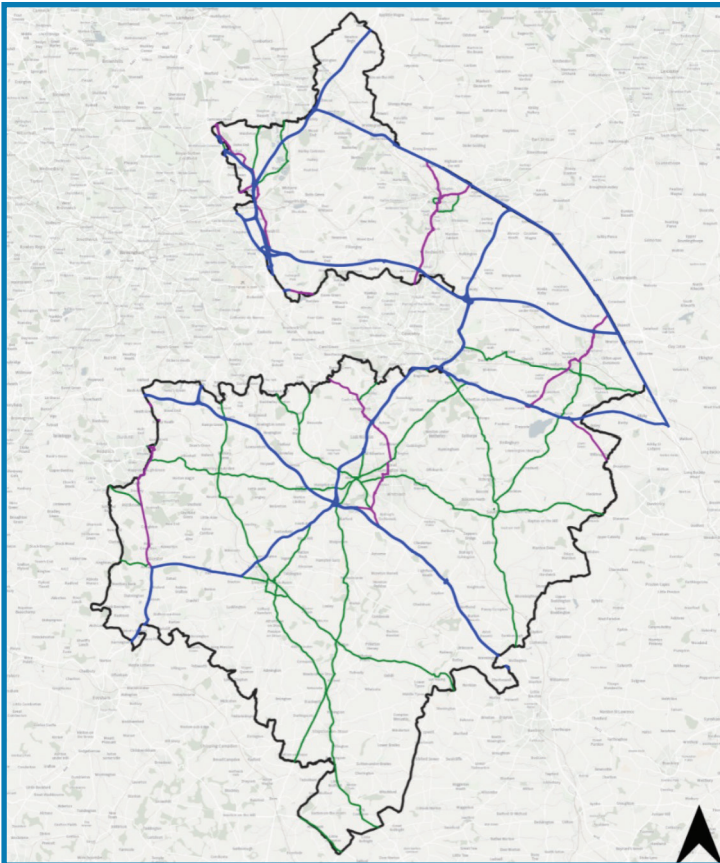


Motor Vehicle Strategy



Overview

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



Legend

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

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

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

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

Warwickshire's Road Network

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

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

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

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



Network Management

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

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

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



Road travel in Warwickshire

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

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

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

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

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

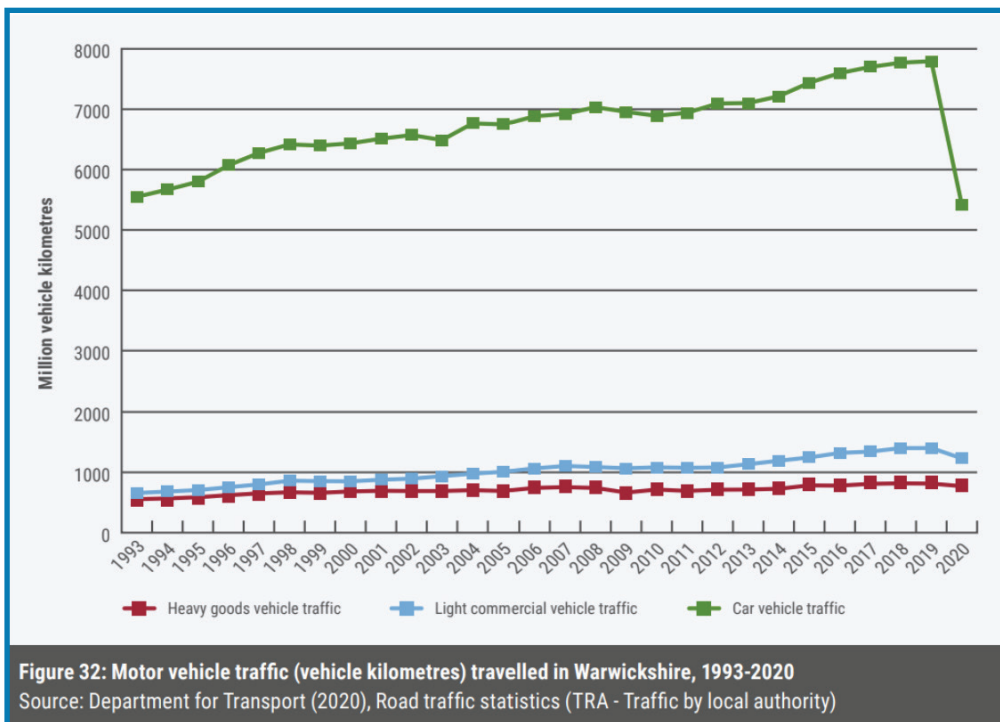


Figure 8. Motor vehicle traffic in Warwickshire by vehicle type (cars, light goods vehicles, heavy goods vehicles)

Motor Vehicle Policies

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

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

Policy Position MV1

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

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



Policy Position MV2

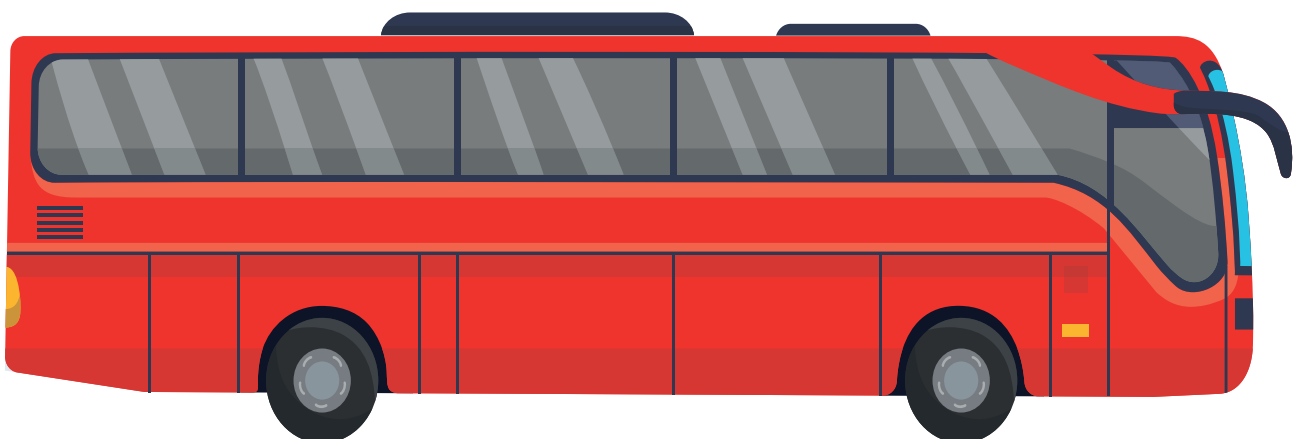
Increased use of technology in network monitoring

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

Policy Position MV3

Maximising funding opportunities

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



Policy Position MV4

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

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

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

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

Examples of interventions may include:

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



