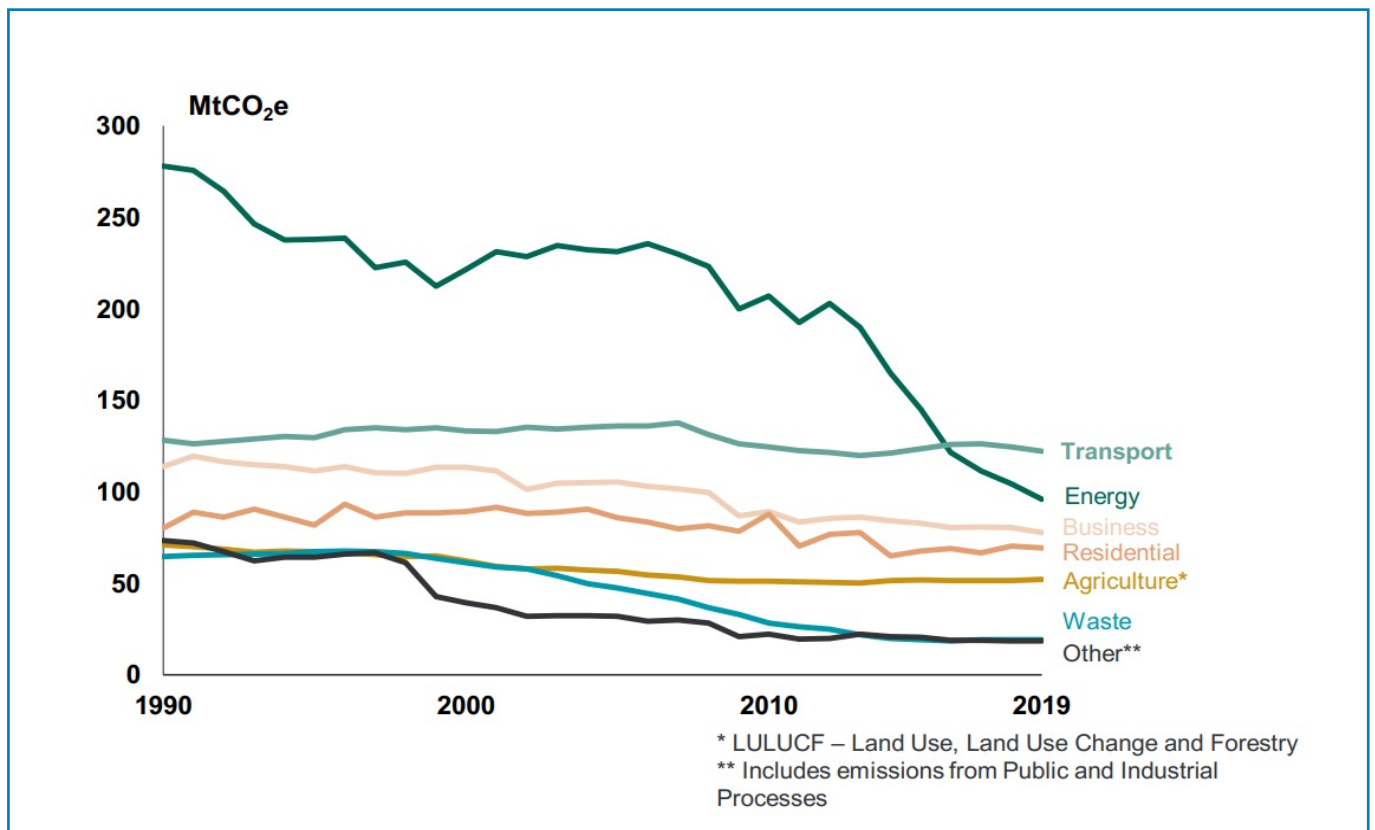


Figure 1. The contribution of carbon dioxide equivalent from different sectors in the UK over the last three decades.

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

Growth in private vehicle use

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

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

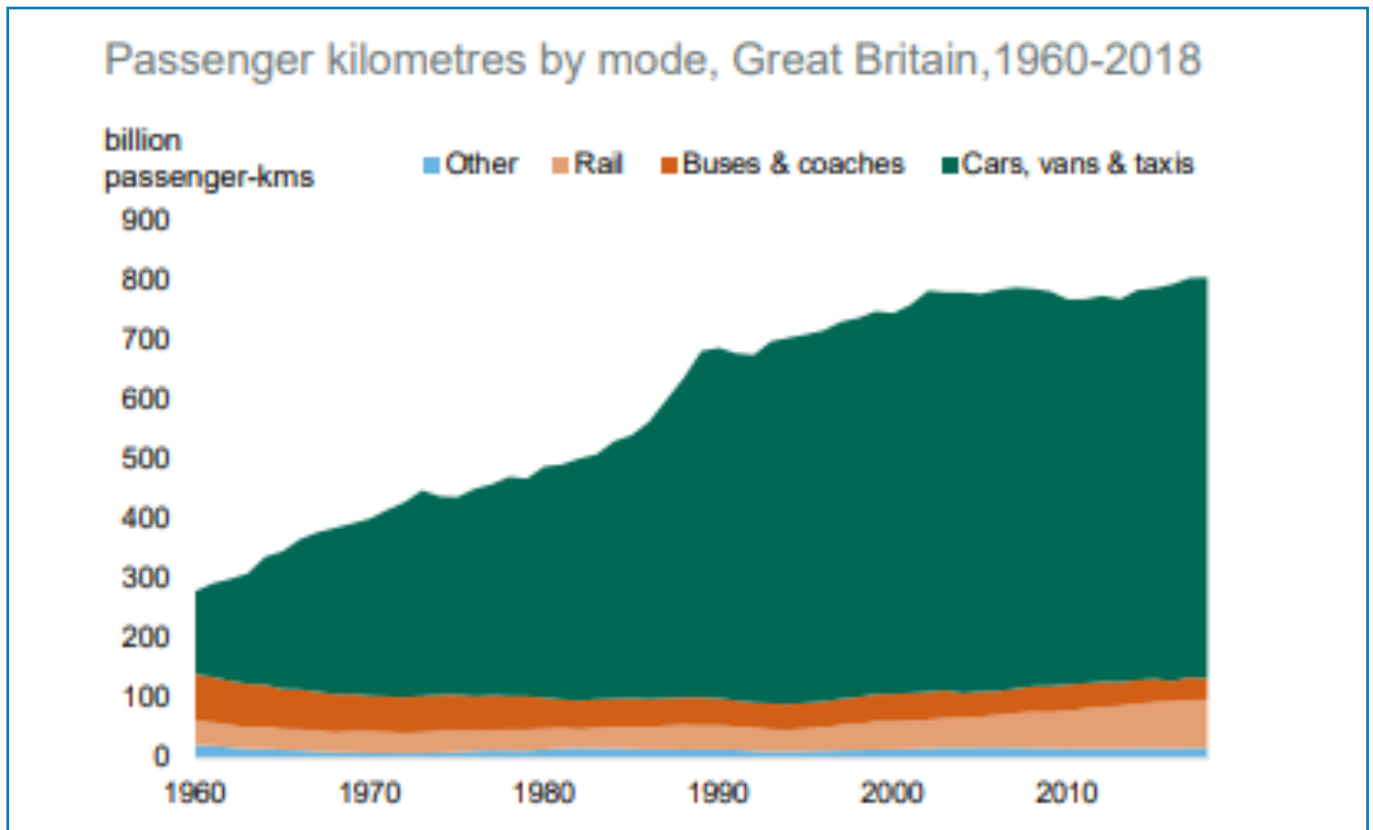


Figure 2. The growth in private vehicle usage as expressed in billions of passenger kilometres since 1960.

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

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

The Picture in Warwickshire

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

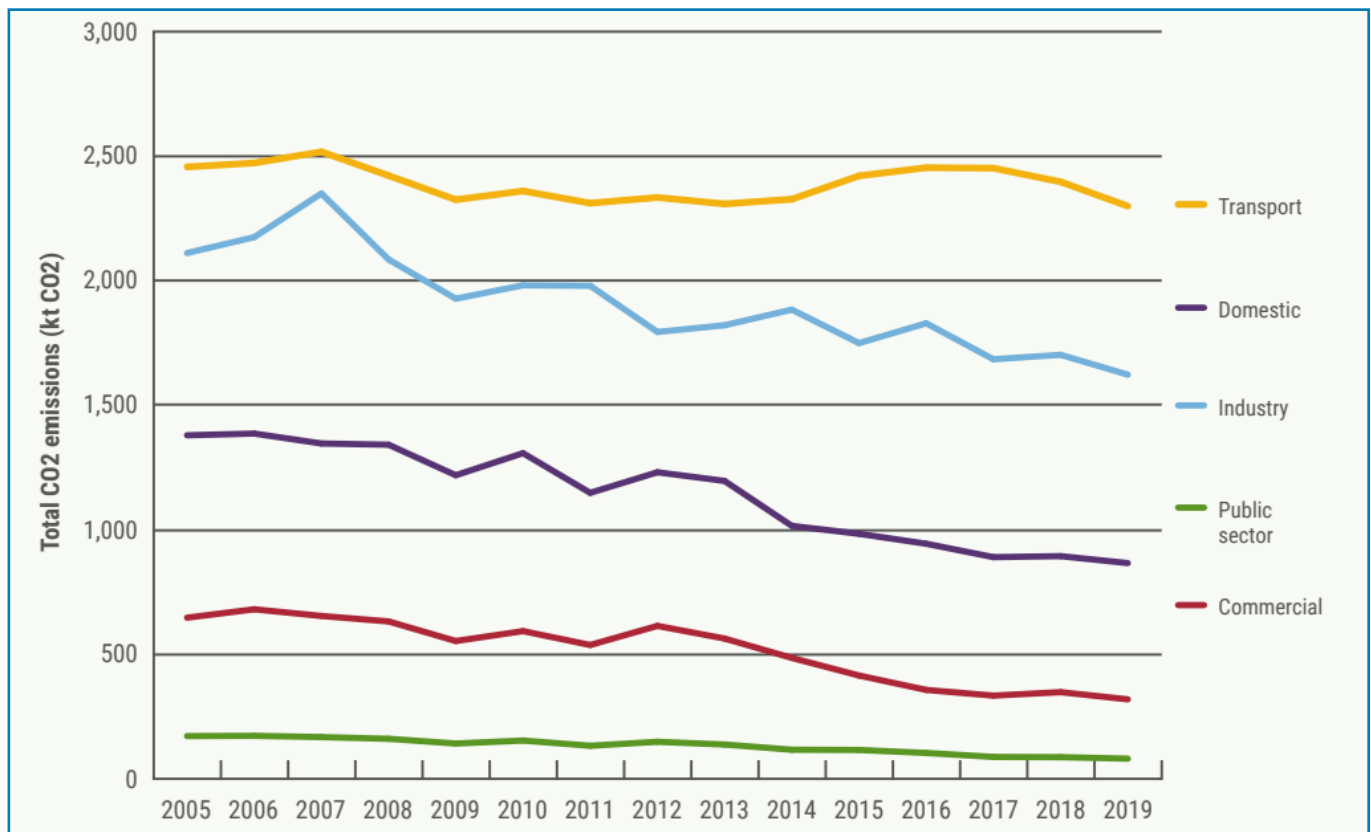


Figure 3. The contribution of carbon dioxide equivalent from different sectors in Warwickshire since 2005.

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

Citizens’ Panel member

The Need for Action

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

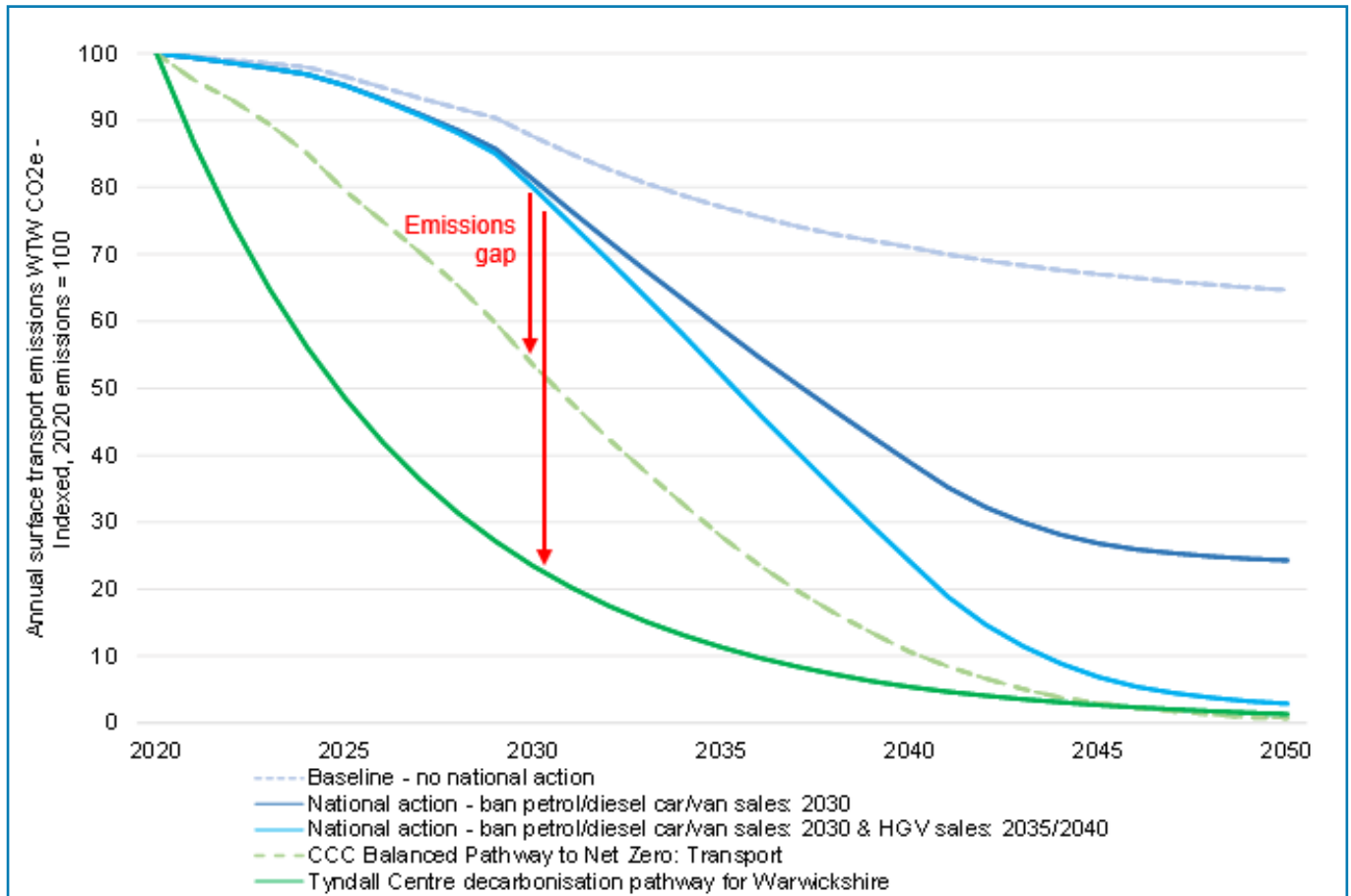


Figure 4. Warwickshire's transport carbon dioxide emissions challenge under different intervention scenarios.

Warwickshire Is Not Alone

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

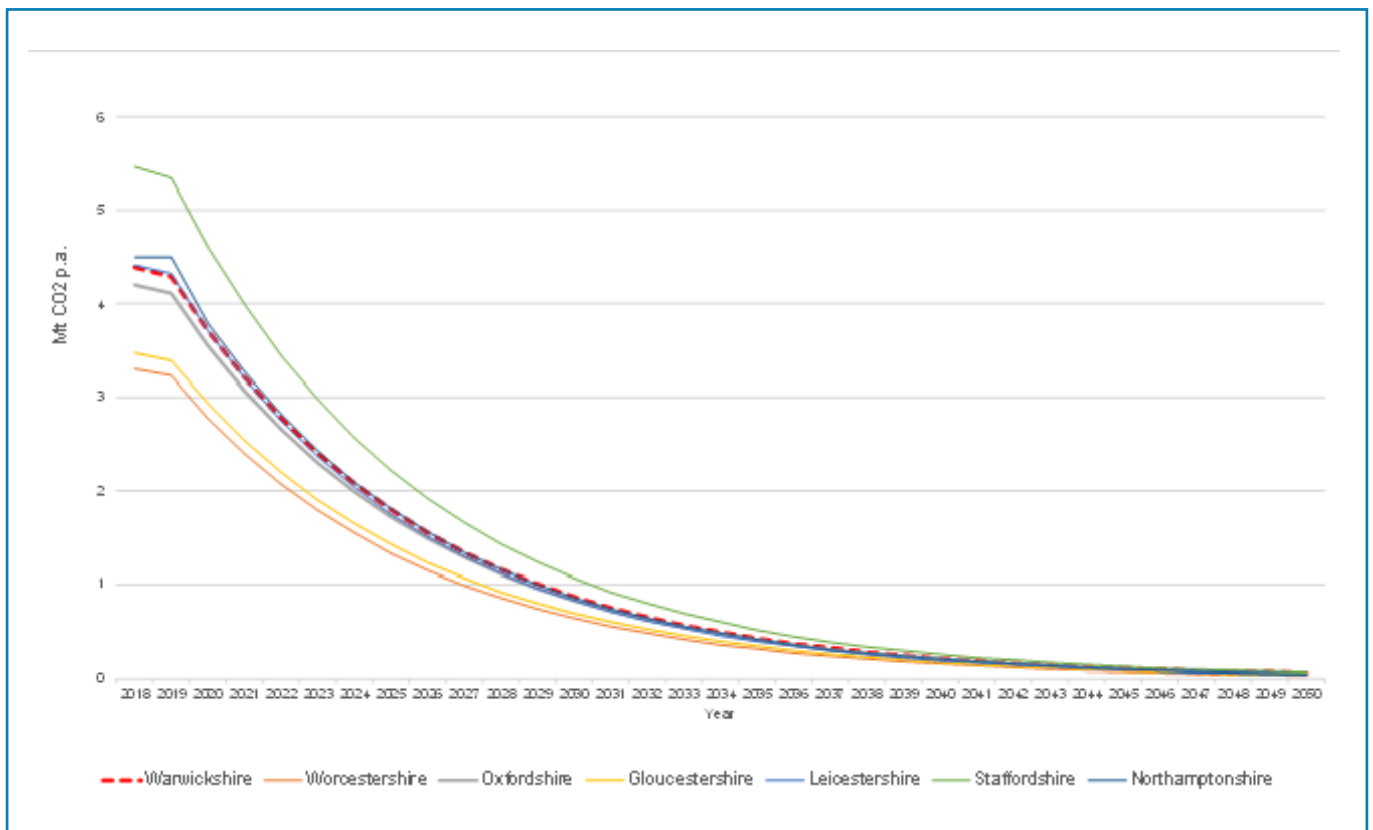


Figure 5. Warwickshire's transport carbon dioxide emissions challenge is similar to those of neighbouring shire counties.

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

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

The Challenges

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



Environment

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



Wellbeing

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



Place

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



Economy

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

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

Citizens' Panel member

Future Impacts on Transport

Predicted changes in the transport sector

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

Anticipated changes in society

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

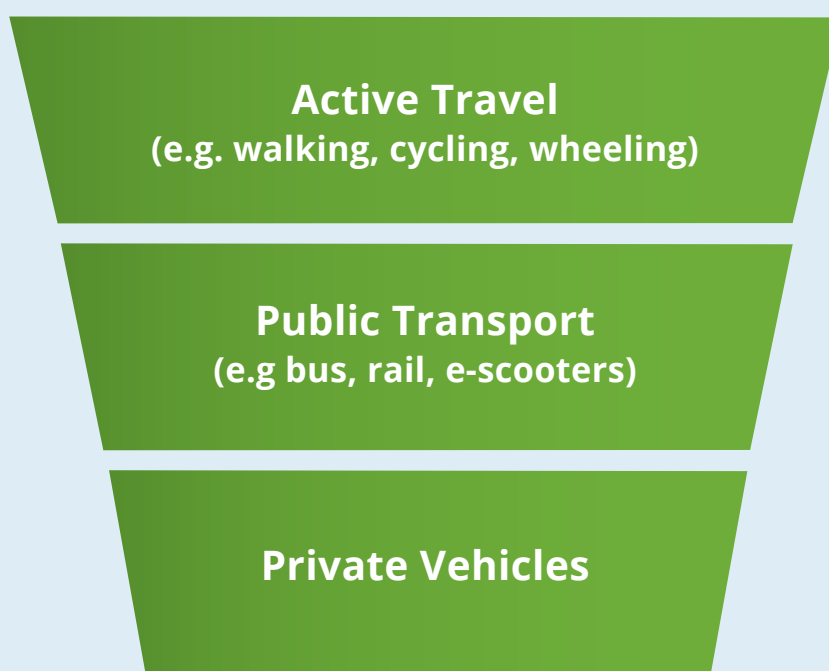
This strategy aims to allow the council to target resources and investment at transport interventions that overcome these challenges.

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

Travel Choices Hierarchy

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

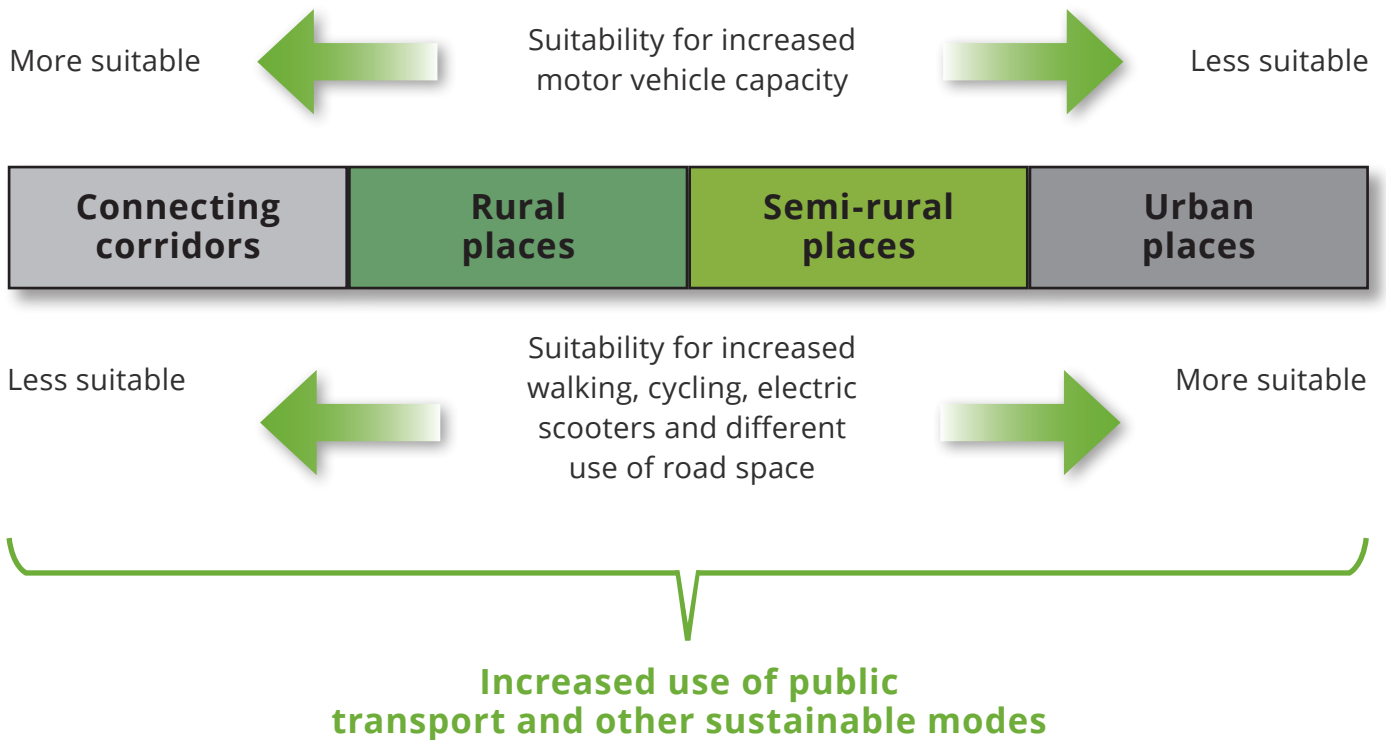
We intend to do this with a transport hierarchy that can deliver on our aim for sustainable travel throughout Warwickshire without impacting on economic vitality:



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

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

A flexible, tailored approach to transport changes



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

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

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

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

Benefits of reducing vehicle usage

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

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

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

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

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

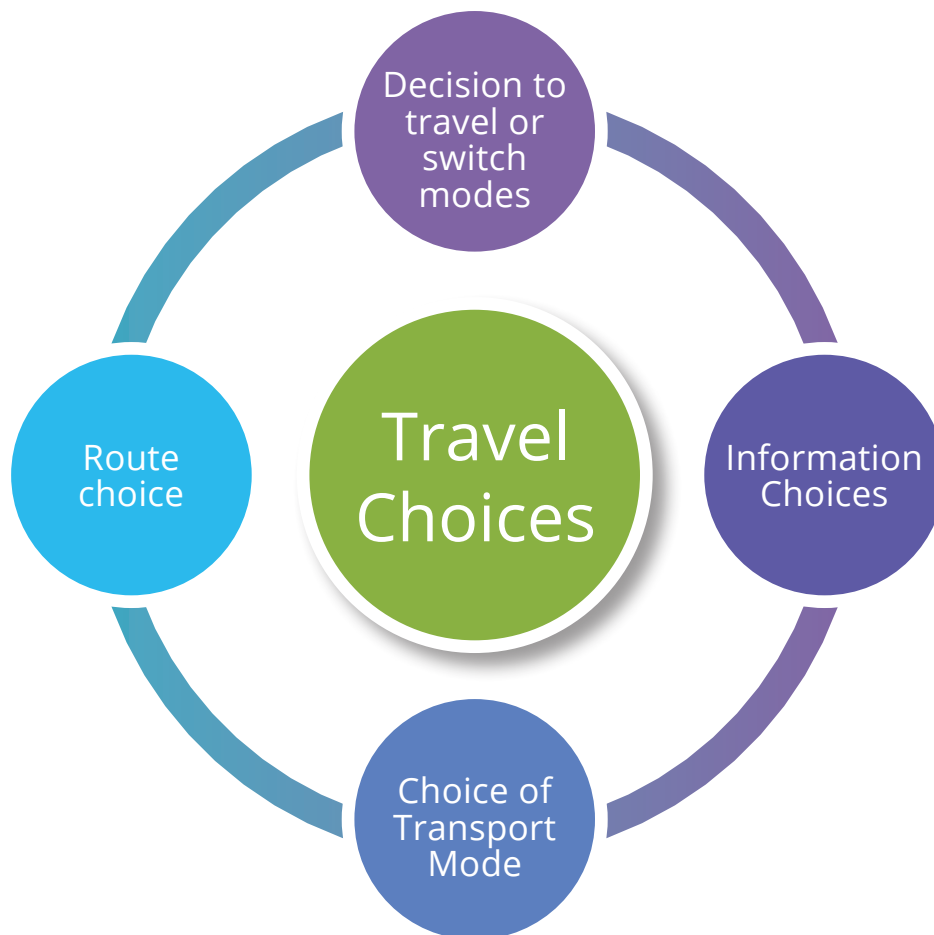


Progress towards our aims is dependent on encouraging those travelling in and through Warwickshire to adopt different methods of travel. This will include active travel or public transport where possible as an alternative to the car.

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

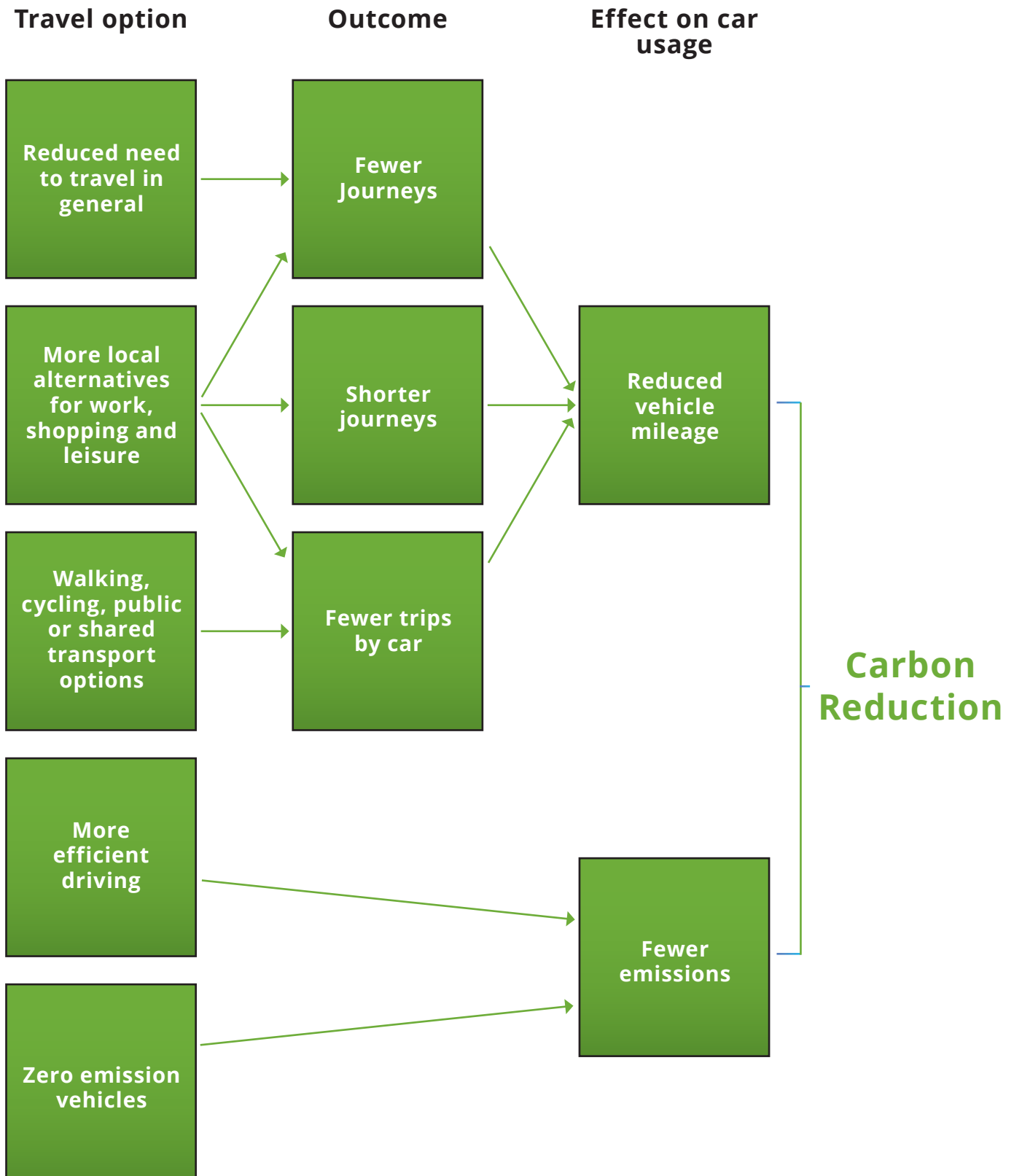
Within Warwickshire County Council's remit, we will promote these changes by enabling people to make meaningful travel choices that allow them to travel throughout Warwickshire safely and sustainably.

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



Travel choices to reduce carbon

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



Key Policies

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

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

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

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

KP3 - Decarbonising transport and transport related infrastructure

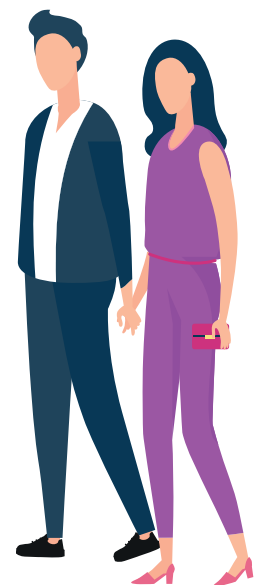
Transport contributes a greater proportion of carbon emissions than any other sector. WCC will pursue actions and objectives that seek to reduce pollution in general, and carbon emissions in particular, through a range of interventions. Car dependency will be discouraged, where suitable, in favour of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

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

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

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

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

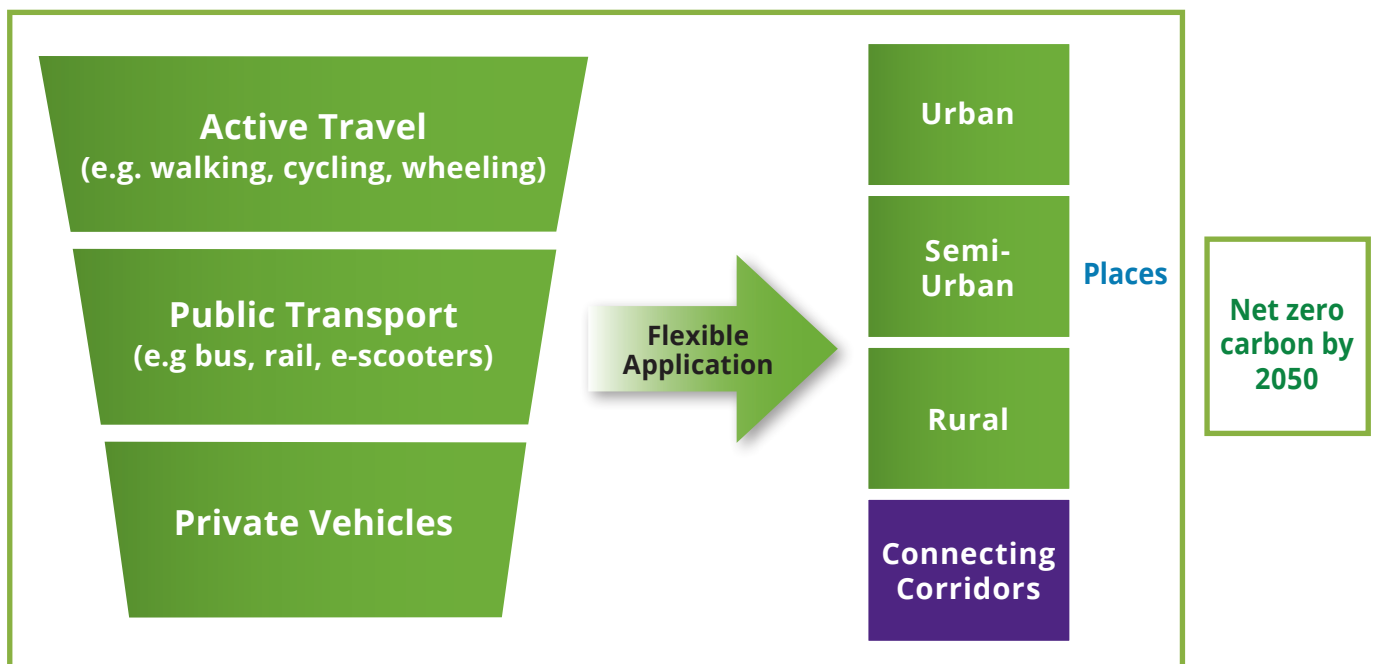


We want our Local Transport Plan to reflect the latest needs of those travelling in Warwickshire.

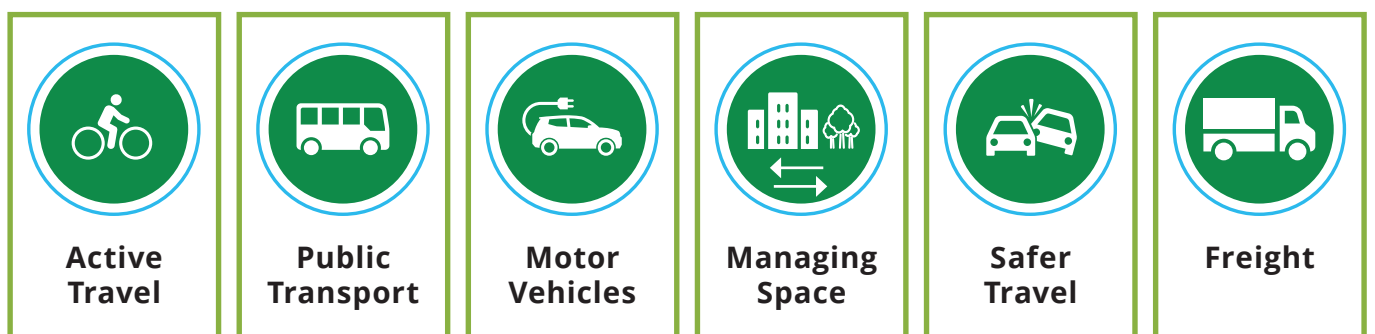
We aim to do this by facilitating meaningful Travel Choices that deliver benefits in line with our key themes and encourage the use of sustainable methods of transport.



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



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



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



Active Travel

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

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



Public Transport

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

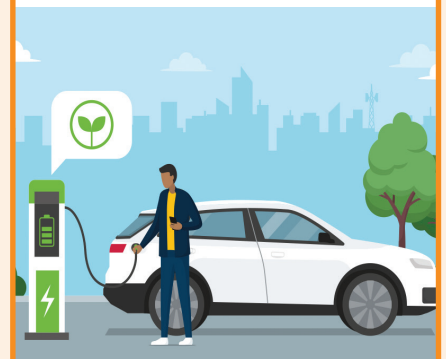
- Bus
- Rail
- Very Light Rail (eg trams)
- E-scooters
- Informal car sharing
- Car clubs – organised, formal car sharing facilities



Motor Vehicles

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

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



Our remaining key strategies are shown below.



Managing Space

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

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



Safer Travel

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

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



Freight

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

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



Policy Implementation

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

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

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

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

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

