



LOCAL TRANSPORT PLAN (LTP) KEY THEMES CONSULTATION ANALYSIS REPORT

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Date published: April 2021

Report produced by Business Intelligence, Commissioning Support Unit

BACKGROUND

Warwickshire County Council (WCC) is in the process of updating the current Local Transport Plan (LTP) which sets out the transport needs, challenges, priorities and objectives for the county. An LTP sets policies to shape future transport schemes and developments within the County. It allows the County Council to channel resources to deliver a transport network that gives people who live and work in Warwickshire access to the facilities they need to go about their daily lives.

The current LTP3 covers the period from 2011 to 2026, but needs to be updated to meet the challenges and opportunities of the changing world we live in. The update (known as LTP4) will be published in 2022, and input has been sought to help determine the priorities which the plan should address. Initial consultation has focused on the four main themes (Environment, Economy, Place, and Wellbeing) and the key benefits and issues associated with each theme. Information from this consultation will be considered when developing LTP4 and will help WCC work towards developing a transport plan that reflects the views of the local community and wider stakeholders. Once a draft LTP4 has been developed, there will be further opportunity to share views on this detailed document draft during another public consultation.

METHODOLOGY

A range of methods were used to gather views as part of the consultation. These included:

- An online survey on Ask Warwickshire using Citizen Space.
- A paper-based version of the standard online survey could be requested by telephone or email. Alternative formats and languages could also be requested.
- Comments could be sent directly to the Transport Planning Team (via phone, post or email).
- Additionally, members of the Transport Planning Team spoke directly with and sought feedback from a range of stakeholders (analysis of this correspondence features in the 'additional comments' section of the report).

In addition to the feedback analysed in this report, other work has been undertaken to gather insight and feedback. These include deliberative sessions with a sample panel of Warwickshire residents.

The consultation period ran from 21st January to 18th March 2021. A range of promotion activities were carried out before and during the consultation period to raise awareness and encourage participation. This included emails to relevant distribution lists, news releases/articles, promotion via a range of social media assets and email reminders. Furthermore, an animation video was created in order to try to engage with as many people as possible. Prior to the consultation, a list of key stakeholders including neighbouring authorities, transport operators, charities, and major employers was reviewed through a mapping exercise. Emails were sent to 77 key stakeholders promoting the LTP consultation and welcoming their views. A database of other stakeholders and members of the public (containing 327 email addresses) was reviewed prior to emails being sent out promoting the LTP consultation at the start of the consultation period. This database was updated throughout the consultation with local interest groups and alternative contact details. Material received via email, post and telephone has been analysed separately to the online and paper-based survey responses and has been incorporated into the qualitative analysis under the 'additional information' section and referenced accordingly.

KEY FINDINGS

- In total, 758 respondents completed the survey.
- There was a general high level of agreement for the inclusion of each of the four key themes in developing LTP4:
 - In terms of agreement (either agreed or strongly agreed): 94.9% (n=719) agreed with the inclusion of environment as a theme, 75.6% (n=573) agreed with the inclusion of the theme of economy, 79.2% (n=600) agreed with the inclusion of the theme of place, and 87.5% (n=663) agreed with the inclusion of the theme of wellbeing.

Environment

- Almost half of all respondents (47.7%, n=356) ranked climate change/carbon emissions first as the most important issue in this theme. In addition, although air quality was ranked first by fewer respondents (27.2%, n=203), this issue was ranked 1st, 2nd or 3rd by 85.5% (n=638) of respondents. In contrast, the issues of noise pollution and flooding were more likely to be ranked 4th or 5th (least important) by respondents.
- The most frequently mentioned other issue regarding the environment was concerns around traffic (namely congestion, air/noise pollution, speeding) – this was mentioned by almost a third of respondents (28.8%, n=36) who provided an additional issue to those already listed.
- The most common reason given for respondents' environment-related selections was that climate change/carbon emissions requires urgent action – 37.1% (n=158) of respondents who left a comment mentioned this.
- On a scale of 'extremely important' to 'not at all important', respondents were asked which (from a list) they considered important to think about in the LTP when reflecting on the environmental challenges mentioned. Almost half of all respondents who answered this question stated that providing more and better provision for cycling (47.5%, n=357) and supporting a move to low or zero emission buses (45.2%, n=341) were extremely important. In contrast, discouraging use of private cars for journeys to work was considered extremely important by just 22.2% (n=167) – indeed 14.6% (n=110) suggested this was not at all important.

Economy

- A third of all respondents (33.9%, n=248) selected the impacts of and recovery from COVID-19 as the most important issue to address in the theme of economy. In addition, 60.7% (n=443) ranked education, training and skills in their top three (ranked either 1st, 2nd or 3rd). In contrast, only 4.0% (n=29) of respondents ranked Brexit first, with this issue ranked in the top three of just 21.8% (n=159) of respondents and ranked seventh (or last) by 39.0% (n=271) of respondents.
- The most frequently mentioned other issue regarding the economy was around the reinvigoration of the local economy (not necessarily linked to transport explicitly) – 35.4% (n=34) of respondents who provided an additional issue mentioned this in their answer.
- The most common response related to the reasoning behind respondents' economic selections was the impact(s) of / recovery from the COVID-19 pandemic – 39.5% (n=124) of respondents who left a comment mentioned this in their answer.
- On a scale of 'extremely important' to 'not at all important', respondents were asked which (from a list) they considered important to think about in the LTP when reflecting on the economic challenges mentioned. Over half of all respondents who answered this question stated investment in cycling and public transport as alternatives to driving to work (51.5%, n=387) were extremely important. In contrast, improving links to national and international transport to help move goods/freight was considered extremely important by just 18.6% (n=139). In total, 6.7% (n=50) suggested that providing new transport

infrastructure /solutions to encourage businesses to locate and invest in Warwickshire was not at all important.

Place

- 43.5% (n=322) ranked public space and improvement of place and character as the most important issue to address in the place theme. Indeed, 72.6% (n=536) of all respondents ranked this option in their top three and 71.3% (n=525) ranked access between rural and urban areas either first, second or third. In contrast, only 5.1% (n=38) of respondents ranked national and international connections first, and this issue ranked in the top three of just 26.5% (n=195) of all respondents.
- The additional issue mentioned most frequently regarding place was housing growth/development – 34.5% (n=29) of respondents who provided an additional issue mentioned this in their answer. This was also the most common response related to the reasoning behind respondents’ economic selections – 28.0% (n=70) of respondents mentioned housing developments/population growth in their answer.
- On a scale of ‘extremely important’ to ‘not at all important’, respondents were asked which (from a list) they considered important to think about in the LTP when reflecting on the place-related challenges mentioned. 41.0% (n=306) of all respondents who answered this question stated making town centre streets and spaces more attractive for pedestrians was extremely important. In contrast, reducing sign clutter and street furniture was considered extremely important to just 14.2% (n=106). In total, 12.4% (n=93) suggested that reducing sign clutter and street furniture was not at all important.

Wellbeing

- Almost a third of respondents (29.1%, n= 216) ranked supporting active lifestyles as the most important issue in the wellbeing theme. Indeed, 59.5% (n=441) of all respondents ranked this option in their top three. In contrast, only 7.1% (n=53) and 7.3% (n=54) respectively ranked social inclusion or security and safety in their top three.
- The additional issue mentioned most frequently regarding wellbeing was around green spaces/environmental impacts – 47.8% (n=33) of respondents who provided an additional issue mentioned this in their answer.
- The most common response related to the reasoning behind respondents’ wellbeing selections was around mental health – 28.3% (n=69) of respondents who left a comment mentioned this in their answer. Other common themes included: concerns around pollution, travel-related safety, and improving active travel facilities to support active lifestyles.
- On a scale of ‘extremely important’ to ‘not at all important’, respondents were asked which (from a list) they considered important to think about in the LTP when reflecting on wellbeing-related challenges. Half of all respondents (50.8%, n=378) who answered this question stated improving facilities for walking and cycling was extremely important. Similarly, 42.3% (n=316) stated prioritising vulnerable road users such as pedestrians and cyclists over motorised transport was extremely important.

Priority themes

- Almost three quarters (71.6%, n=543) of all respondents felt that a theme (or multiple themes) should be given greater priority over other themes. The theme of environment was selected as a priority theme by 406 respondents, almost twice as many times as the theme of ‘wellbeing’ (selected as a priority by 208 respondents). The themes of place (n=96) and economy (n=109) were selected less frequently.

Equality and accessibility

- The overarching theme from the equality questions was that the plan should be presented in a simple, clear and easy to understand way, via a variety of different methods of engagement, and made available across multiple locations. It should also take into account equalities issues and impacts to ensure it is beneficial to everyone
- Just 16.5% (n=125) of all respondents had used or referred to LTP3, whilst 67.4% (n=511) had not and 14.2% (n=108) suggested they did not know/or were not sure.

KEY MESSAGES

- Respondents expressed broad support for the inclusion of each of the four key themes presented - Environment, Economy, Place, and Wellbeing.
- The environment theme emerged as being the theme that respondents supported most and when asked were more likely to prioritise over other themes, this was followed by the theme of wellbeing.
- There was significant consistency in the issues raised by respondents, both between questions and across respondent groups. There was also considerable repetition in the main issues, challenges and solutions raised in response to different questions, with some clear areas emerging, both in addition to, and in relation to, the four main themes presented. These were:
 - Improving active travel facilities for walking and cycling to support active lifestyles and contribute to improvements in the environment.
 - General improvements in/encouragement to use sustainable (public) transport
 - Planning to reduce the reliance on private cars and to enable electrification
 - Environmental concerns relating to road layout and traffic (e.g. congestion, air/noise pollution, climate change, loss of habitat, and green spaces)
 - Recognising the importance of transport on quality of life (particularly mental health and physical wellbeing) and for access to health and wellbeing services (e.g. doctors, medical centres)
 - Concerns around the pressures of housing developments and/or increasing populations on the existing road network(s)
 - The long-term impact(s) of the COVID-19 pandemic on transport and the existing transport network including changing travel patterns, home-working and an increase in online shopping
- It was clear that the majority of respondents hadn't used or referred to the current local transport plan (LTP3) before and the reason for this was mainly due to those respondents not being aware of it.
- Going forward to ensure LTP4 is more visible and accessible respondents provided responses on how the plan should be presented and promoted, and where it should be made available. The main suggestions were:
 - A simple, clear and easy to understand plan with graphics/images
 - A summarised version of the plan.
 - Available on-line, and as a hard copy on request and in key public places
 - Promoted via social media; local groups, networks and organisations; the local press; door-to-door leafleting; posters; and websites.
- Considering equalities issues and impacts is also key to ensuring LTP is beneficial to everyone. The main areas raised by respondents were:
 - Consideration of people with disabilities
 - Accessibility for vulnerable and isolated groups with a particular focus on affordability of transport
 - Consideration of all age groups from school-aged children to older citizens
 - Consideration of other/non-vehicle road users (e.g. pedestrians, cyclists)
- With regards to process, the need to consult with stakeholders and the general public (from a range of different backgrounds) and to provide clear and accessible information as the LTP4 progresses was reiterated. As was collaborative working with stakeholders locally, regionally and nationally.

CONSULTATION ANALYSIS

There were 758 responses to the online and paper-based survey.

ABOUT RESPONDENTS

Respondents were asked what their main reason was for completing the survey. Table 1 gives a breakdown of responses.

Table 1. Main reason for completing the survey

Reason for completing survey	Total
Member of the general public	628 (82.8%)
Represent a local business	21 (2.8%)
Represent a local voluntary organisation or charity	18 (2.4%)
Member of a special interest group	13 (1.7%)
Elected member of a council or Parliament (including parish/town council(s))	45 (5.9%)
Responding in job capacity as a Warwickshire County Council employee	14 (1.8%)
Responding in job capacity as an employer of another public sector organisation	9 (1.2%)
Other	10 (1.3%)
Total	758

The figures in Table 1 indicate that 82.8% (n=628) of all respondents stated they were members of the general public. In terms of those who stated they were a member of a special interest group, these included Health and Wellbeing partnerships, Neighbourhood Watch, climate and/or wildlife groups, cycling clubs and the Police Cadets. Of those respondents who answered 'other', this included respondents who stated they were residents (of specific areas in Warwickshire), respondents with disabilities and those specifying they had a specific interest in the consultation (e.g. pollution, cycling infrastructure).

Table 2. In which district or borough do you live or undertake your role?

Location	Total
North Warwickshire Borough	68 (9.0%)
Nuneaton & Bedworth Borough	49 (6.5%)
Rugby Borough	105 (13.9%)
Stratford-on-Avon District	148 (19.5%)
Warwick District	339 (44.7%)
Live outside of Warwickshire	25 (3.3%)
County-wide	19 (2.5%)
Other	5 (0.7%)
Total	758

Furthermore, respondents were asked to specify the district or borough in which they live (or undertake their role if this was the main reason for completing the survey). The results of this are presented in Table 2. Almost half of all respondents live or undertake their role in Warwick District (44.7%, n=339). According to the Office for National Statistics mid-year 2019 population estimates, 24.9% of Warwickshire's total population live in Warwick District, suggesting respondents from this area are over-represented. However, whilst the mid-year estimates

suggest Nuneaton & Bedworth is home to 22.5% of Warwickshire’s total population, the survey results show that just 6.5% (n=49) of all respondents to this survey live or undertake their role in this area.

LOCAL TRANSPORT PLAN (LTP) KEY THEMES

At the beginning of the survey, respondents were informed of the aim of the Local Transport Plan Refresh (LTP4): to manage and maintain Warwickshire’s transport network in a safe and sustainable way. Four main themes were identified to be considered in more detail in a refreshed transport plan – environment, economy, place, and wellbeing. Respondents’ thoughts on priorities, benefits and issues related to these themes were sought.

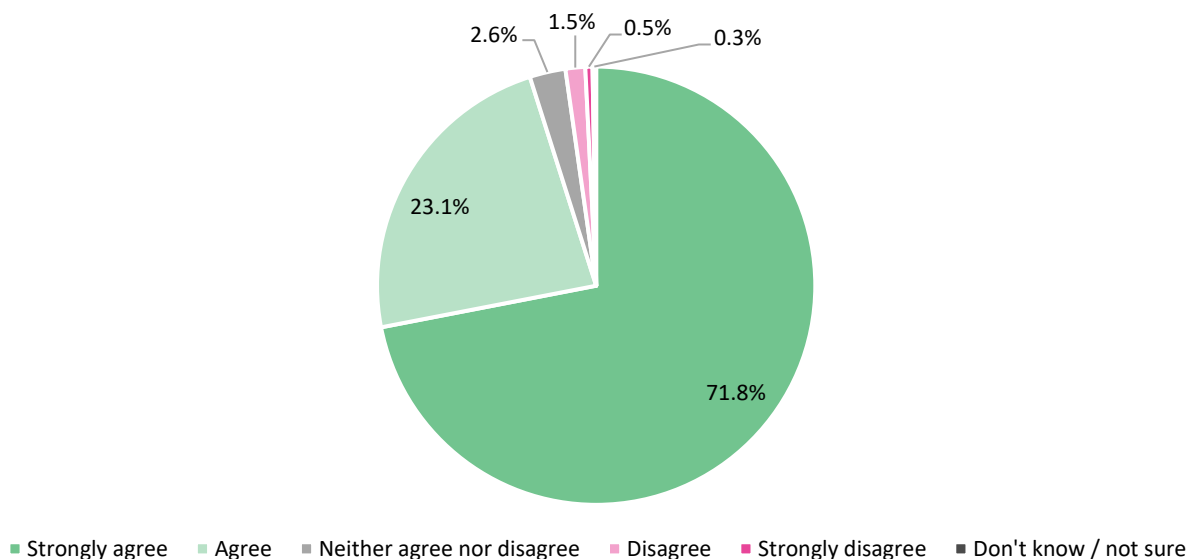
LOCAL TRANSPORT PLAN (LTP) KEY THEMES - ENVIRONMENT

The environment was highlighted as a key theme to consider within the LTP4, with a focus on protecting climate and enhancing spaces. Initial work on the LTP had identified the following challenges:

- Climate change
- Air quality
- Noise pollution
- Flooding
- Loss of habitat and wildlife

High-level aims to accompany each of these challenges/targets were presented to respondents to help them make informed choices as they moved through the environment section of the survey.

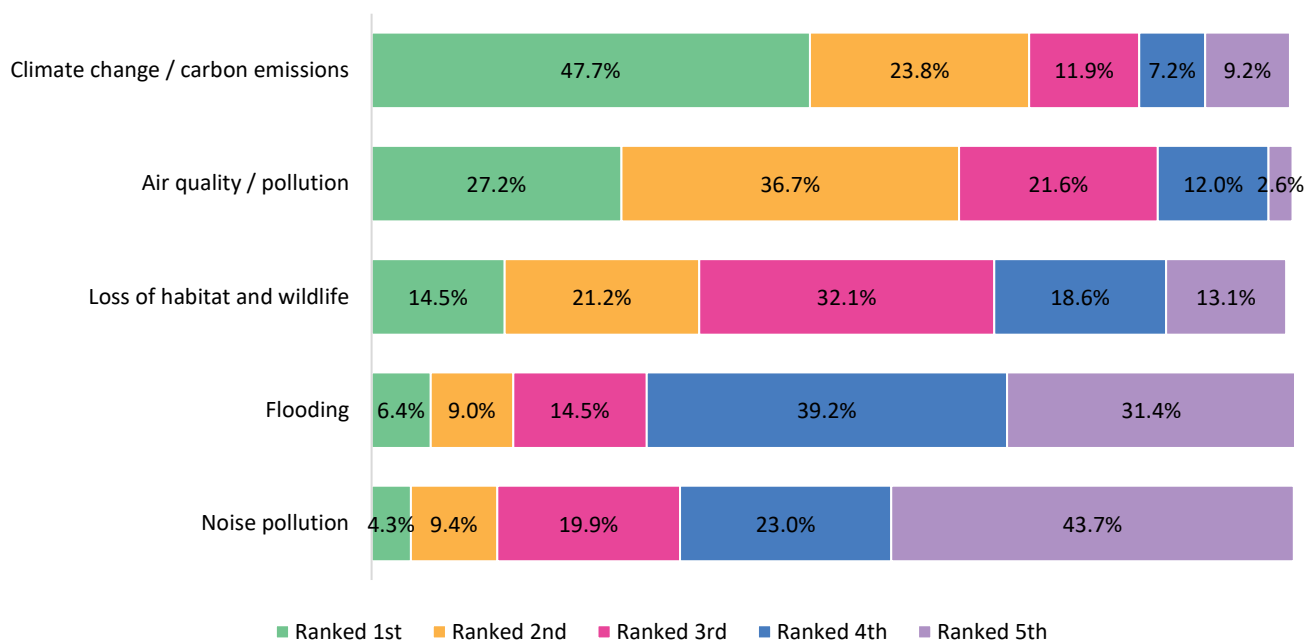
Figure 1. To what extent do you agree that the theme of environment should be one of the themes we use in developing LTP4?



First, respondents were asked to what extent they agreed that the theme of environment should be one of the themes used in developing LTP4. As Figure 1 shows, there was a high level of agreement – 94.9% (n=719) either agreed or strongly agreed with the inclusion of this theme. Just 15 respondents (2.0%) disagreed (either disagreed or strongly disagreed) with the potential inclusion of this theme.

Next, respondents were asked to consider the information provided about the environment and to then rank a list of issues in the order they should be addressed in the LTP. For the environment, respondents were asked to rank five issues in priority order (1st being the most important, 5th the least important). As Figure 2 shows, almost half of all respondents (47.7%, n=356) ranked climate change/carbon emissions first as the most important issue. Whilst air quality was ranked first by fewer respondents (27.2%, n=203), this issue was considered important with 85.5% (n=638) of all respondents ranking it 1st, 2nd or 3rd. In contrast, the issues of noise pollution and flooding were considered less important (more often ranked 4th or 5th). Responses to this question suggest a preference towards addressing climate change/carbon emissions and air quality/pollution over the other listed issues, although this does not mean that respondents do not consider the other issues worthy of wider consideration.

Figure 2. Thinking about the information provided about the environment, please rank the following issues in order of how important you feel they are to address in the LTP (with 1 being the most important)



Cross-tabulation showed there was a statistically significant difference in responses based on the borough/district where respondents live or represent. For example, those living or representing Stratford-on-Avon District were significantly less likely to rank air quality/pollution as their first concern compared to those in the other boroughs/districts (just 17.5% of Stratford-on-Avon District residents or representatives ranked this issue first). Respondents in the north of the county (North Warwickshire Borough, Nuneaton & Bedworth Borough) were significantly more likely to rank loss of habitat and wildlife first than those in the south. Interestingly, those aged under 65 were more likely to rank loss of habitat and wildlife first than those aged 65 and over - this was statistically significant.

Respondents were then encouraged to list and rank (in line with the issues already given) any other issues related to the environment that they felt should be considered. Themes based on comments regarding other environmental-related issues are presented in Table 3. In total, 125 respondents gave a comment to this question however these were not consistently ranked by respondents. Of those respondents who suggested other issues, only 37 (29.6%) gave the issue(s) a rank/position, it is therefore unclear if respondents considered the further issues suggested more or less important than the original issues presented.

The most frequently mentioned theme regarding the environment was concerns around road layout and traffic (namely congestion, air/noise pollution, speeding) – almost a third of all respondents (28.8%, n=36) who left a comment mentioned this in their answer. Other common themes mentioned included: comments relating to the listed issue(s) (climate/carbon emissions, air quality/pollution, loss of habitat/wildlife, flooding, noise pollution), concerns regarding developments/building (housing and or commercial), and the importance of sustainable travel and/or active travel options.

Table 3. If there are any other issues related to the environment not listed please tell us. Please list your issue and where you would rank it

Theme / description	Count (%)	Example quotation(s) for illustration
Environmental effects relating to road layout and traffic (e.g. congestion, air/noise pollution, speeding)	n=36 (28.8%)	<p><i>“Traffic congestion. I would rank this 1st”</i></p> <p><i>“There doesn't seem to be any good traffic control or weight control of the lorries, tractors and cars thundering through our village. Plus the air quality has significantly deteriorated over the last 20 years”</i></p> <p><i>“Removing traffic calming measures that create pollution - particularly speed bumps in densely populated housing”</i></p> <p><i>“Reduce number of cars queuing in or near town centres with better controlled traffic signals reducing cars idling for long periods”</i></p> <p><i>“If good road networks are available then it would help with all of the above”</i></p>
Emphasis/further detail relating to the listed issue(s) (climate/carbon emissions, air quality/pollution, loss of habitat/wildlife, flooding, noise pollution)	n=23 (18.4%)	<p><i>“I am aware that CO2 levels continue to rise alarmingly, and we must start addressing this important but difficult issue immediately and locally. We must protect the planet and the biosphere and humanity while we still have the chance. We are at a critical point in global warming. It may soon be too late to avert climate disaster”</i></p> <p><i>“I actually feel that climate change and loss of habitat/wildlife should be jointly 1st as they interact with one another”</i></p> <p><i>“... untold damage to the natural world in terms of loss of habitat especially trees. It will be decades before newly planted replacement trees are of height and density to have any meaningful impact on the environment”</i></p> <p><i>“Water quality is sort of picked up in flooding/habitat but should be included as the vast majority of watercourses in Warwickshire that are failing on Water Framework Directive status are due to polluted run-off from the transport network”</i></p> <p><i>“We are suffering greatly with the increase in traffic, in particular, HGV's and this is impacting on the residents' emotional wellbeing due to suffering noise pollution which affects sleep quality and our road has become very noisy”</i></p>

Development(s) (housing and/or commercial) / building (e.g. impact of planning policies on the landscape)	n=15 (12.0%)	<p><i>“Over-development which I would rank 1st”</i></p> <p><i>“Need to limit the expansion of the massive urban sprawl... All the favourite countryside I knew as a child is being desecrated by housing”</i></p> <p><i>“The key issue is the disjointed link to land use planning and not prioritising road building to solve the problem of increasing levels of movement”</i></p> <p><i>“At the moment it feels like local housing development and planning does not align strategically with wider county transport planning... There needs to be some agreed direction of travel that everyone is working towards for the benefit of Warwickshire (and the planet)”</i></p>
Sustainable travel (e.g. public transport) and/or active travel (e.g. cycling/walking)	n=14 (11.2%)	<p><i>“Cycling would be high on the environment priorities because it eliminates cars on the roads and therefore has a double benefit (less congestion AND less emissions from the individual journey). For very short journeys it's the very best thing for the environment and I'm shocked it's missing from your list”</i></p> <p><i>“Public transport would decrease the non-essential and essential use of cars”</i></p> <p><i>“1. Cycle paths of good quality, suitable for people going to work and for leisure, like they have in Holland, with woodland borders for wildlife, and enough room for walkers. All this would reduce pollution, Carbon, noise, promote health, happiness, and mindfulness”</i></p>
Importance of green space(s)	n=13 (10.4%)	<p><i>“Protecting green social spaces (parks, canals, playing fields, walking etc) – 2”</i></p> <p><i>“Loss of green belt. I would list 4th”</i></p> <p><i>“Quality of public outdoor space and human built environment - Rank between 3 and 4”</i></p>
Light pollution	n=10 (8.0%)	<p><i>“Light pollution - any changes to the transport infrastructure bring additional lighting and signage requirements/energy usage which also degrades the natural environment and impacts wildlife. Additional lighting increases traffic velocity on roads”</i></p> <p><i>“Light pollution which leads to loss of insects and disruption of wildlife routines”</i></p> <p><i>“Light pollution would be 6th”</i></p>
Waste (e.g. recycling, fly-tipping, litter)	n=8 (6.4%)	<p><i>“Waste, Plastics, renewables, biodegradable – 2”</i></p> <p><i>“Waste management... e.g. providing recycling bins for waste on buses/trains and in transport hubs etc. This would rank as 6”</i></p> <p><i>“Litter – 2”</i></p>
Comments relating to the weighting/ranking of issues	n=7 (5.6%)	<p><i>“These issues are equally as important as each other and are interlinked”</i></p>

		<p><i>"No additional points, but to note that all these themes are very difficult to separate and all should be considered of high importance (especially 1-3)"</i></p> <p><i>"Asking respondents to rank these areas of concern is to adopt an overly simplistic approach. All of these environmental elements are important and, crucially, they are inter-linked and inseparable. They simply cannot be separated from each other as the structure of the question implies"</i></p>
Resources / materials	n=6 (4.8%)	<p><i>"Reduction in the use of materials such as concrete which contributes to all of the above. An increase in the use of materials which allow surface water to penetrate rather than move water away. This is of course linked to flooding and would rank 5 in my list"</i></p> <p><i>"Overuse of finite resources - 2.5"</i></p>

Other themes mentioned by a smaller number of respondents included: visual impact (n=4), electrification (e.g. vehicles) (n=4), specific concerns about trees/ancient woodlands (n=4), water pollution (n=3), joined up thinking/approach (n=2), concerns around the impact of HS2 (n=2), impact on quality of life (including mental health) (n=2), and agricultural pollution (n=2).

Following this, respondents were asked why they had chosen the environment issues they had selected (or any other issues they indicated in the previous question) and were asked to explain this in more detail. Analysis was undertaken and themes based on qualitative comments are presented in Table 4. The general sentiment was a clear urgent concern for the environment. Indeed, the majority of respondents chose to give more detail around their selections, therefore not necessarily giving the reasons behind their choices (nor directly linking their comments to transport). In total, 426 respondents gave a comment to this question. The most common response related to the reasoning behind respondents' environmental selections was climate change/carbon emissions requires urgent action – 37.1% (n=158) of respondents who left a comment mentioned this in their answer. Other common themes included: loss of habitat/wildlife requires urgent action, air quality/pollution requires urgent action, and general concerns around health and wellbeing (e.g. quality of life).

Table 4. Why have you chosen the environment issues selected (and any others you have indicated)?

Theme / description	Count (%)	Example quotation(s) for illustration
Climate change/carbon emissions needs (urgent) action (to stop negative impacts increasing/accelerating)	n=158 (37.1%)	<p><i>"The science is telling us unequivocally that if we do not tackle climate change and loss of habitat urgently, then our planet is going to be uninhabitable in an alarmingly short amount of time"</i></p> <p><i>"Climate change is a very urgent problem that affects us all"</i></p> <p><i>"I believe there is serious climate change, which is to the detriment of all our lives"</i></p> <p><i>"Climate change is the most important factor in considering future policy, not only for transport but for many other issues"</i></p> <p><i>"Climate change is the single biggest threat to our future so this should be at the heart of all transport considerations"</i></p>

		<p><i>"Climate change is the overriding priority at the moment, and it is clear that currently this is not being given sufficient consideration by WCC in its transport projects, despite the Climate Emergency Declaration... Far more emphasis needs to be given to this issue in practice, not just in theory"</i></p>
Loss of habitat/wildlife needs (urgent) action (to stop negative impacts increasing/accelerating)	n=123 (28.9%)	<p><i>"Wildlife and nature is often irreplaceable if lost and can play an important part in the fight against climate change"</i></p> <p><i>"Wildlife is extremely vulnerable and depends on high quality habitat being left undisturbed. Many transport plans disrupt habitat. For example, tress may be cut down. I know that new trees will be planted in their place but it is not 'like for like' - it can take a hundred years for a new tree to support the wildlife that the old tree supported"</i></p> <p><i>"Because we are destroying a lot of wildlife habitats"</i></p> <p><i>"Too much habitat loss already is having a detrimental impact"</i></p> <p><i>"Protection of wildlife and habitats should be the first priority as the natural world underpins and supports the rest of the environment. Any environmental measures that have any detrimental effect on wildlife and habitats are therefore counterproductive"</i></p>
Air quality / pollution needs (urgent) action (control/action is required to stop negative impacts increasing/accelerating)	n=83 (19.5%)	<p><i>"Pollution from cars needs to be reduced"</i></p> <p><i>"Pollution concerns me. I can feel it and taste it in Warwickshire towns and I worry that, based on the evidence, it is affecting my health"</i></p> <p><i>"Air quality I have put first, people are dying prematurely due to the quality of air in Warwick district, people shouldn't be having their lives cut short due to poor air quality & having no choice on the air they breathe"</i></p> <p><i>"Air pollution is a big problem with the excesses of motor vehicles on the road, not helped by those who remain stationary constantly running their engines"</i></p> <p><i>"Air pollution in towns is one main threats to human health with 36,000 deaths per year in the UK. The massive reliance on polluting cars for transport is the biggest single contributor. We need positive action in order to deal with this, hence why it is the highest priority. Diesel and petrol cars are also the biggest contributor to carbon emissions and climate change"</i></p>
General concerns around health and wellbeing (e.g. quality of life, physical/mental health)	n=74 (17.4%)	<p><i>I have put air quality first due to the immediate health impacts on people in Warwickshire... The excessive amount of cars on many of Warwickshire's roads impacts on the quality of life of residents</i></p> <p><i>"Ranked in an order I consider to be most important for general and mental health and well-being"</i></p>

		<p><i>"Pollution and loss of wildlife is, to me, more about health (or worse life) loss so I viewed as higher priorities. I recognise the health impacts of noise pollution, especially on mental health"</i></p> <p><i>"It is really important for the future, otherwise it will have an impact on people's... health and mental wellbeing"</i></p>
Concern for future generations (e.g. long-term negative environmental impacts)	n=62 (14.6%)	<p><i>"Concern for my children's future — I want them, and eventually their own children, to enjoy a clean and safe environment"</i></p> <p><i>"If we don't do everything we possibly can to slow climate change and reduce carbon emissions there is no future for the human race on this planet. That is quite important!"</i></p> <p><i>"I feel it is now time for the UK and the rest of the world to recognise the problems that human life has created and seek ways to improve the situation for future generations. everyone has a part to play in responding to the crisis we are facing"</i></p>
Ranking of issues based on prioritisation (e.g. ranked largest/most important to smallest/least important)	n=57 (13.4%)	<p><i>"I've ranked them in order of importance for our county... I think air pollution is the most important as it affects immediate health and it's more of a prevalent issue than loss of wildlife (which is rarer)"</i></p> <p><i>"By tackling climate change and the impact on habitats, we should indirectly be tackling the impact of air/noise pollution and flooding, which is why I have ranked them lower"</i></p> <p><i>"I do not wish to indicate by the ranking that issues like noise pollution are unimportant - they certainly are not. If it were possible to mark all number 1, I would"</i></p>
(Re)consideration/(re)prioritisation of transport (e.g. congestion concerns, sustainable/active travel)	n=56 (13.1%)	<p><i>"Transitioning to electric vehicles, sustainable transport (cycling/walking), reduced green field destruction are essential"</i></p> <p><i>"Traffic congestion has been a major problem across the UK for many years. It needs to be addressed. My fear is that in the push to change to electric vehicles and the current reduced volumes due to Covid, traffic congestion will be forgotten"</i></p> <p><i>"The UK is not currently on target to meet its carbon emissions targets. Particularly vehicle emissions have reduced very little. Reducing the use of private car is crucial for reducing CO2 emissions. This is best addressed by enabling and encouraging active travel. This will also help other issues such as air quality and obesity"</i></p>
The environmental issues listed are all interlinked/connected/important (e.g. holistic approach required)	n=48 (11.3%)	<p><i>"They are all important and ranking such closely rated issues is difficult some will impact on the others also, a holistic approach is required"</i></p> <p><i>"There are in fact fine lines between the five factors listed. Frankly they stand as a group"</i></p> <p><i>"it is very difficult to rank these in order as they are all very important and inextricably linked e.g. loss of trees means less CO2 absorbed, more flooding / landslides etc."</i></p>

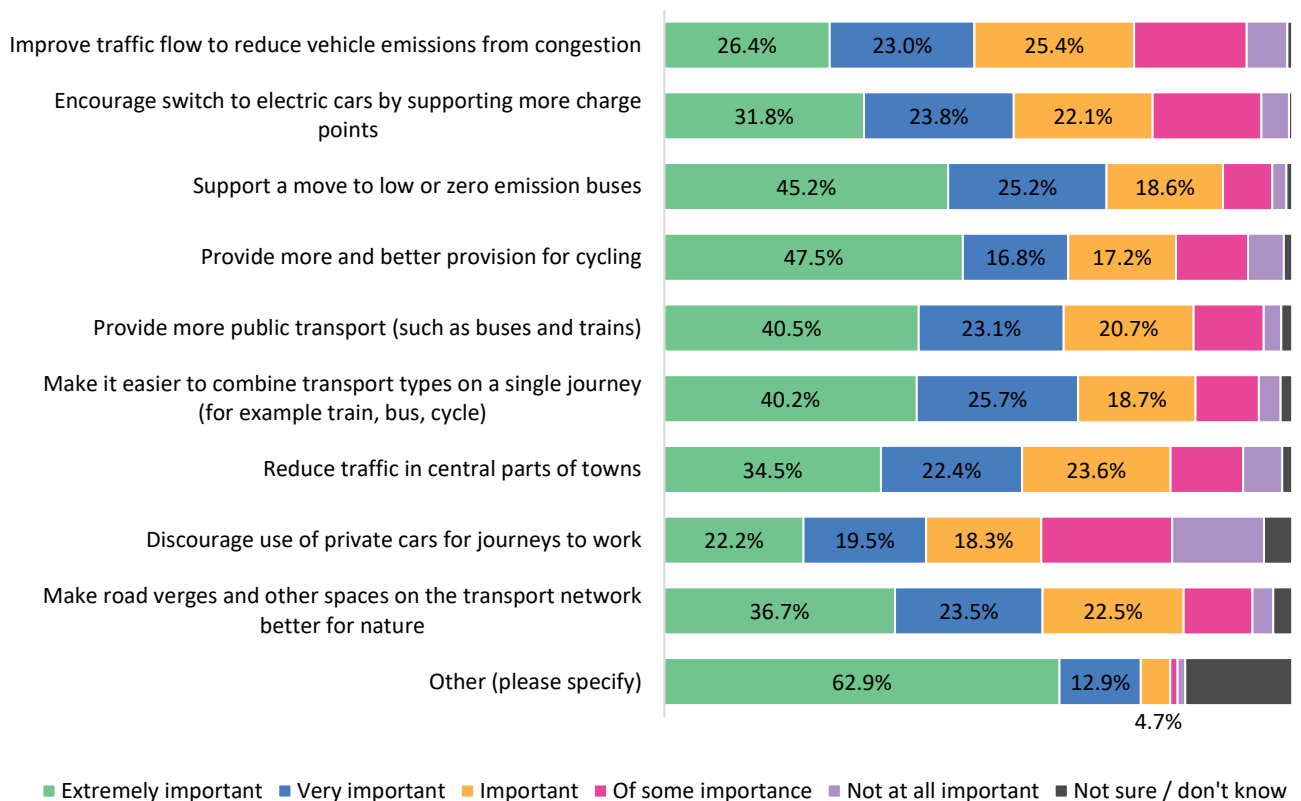
Environmental issues are of personal concern / respondents are personally affected/impacted	n=38 (8.9%)	<p><i>"I have prioritised air pollution because that is what the individual can relate to much more easily and feel the impact personally. I think, as a consequence, this is more likely to make people support measures to address this"</i></p> <p><i>"Because being residents of Leamington town centre we are directly impacted by the increase of traffic as a result of current, previous and potential initiatives and can't see any action to make it better"</i></p> <p><i>"I am a... Environmentalist and have direct experience as well as personal interest"</i></p>
Flooding needs (urgent) action (to stop negative impacts increasing/accelerating)	n=24 (5.6%)	<p><i>"Flooding has an instant and direct effect, so I have placed this no. 1"</i></p> <p><i>"Flooding top issue as an easy fix would be for the Environment Agency to do their job and dredge rivers"</i></p> <p><i>"Flooding of homes and businesses can create an on-going financial and emotional toll on those that are affected"</i></p>
Consideration of the local-level (in conjunction with national/international-level)	n=23 (5.4%)	<p><i>"Climate change is a worldwide issue that we need to address at a global and local level. Unless we do this, the others in this list are probably unachievable or irrelevant"</i></p> <p><i>"Climate change is a global issue for which there will only ever be any real impact made if all local governments across the world, make it one of their top priorities"</i></p> <p><i>"WCC should... identify those issues upon which it can have greatest local, specific and tangible effect"</i></p>
Perceived lack of action (e.g. investment, policies/strategies)	n=19 (4.5%)	<p><i>"As there has been little change in the 21 years since retiring to Warwick, we feel it will take some time to reach any acceptable level in the issues mentioned"</i></p> <p><i>"Warwickshire make the right noises on environmental issues but always defaults to road schemes to achieve its ends"</i></p> <p><i>"There is a climate crisis going on and people are not taking it seriously. Why are you not taxing people buying new petrol or diesel cars?... Why are you not investing in electric buses?... Why are you not incentivising/ requiring landowners to plant trees to mitigate/ sequester the emissions of Warwickshire?"</i></p>
Concerns regarding noise pollution (to stop negative impacts increasing/accelerating)	n=17 (4.0%)	<p><i>"Noise pollution is not pleasant, and every measure should be taken possible to avoid the nuisance it causes, a reduction will make the area more attractive and provide comfort to residents"</i></p> <p><i>"Noise pollution is second highest because the impact on peoples' homes and wellbeing is so dramatic and can be permanently distorted from a badly placed roundabout or junction. High priority should be given to noise surveys and analysis in decision making"</i></p> <p><i>"Noise pollution is my biggest issue, particularly noise from HGVs"</i></p>
Housing developments / (over)population needs action (to	n=15 (3.5%)	<p><i>"These vast housing estates on green belt land annoy me. Use brownfield sites first"</i></p>

stop negative impacts increasing/accelerating)		<i>“There is a lot of loss of habitat due to the approx 16,000 houses being built over the next few years, which is devastating for wildlife and includes taking areas out of the Green Belt”</i>
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Other themes mentioned by a smaller number of respondents included: specific concerns regarding HS2 (n=10), consideration of science/data (n=8), impact of the COVID-19 pandemic (n=5), and joined-up thinking required (n=4).

Next, on a scale of ‘extremely important’ to ‘not at all important’, respondents were asked which (from a list) they considered important to think about in the LTP when reflecting on the environmental challenges mentioned above. Nine options were presented to respondents (along with an ‘other’ option) and the results of this are presented in Figure 3 and Table 5 below. In general, the listed ideas were considered to be either extremely important, very important or important by the majority of respondents. For example, almost half of all respondents who answered this question stated that providing more and better provision for cycling (47.5%, n=357) and supporting a move to low or zero emission buses (45.2%, n=341) were extremely important. Discouraging use of private cars for journeys to work was considered extremely important, very important or important by fewer respondents compared to the other initiatives 60.0% (n=452) – indeed 14.6% (n=110) suggested this was not at all important.

Figure 3. Which of the following do you think are important to consider in the LTP when thinking about the environment challenges above?



In terms of ‘other’ ideas to consider, 170 respondents suggested an ‘other’ idea and rated this accordingly. Perhaps unsurprisingly, respondents tended to consider their chosen idea(s) as extremely important (61.8%, n=94). Those who completed the ‘other’ option were asked to specify. In total, 187 respondents gave a comment

to this question. The majority of comments were supportive of/in agreement with the ideas presented in Figure 3. Themes based on the comments are presented in Table 5. The most common response related to general improvements in/encouragement to use public transport and/or reduction in the use of private cars – this was mentioned by almost a third of respondents (29.9%, n=56) who left a comment to this question. Other common themes included: support for active travel (e.g. cycling/walking provision), reduction in speeding/improving safety, and reduction in traffic/congestion and/or improvements in traffic flows.

Table 5. ‘Other’ considerations to consider in the LTP when thinking about environmental challenges

Theme / description	Count (%)	Example quotation(s) for illustration
General improvements in / encouragement to use public transport / reduction in use of private car(s)	n=56 (29.9%)	<p><i>“Provide more joined-up public transport”</i></p> <p><i>“Park & ride at rail stations or other key sites (that encourage public transport travel)”</i></p> <p><i>“Make public transport available, reliable, affordable and regular so that it is an attractive alternative to personal vehicle use”</i></p> <p><i>“Reduce private car journeys, especially short ones”</i></p> <p><i>“Encourage modal shift from private cars to more sustainable methods of transport”</i></p>
Support for active travel (cycling/ walking provision)	n=36 (19.3%)	<p><i>“Zero traffic around schools and encourage active travel for journeys to school”</i></p> <p><i>“Provide safe walking routes”</i></p> <p><i>“Provide adequate facilities for walking and cycling along all routes”</i></p> <p><i>“I think improving access for people who walk is also of importance here, as many roads are not welcoming for pedestrians”</i></p>
Reduction in speeding/improving safety (e.g. implementation of speed cameras, traffic calming measures)	n=31 (16.6%)	<p><i>“Properly thought out traffic separation schemes such as segregated cycle lanes to make cycling safer and discourage drivers from taking unsafe action when overtaking”</i></p> <p><i>“For emissions and noise reduction and better road safety, install more traffic calming measures”</i></p> <p><i>“Speed cameras are the only thing that will work to reduce speeders therefore reducing noise and air pollution”</i></p> <p><i>“Safety - speed of 20 mph through villages”</i></p>
Reduction in traffic/congestion and/or improvements in traffic flows	n=24 (12.8%)	<p><i>“Reducing car traffic in all areas”</i></p> <p><i>“Low Emission Zones”</i></p> <p><i>“Just closing town centres to traffic is not a solution if it massively increases the traffic in the surrounding streets”</i></p>

		<i>"Rid the town centres of traffic altogether by creating town by-passes and shop unloading rules"</i>
Support for green spaces	n=11 (5.9%)	<i>"Add Green Corridors without hesitation"</i> <i>"Allow rewinding of green areas - stop mowing all verges - encourage meadows"</i> <i>"Verges and trees along roads should be better maintained"</i>
Improve connections to/from rural/isolated areas	n=10 (5.3%)	<i>"Address the fact that many rural communities are cut off from town due to a lack of public transport or cycle/footpaths over the motorway network"</i> <i>"Spend time and money improving localised and rural roads"</i> <i>"Rural areas need to be connected, needs to be affordable"</i>
Subsidised transport (e.g. cheaper public transport options, subsidised electric cars, car-sharing)	n=9 (4.8%)	<i>"Subsidise cost of travel to appeal to the car motorist"</i> <i>"Subside electric cars like they did in France.... introduce an electric car share scheme in towns ... make them more accessible to people who earn average and low incomes"</i> <i>"Local bus connections subsidies"</i>
Impact of housing/population growth on local transport network	n=8 (4.3%)	<i>"There's more need to connect housing growth with the effects of increased use of local and commuting routes"</i> <i>"Stop building thousands of homes without adequate planning of the transport infrastructure needed (e.g. Europa Way)"</i> <i>"Housing needs to be concentrated where the employment is and good transport is available"</i>
Concerns regarding HS2	n=6 (3.2%)	<i>"Actively oppose HS2 as this shows no evidence of being necessary or useful in the future in any way but it is extremely harmful to the environment"</i> <i>"Softening the impact of HS2"</i> <i>"Cancel HS2 but I doubt this will happen!"</i>

Other themes mentioned by a smaller number of respondents included: use of/dependence on private cars still required (n=5), impact of COVID-19 pandemic on (long-term) travel (n=4), technological advancements (e.g. driverless cars) (n=4), queries/clarity required in relation to the listed issues (n=3), financial investment/resources required (n=3), and waste (e.g. recycling, fly-tipping, litter) (n=3).

The final question in the environment section asked respondents if there was anything else they thought should be considered within the theme of 'environment'. Themes that emerged from these comments are presented in Table 6. In total, 260 respondents gave a comment to this question. Whilst respondents were generally positive towards the inclusion of 'environment' as a key theme, many took this opportunity to provide further detail or examples on a range of environmental concerns. Indeed, the majority of respondents looked to return to issues/ideas already presented or discussed in previous questions. The most common response to this question was concerns regarding traffic flow / congestion – 27.3% (n=71) of respondents who left a comment to this question mentioned this in their response. Other common themes included: active travel (e.g. cycling, walking), sustainable travel options (e.g. public transport), and comments regarding the use of private cars.

Table 6. Is there anything else we should consider in the theme of environment?

Theme / description	Count (%)	Example quotation(s) for illustration
Concerns regarding traffic flow / congestion (e.g. road improvements)	n=71 (27.3%)	<p><i>“Every time we facilitate traffic flow, traffic flow increases. Saying 'we need to widen the road now to get the traffic flowing better, and then we will tackle the underlying problems afterwards' is like an alcoholic saying 'I'll just have one last drink tonight and in the morning I will be teetotal'.....never going to happen!”</i></p> <p><i>“I would in general oppose a scheme that *only* seeks to improve traffic flow, even if this does reduce emissions as a side-effect. I would be much more in favour of reducing the number of vehicles on the road, thereby naturally improving traffic flow”</i></p> <p><i>“Building more roads is not going to solve the problem of congestion, and by creating more roads, it attracts more road users (we've seen this by the constant attempts to add more and more lanes to congested motorways and getting nowhere)”</i></p> <p><i>“At all costs, we should avoid road building as a way of improving traffic flow. Any gains would be short term, and induced traffic would ultimately make the problem worse. WCC has an unfortunate tendency to consider road building before all other options, witness the A46 Strategic Link Road”</i></p> <p><i>“There should no longer be a consideration for road “improvements” (e.g., widening) that provide additional motor vehicle capacity to provide short-term congestion relief, where the solution to reducing vehicle emissions is fewer vehicles”</i></p>
Active travel (e.g. cycling, walking)	n=70 (26.9%)	<p><i>“Create interconnected cycle lanes and safe and enjoyable walking routes, especially in major towns”</i></p> <p><i>“Active travel and prioritisation for cyclists and pedestrians, i.e. people over cars, should be the goal”</i></p> <p><i>“Prioritising investment in active travel over roads would mitigate climate change, improve health and wellbeing, do much less damage to the natural world and improve community”</i></p> <p><i>“Active encouragement to use more sustainable modes of transport should go hand in hand with better provision for those modes. It is also important to prioritise pedestrians by, for example, making pelican crossings much more responsive”</i></p> <p><i>“Make walking safer and more attractive as an option. Cut out pavement parking. Make sure footways are safe, continuous and direct”</i></p>
Sustainable transport options (e.g. subsidised public transport)	n=59 (22.7%)	<p><i>“The word Tram has so far been missing as an option on heavily used inter urban journeys and should be considered, e.g. Leamington to/from Warwick University as a green electric option”</i></p>

		<p><i>"The infrequency and cost of public transport deters people from using it. You could discourage people from owning cars by subsidising public transport and ensure the services allow people to travel without needing a car"</i></p> <p><i>"Public transport needs to be cheaper than using a car, more frequent, more convenient, easy to use and reliable. Having more direct options to get from one town to another without spending an extra hour literally 'going round the houses'"</i></p> <p><i>"Warwickshire is a relatively rural county particularly in the South and too much focus on removing the private car for work and shopping journeys will have a negative effect unless done in conjunction with some serious improvements to the public transport network"</i></p> <p><i>"Public transport needs to be emission free and easily accessible. It would then be a much more attractive alternative to private cars"</i></p>
Reducing the use of private car(s)	n=52 (20.0%)	<p><i>"The number one thing would be to get rid of the 'car is king' philosophy. Most journeys are under a mile, so could easily be walked or cycled. People are just too lazy to think anything other than using their car"</i></p> <p><i>"We should be doing all we can to reduce the need to use private cars"</i></p> <p><i>"Radical measures are needed to change the priority to downrate the importance of the private vehicle"</i></p> <p><i>"Disincentivise/discourage driving to your list of strategies. These measures might include road pricing and workplace parking charges"</i></p> <p><i>"Discouraging the use of private cars should not be an aim, if you provide a convenient and/or cheaper alternative to get to work people will use it"</i></p>
Protection/enhancement of green spaces (protection of the Green Belt, support for wildlife/habitats)	n=47 (18.1%)	<p><i>"The trees and hedgerows are in a terrible state. No-one looks after them anymore. This is important for birds and wildlife"</i></p> <p><i>"Plant more trees along verges and in and around any new developments"</i></p> <p><i>"More greening of urban spaces such as adding mixed tree hedges would be a good way of separating traffic, providing space for wildlife and absorbers of traffic noise and vehicle emissions"</i></p> <p><i>"Support natural habitats, such as use of native plants when planting up areas, to encourage wildlife"</i></p>
Reduction in speeding/improving safety (e.g. implementation of speed cameras, traffic calming measures)	n=35 (13.5%)	<p><i>"Provide more average speed checks/speed deterrents through villages... the majority of drivers ignore the 30 mile limit, and with narrow pavements, blind bends, it makes walking and crossing the road dangerous"</i></p> <p><i>"Lower speed limits to help with safety, emissions and traffic flow"</i></p>

		<i>"Change the architecture of the streets to a shared space model to make drivers more considerate and people feel safer"</i>
General comments regarding electric vehicles	n=32 (12.3%)	<i>"I do not believe the switch to electric vehicles is the answer. How will the power be generated? Is there enough Lithium in the planet to produce sufficient batteries? How will Government replace the tax revenue from petrol and diesel? Charging times make long journeys impractical"</i> <i>"incentivize electric car take up"</i> <i>"As electric cars become more popular, we are going to need far more charging points scattered across the towns"</i>
Pollution (air, noise, waste, light)	n=24 (9.2%)	<i>"Litter, graffiti and vandalism. Fly tipping"</i> <i>"Improving our air quality is a critical issue"</i> <i>"Plant more trees as they help with... the air pollution"</i>
Impact of new housing developments on the local transport network	n=23 (8.8%)	<i>"While recognising the need for increased housing, the massive housing developments on the south side of Leamington Spa have been crudely planned, both in terms of the houses themselves and the associated road network"</i> <i>"The layout of new housing estates and access to facilities mean people are driven to use car more and more. A joint plan on new housing estates layouts and transport need to be considered. The layout of the new estates should be challenged if it is forcing people into cars"</i> <i>"Stop approving house building developments before infrastructure to meet the demand of that development is in place, i.e. road and access improvements"</i>
Improve connections to/from rural/isolated areas	n=14 (5.4%)	<i>"We have no bus route to the village and so few buses on the route that comes nearest that people are unable to use what there is or are unaware that it exists"</i> <i>"Providing car free method of safe travel for rural communities where no public transport exists and roads are busy and without footpaths"</i> <i>"It's necessary to provide an integrated service for both the rural and urban communities in Warwickshire. Car sharing is great in an urban setting, but in our isolated villages and hamlets its often not a possibility"</i>
Introduction of policies/strategies (e.g. tax, restrictions, permits)	n=13 (5.0%)	<i>"Tax people that have only one person in the car"</i> <i>"Introduce a policy to prevent large delivery vehicles travelling into town and village centres and encourage or even make mandatory the use of smaller electric powered vehicles"</i> <i>"Parking restrictions by way of permit use. Large numbers of vehicles continue to park on roads to avoid paying parking charge at station or central car parks. This makes life difficult for residents"</i>

Concerns / (long-term) impacts of the COVID-19 pandemic	n=12 (4.6%)	<p><i>“Life is unlikely to return to the way it was after COVID. Far fewer people will be travelling for work and our towns and cities will therefore benefit with no intervention”</i></p> <p><i>“We have to bear in mind that with COVID-19 that public transport is something that will require a lot of thinking about to ensure its safety during further outbreaks or new (and likely) pandemics”</i></p> <p><i>“Ensure measures already helping to improve air quality in town centres due to Covid-19 (such as the shutting of the Parade in Leamington to traffic) continues”</i></p>
Joined-up thinking /collaboration is required	n=10 (3.8%)	<p><i>“Integration with transport systems provided by Oxfordshire and Gloucestershire (especially rail services) is critical for the prosperity of the area”</i></p> <p><i>“Joint planning with District councils to better co-locate housing and places of work (offices, Universities as well as distribution and manufacturing sites) in order to minimise commuting distances and promote walking and cycling”</i></p> <p><i>“Joined up infrastructure to enable more use of public transport”</i></p>
(Further) research studies / data required	n=10 (3.8%)	<p><i>“Investigate whether the development of alternative sources of vehicle power (particularly hydrogen) might prove to be a better long-term investment than battery EVs”</i></p> <p><i>“Single occupancy car travel is proven to be polluting and inefficient yet it is still the preferred mode of transport for many people. This needs further investigation and education to address the cultural changes required to improve the situation... The Local Government are best positioned to start understanding why this is the case so need to investigate this situation urgently”</i></p> <p><i>“Research other Countries and how their use of trams in City Centres”</i></p>
Concerns around HS2	n=10 (3.8%)	<p><i>“Scrap HS2 and preserve the countryside”</i></p> <p><i>“Impact of HS2 on established green belts that will feel pressure on growth / development”</i></p> <p><i>“The adverse impact of HS2”</i></p>

Other themes mentioned by a smaller number of respondents included: investment / financial support (n=6), education / publicity (n=5), reviewing existing transport network (n=4), specific junction/road changes (e.g. bypass) (n=3).

LOCAL TRANSPORT PLAN (LTP) KEY THEME - ECONOMY

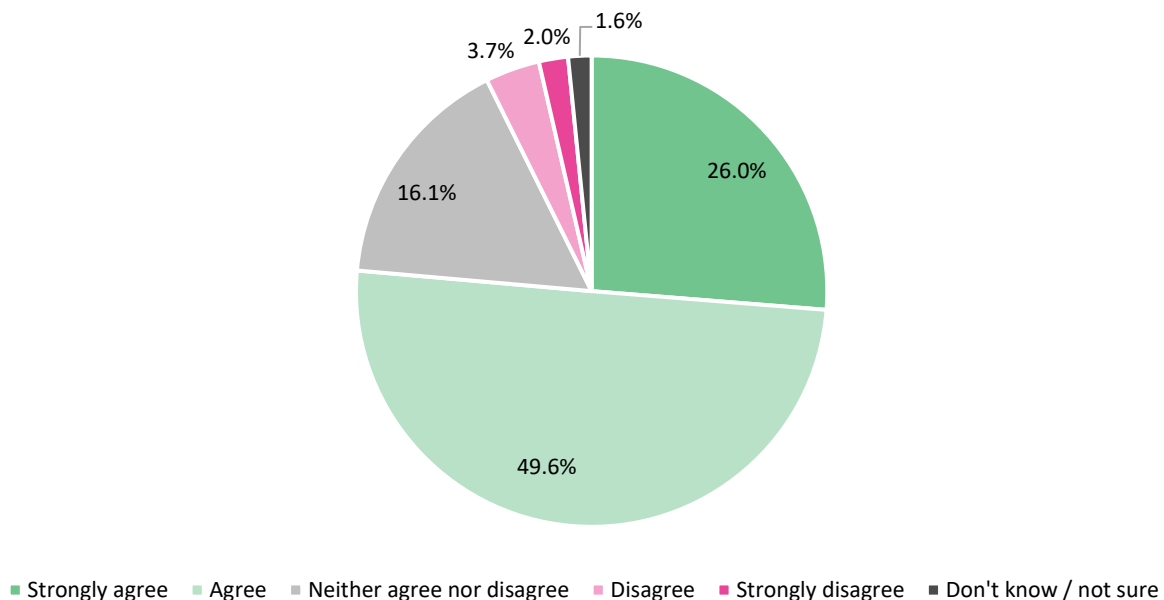
The second theme for consideration was economy. Initial work on the LTP had identified the following challenges:

- Impact and recovery from COVID-19
- Brexit
- Changing and flexible work patterns
- Internet based working and shopping
- Access to education, training and skills

High-level aims to accompany each of these challenges/targets were presented to respondents to help them make informed choices as they moved through the Economy section of the survey.

First, respondents were asked to what extent they agreed that economy should be one of the themes used in developing LTP4. As Figure 4 shows, there was a high level of agreement – 75.6% (n=573) either agreed or strongly agreed with the inclusion of the theme of economy. Just 43 respondents (5.7%) disagreed (either disagreed or strongly disagreed) with the potential inclusion of this theme.

Figure 4. To what extent do you agree that the theme of economy should be one of the themes we use in developing LTP4?

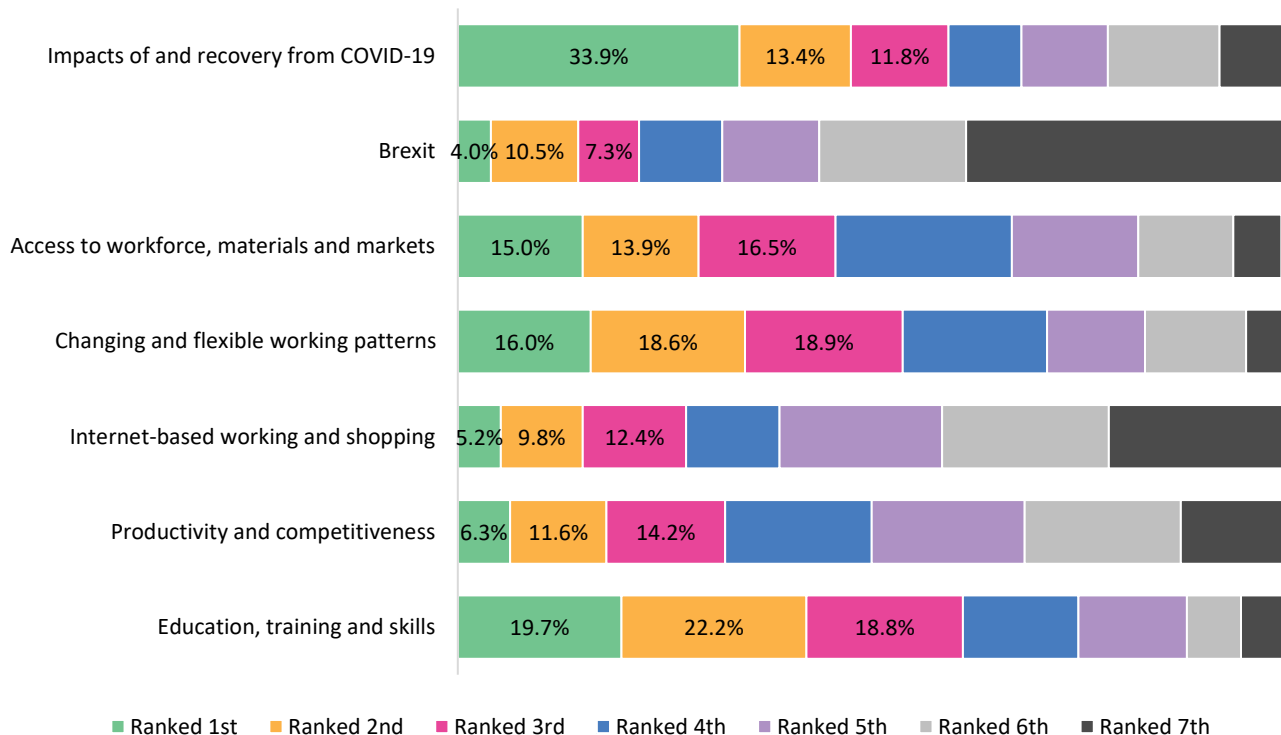


Next, respondents were asked to consider the information provided about the economy and rank a list of issues in order of how important respondents felt they were to address in the LTP. For the economy, respondents were asked to rank seven issues in priority order (1st being the most important, 7th the least important). As Figure 5 shows, a third of all respondents (33.9%, n=248) chose the impacts and recovery from COVID-19 first as the most important issue to address. Indeed, whilst the survey was live, England was under national lockdown restrictions. Looking at all responses, 60.7% (n=443) ranked education, training and skills in their top three (ranked either 1st, 2nd or 3rd). In contrast, only 4.0% (n=29) of respondents ranked Brexit first, with this issue ranked in the top three of just 21.8% (n=159) of all respondents and ranked seventh (or last) by 39.0% (n=271) of respondents. Responses to this question suggest a preference towards addressing the impacts of and recovery from COVID-19; education,

training and skills; and changing and flexible working patterns above the other issues listed. However, this does not mean that respondents do not consider the other issues worthy of wider consideration.

Cross-tabulation showed there was a statistically significant difference in responses based on the age of respondents. For example, those aged under 25 were significantly more likely to rank impacts and recovery from COVID-19 as their first concern compared to those over 25 years of age (57.6%, n=19 under 25s ranked this issue first). Respondents in the north of the county (North Warwickshire, Nuneaton & Bedworth and Rugby) were significantly more likely to rank education, training and skills first than those in the south.

Figure 5. Thinking about the information provided about the economy, please rank the following issues in order of how important you feel they are to address in the LTP (with 1 being the most important)



Respondents were then encouraged to list and rank (in line with the listed options given) any other issues related to the economy that they felt should also be considered. Themes based on comments regarding other economic-related issues are presented in Table 7. In total 96 respondents gave a comment to this question however these were not consistently ranked by respondents. Of those respondents who suggested other issues, only 18 (18.8%) gave the issue(s) a rank/position, it is therefore unclear if respondents considered the further issues suggested more or less important than the original issues presented. The most frequently mentioned theme was around the reinvigoration of the local economy (not necessarily explicitly linked to transport) – 35.4% (n=34) of respondents who left a comment mentioned this in their answer. In addition, almost a third of all comments (30.2%, n=29) sought to provide further detail on or emphasise one of the seven issues originally given.

Table 7. If there are any other issues related to the economy not listed please tell us. Please list your issue and where you would rank it here

Theme / description	Count (%)	Example quotation(s) for illustration
Reinvigoration of local economy (town centre/high street recovery, rise of out of town shopping centres, supporting small businesses)	n=34 (35.4%)	<p><i>“Bringing back a more diverse shopping experience into towns instead of retail parks and large supermarkets out of town. Big chains have suffered during 2019. Make it easier for small businesses take over some of the empty premises”</i></p> <p><i>“Permitting out of town employment and supermarkets hasn't exactly helped our town centres has it?”</i></p> <p><i>“Supporting small businesses and looking at business rates to encourage start up retail”</i></p> <p><i>“Promote local businesses”</i></p>
Emphasis/further detail relating to the listed issue(s) (impacts of and recovery from COVID-19, Brexit, access to workforce, materials and markets, changing and flexible working patterns, internet-based working and shopping, productivity and competitiveness, education, training and skills)	n=29 (30.2%)	<p><i>“Covid has decimated our economy, it will be a long hard struggle to overcome it”</i></p> <p><i>“Brexit is undoubtedly an issue with many future problems on the horizon”</i></p> <p><i>“Flexible working patterns helps with childcare and transport issues so that not everyone is not the road at the same time”</i></p> <p><i>“Make it possible to retain young workforce in this area by improving education and work/career opportunities”</i></p> <p><i>“Better broadband speeds to all properties to support working from home and improve business connectivity”</i></p>
Comments relating to the weighting/ranking of issues	n=18 (18.8%)	<p><i>“This a mix of issues on very different time scales so simple ranking is not appropriate”</i></p> <p><i>“It is not possible to rank these objectives”</i></p> <p><i>“This is a less than sensible form of question. You are asking respondents to provide rankings based on an absence of detailed information, or certainly on no shared or commonly accepted information that would enable informed answers to be provided”</i></p>
Financial /economic (in)security (e.g. job creation, financial support for businesses)	n=15 (15.6%)	<p><i>“Zero hours contracts and irregular work security have a huge negative impact on the economy as it reduces spending patterns as it reduces financial security. You cannot have a strong economy if the members of it do not know how much money they have coming in, though it does help businesses it does not help people”</i></p> <p><i>“Support for the local industries (gaming, automotive) in ensuring their businesses are future-proofed”</i></p>
Joined up thinking / collaborative approach with local businesses, industries and employers	n=12 (12.5%)	<p><i>“Transport plans must largely follow but also influence the plans of major local employers, who therefore need to be carefully consulted”</i></p>

		<i>"Attracting high value employment to the area - the area should be attractive to employers and employees, attractive in all senses of the meaning"</i>
Sustainable transport options (e.g. public transport, active travel, minimising demand for transport)	n=10 (10.4%)	<i>"There are woefully inadequate public transport services to Coventry, Banbury, Daventry, Rugby and (directly) Warwick. This chokes off access to employment, diverse education and health care, forcing increased car use"</i> <i>"Active travel advantages"</i>
Tourism / visitors	n=5 (5.2%)	<i>"Tourism - attracting people to the area with ease of access, transport options etc."</i> <i>"No one wants to shop or visit or spend time in a polluted town overrun by cars. Remove the cars, clean up the air and the economy will thrive"</i>
References to a 'green economy'	n=5 (5.2%)	<i>"The need for a green economic recovery/transition should be ranked first"</i> <i>"Enabling green recovery and growth by supporting businesses with green initiatives, e.g. JLR's all-electric vehicle fleet. Would rank this top priority"</i>

Other themes mentioned by a smaller number of respondents included: climate change (n=4), electrification (e.g. vehicles) (n=3), agricultural concerns (n=2), and internet/broadband provision (n=2).

Following this, respondents were asked why they had chosen the economic issues they had selected (or any other issues they indicated in the previous question). Themes based on these comments are presented in Table 8. Whilst respondents were generally positive towards the inclusion of 'economy' as a key theme, many took this opportunity to provide further detail or examples on a range of economic concerns. Indeed, the majority of respondents chose to give more detail around their selections, therefore not necessarily giving the reasons behind their choices (nor directly linking their comments to transport). In total, 314 respondents gave a comment to this question. The most common response related to the reasoning behind respondents' economic selections was the impact(s) of/recovery from the COVID-19 pandemic – 39.5% (n=124) of respondents who left a comment mentioned this in their answer. Other common themes included: long-term impact(s) of Brexit, importance of education, training and skills to a vibrant economy, and changing/flexibility in working (patterns, locations).

Table 8. Why have you chosen the economy issues selected (and any others you have indicated)?

Theme / description	Count (%)	Example quotation(s) for illustration
Impact(s) of / recovery from COVID-19 pandemic	124 (39.5%)	<i>"We should be focusing on Covid -19 as it is still the most current problem that we face in society"</i> <i>"The Covid situation is having a huge impact on small businesses and the hospitality sector... I think it will have a much longer effect than anyone is prepared to admit at government level so I think it should be a first priority at local level"</i> <i>"The transport network needs to help people be flexible how and when they travel. Covid and technology has shown how transport</i>

		<p><i>requirements will change in time. The transport network must give people flexibility in how they can move around</i></p> <p><i>"Recovery from the Covid 19 pandemic will take many years and that recovery must take priority over all other considerations"</i></p> <p><i>"Recovery from COVID is crucial otherwise there is no money for anything else"</i></p> <p><i>"Covid has had such a big impact over last 12 months it is so important to ensure we recover economically from it"</i></p>
Long-term impact(s) of Brexit	70 (22.3%)	<p><i>"Brexit is an important issue as we need to be self-sufficient and therefore we require good transport links around the country for business without clogging up the roads. We need a better rail infrastructure across the country"</i></p> <p><i>"The economic implications of Brexit are also important to take into consideration as the infrastructure of business will be greatly affected by the changes"</i></p> <p><i>"Brexit is a big change that businesses are experiencing that was the outcome of a decision made. There could be many unknown negative impacts to supply chains"</i></p> <p><i>"Brexit - there is a need to ensure the transport networks adjust with the changes"</i></p> <p><i>"Brexit is likely to have long-term impacts on transport around Britain, affecting most things on the list.... It's vital that Warwickshire plays a part in ensuring transport can run smoothly now that we are no longer part of the EU, to benefit businesses in the area, and also individuals"</i></p>
Importance of education, training, skills to a vibrant economy	68 (21.7%)	<p><i>"Without the right skills and workforce, it doesn't matter how good everything else is as no business will locate here without the skills being available"</i></p> <p><i>"We need to train young people, urgently, in new jobs; also people who have been furloughed or lost their jobs should be retrained so that we have an active, and innovative working population"</i></p> <p><i>"Education, training and skills is a really important aspect for young people, who generally don't have access to private transport options. It is through access to education and training that they will be able to be successful in the future"</i></p> <p><i>"In order for the economy to recover and progress, need to offer appropriate education to younger people and those changing jobs"</i></p> <p><i>"Education, skills and training are the most important to enable people to gain the relevant skills and improve their life chances"</i></p>
Changing / flexibility in working (patterns, locations)	52 (16.6%)	<p><i>"However, changing work and leisure patterns and associated behavioural changes will have a significant impact on transport related demands and requirements"</i></p>

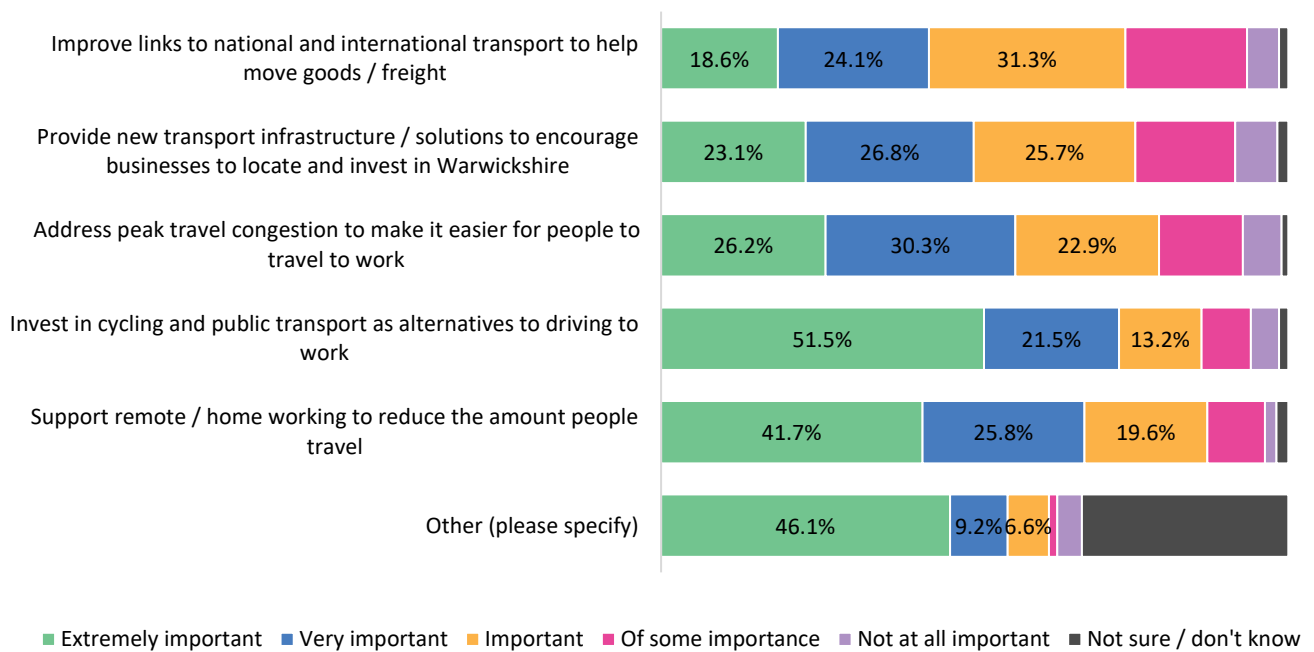
		<p><i>“Work from home has proved successful in many case, reducing pollution from traffic and increasing productivity for example”</i></p> <p><i>“Changes in workplace working and shopping that are currently underway are likely to persist and increase, and should be taken account of when determining what/whether new roads should be built”</i></p> <p><i>“Flexible working patterns could certainly help reduce rush hour traffic and congestion and the ability for people to work from home. It should also encourage a better and safer experience for children walking/cycling to school”</i></p> <p><i>“As we come back out of lockdown and recover from Covid, home working will be much more commonplace. Therefore demand for travel will change. Journeys will be reduced in number. Employers may well offer more flexible working hours and days resulting in a move away from the traditional rush hour”</i></p>
General concerns for future economic prosperity (e.g. job security/employment rates, small businesses, reinvigoration of high-street/town centre)	48 (15.3%)	<p><i>“We need to stimulate consumer spending on the high street by either promoting local businesses (showcasing the businesses in our district) or ensuring consumer confidence in safety and the shopping experience”</i></p> <p><i>“Returning employment levels to pre Covid must be a priority and this has a direct consequence and quality of life, education and economics (debt, tax, etc)”</i></p> <p><i>“Companies such as Amazon are slowly killing town centres. Money would be better spent on the high street. Support local businesses!”</i></p> <p><i>“To try to reduce unemployment and help businesses prosper”</i></p>
Importance of broadband/internet (access/speeds, online shopping)	38 (12.1%)	<p><i>“Internet based working and shopping requires the extensive use of often polluting delivery vehicles”</i></p> <p><i>“Improving internet connectivity... will assist the efforts to improve the environment because it would reduce the need for journeys and/or reduce peak traffic pollution”</i></p> <p><i>“Most people are becoming used to doing much of their shopping online. It is much more convenient and saves travel and car parking costs”</i></p> <p><i>“Improved broadband - including FTTP and 5G - would make business more competitive, and would widen opportunities for new patterns of working”</i></p>
Productivity and competitiveness	34 (10.8%)	<p><i>“Productivity and competitiveness - key to the economy”</i></p> <p><i>“I feel productivity is the key to sustaining all the other points”</i></p> <p><i>“Productivity and competitiveness underpin society's ability to provide essential public goods such as health care and environmentally sustainable activities including economic activities”</i></p>

		<i>“good quality transport links aid productivity and competitiveness”</i>
Perceived improvements to sustainable/affordable travel options (public transport, active travel)	33 (10.5%)	<p><i>“We need to ensure that roads are well maintained so people can cycle without fear of falling off due to bumps and holes in the road. We need to have public transport systems that mean people use it and keep their cars for other journeys - not work or shopping”</i></p> <p><i>“I think making transport, and especially public transport, as accessible and convenient as possible is crucial to the stated aims of this plan”</i></p> <p><i>“It is important that businesses and educational sites are accessible via active travel means, for both staff and visitors. This should include good connections from public transport terminals and cycle hire schemes to allow for multi-modal transport. Such links must be safely useable by all people regardless of age, confidence, and physical ability (i.e., children and adults, new or experienced cyclists, without discrimination to cycle type)”</i></p>
Access to workforce, materials and markets	20 (6.4%)	<p><i>“Access to materials and markets is the most fundamental requirement of any business”</i></p> <p><i>“Local access to materials is preferable to extended supply chains. The emissions costs from battery production, for instance, could be decreased by the development of a domestic battery industry”</i></p> <p><i>“Access to workforce, materials and markets - key to the economy”</i></p>
Perceived improvements to transport infrastructure required (e.g. access, road networks)	19 (6.1%)	<p><i>“Need a good infrastructure to ensure economic development”</i></p> <p><i>“A good transport infrastructure giving the county a competitive edge will help mitigate the effects of Covid-19 and Brexit”</i></p> <p><i>“We should obviously put in place infrastructures for people to go to school, training and work”</i></p>
Environmental concerns (e.g. air pollution, congestion, noise)	14 (4.5%)	<p><i>“We must prioritise the environment, wildlife in particular”</i></p> <p><i>“To support a clean air and low carbon emission economy”</i></p> <p><i>“Reducing commuter traffic and associated congestion is a key driver to reducing pollution”</i></p>
Ranking of issues based on prioritisation (e.g. ranked largest/most important to smallest/least important)	10 (3.2%)	<p><i>“The issues listed appear to be a mix of principles and current issues and therefore difficult to rank”</i></p> <p><i>“All the points listed are important and ranking was difficult”</i></p> <p><i>“Although I have put Brexit as the lowest rank its impact will overshadow national and local economies for decades to come so the LTP must also include measures to encourage inward investment to mitigate the impact of Brexit in the short to medium term”</i></p>

Other themes mentioned by a smaller number of respondents included: health and wellbeing (n=5), concerns regarding HS2 (n=5), concerns regarding housing development/population growth (n=3), tourism/leisure (n=2), questions/queries regarding consultation wording/options (n=2).

Next, on a scale of 'extremely important' to 'not at all important', respondents were asked which (from a list) they considered important to think about in the LTP when reflecting on the economic challenges mentioned above. Five options were presented to respondents (along with an 'other' option) and the results of this are presented in Figure 6 and Table 9 below. In general, the listed ideas were considered to be either extremely important, very important or important by the majority of respondents. For example, over half of all respondents who answered this question stated investment in cycling and public transport as alternatives to driving to work (51.5%, n=387) were extremely important. Improving links to national and international transport to help move goods/freight was considered extremely important by the least number of respondents (18.6% (n=139)), and 6.7% (n=50) suggested that providing new transport infrastructure /solutions to encourage businesses to locate and invest in Warwickshire was not at all important.

Figure 6. Which of the following do you think are important to consider in the LTP when thinking about the economic challenges above?



In terms of 'other' ideas to consider, 76 respondents selected an 'other' idea and rated this accordingly. Unsurprisingly, respondents tended to consider their chosen idea(s) as extremely important (46.1%, n=35). Those who completed the 'other' option were asked to specify. In total, 67 respondents gave a comment to this question. Themes derived from the comments are presented in Table 9. The most common response related to investment in sustainable travel (public transport, active travel) – this was mentioned by over a quarter of respondents (26.9%, n=18) who left a comment to this question. Other common themes included: reinvigoration of local economy (town centres/high street recovery, supporting small businesses), comments regarding the use of private car(s), and local business/employment opportunities.

Table 9. 'Other' considerations to consider in the LTP when thinking about economic challenges

Theme / description	Count (%)	Example quotation(s) for illustration
Investment in sustainable travel (public transport, active travel (e.g. cycling, walking))	n=18 (26.9%)	<p><i>"Invest in active travel infrastructure & public transport"</i></p> <p><i>"Transport by rail and bus and active travel"</i></p> <p><i>"I think it is important to not see cycling as a separate topic, but rather as integrated in all of the above"</i></p> <p><i>"Walking infrastructure"</i></p> <p><i>"Make it easy for people to choose non-car options for getting to school and work"</i></p> <p><i>"Make communal travel affordable to all, with regular routes at the right times, with room for people to use it"</i></p>
Reinvigoration of local economy (town centre/high street recovery, supporting small businesses)	n=15 (22.4%)	<p><i>"Regenerate the idea of the Highstreet Experience. Not necessarily for only big name shopping"</i></p> <p><i>"Consider carefully the planning for town centres. Need to attract a very mixed economy not just replace shops with housing and coffee shops. There needs to be a variety of attractions in a town"</i></p> <p><i>"Support diversification of uses in town centres and High Streets, including more people-friendly spaces"</i></p> <p><i>"Develop what is needed on the local High Street so travel becomes local and NOT long distance"</i></p>
Comments regarding the use of private car(s)	n=12 (17.9%)	<p><i>"Disincentives for peak/single driver road commuting to be considered. For example fees charged on employer carparks"</i></p> <p><i>"The biggest way of reducing Warwickshire's carbon emissions is reducing our car use (electric cars still have a massive environmental impact). So making it easy to get to work without using them, or enabling working from home/in a local hub, are big factors"</i></p> <p><i>"Public transport... enough to make it a practical alternative to the car"</i></p>
Local business / employment opportunities	n=10 (14.9%)	<p><i>"Encourage local independent businesses, provide coworking spaces"</i></p> <p><i>"Lumping International and national transport links together is wrong, we must source and work more locally"</i></p> <p><i>"Place new strategic workplaces near the workforce"</i></p>
Internet / broadband provision	n=7 (10.4%)	<p><i>"Support county-wide (including rural locations) roll-out of high-speed broadband/internet connectivity to boost productivity and employment/training opportunities"</i></p>

		<p><i>"Provide fast broadband to all residents in order that they CAN work flexibly at home or at an office"</i></p> <p><i>"Improve internet provision especially in rural areas"</i></p>
Regional / national / international connections	n=5 (7.5%)	<p><i>"Links to other national public transport routes to ensure that people can work remotely and travel to clients or suppliers all over the UK easily and quickly"</i></p> <p><i>"Intercity rail. A train connection between rugby and/or Coventry to Leicester would reduce traffic correspondingly"</i></p>
Speeding / safety	n=5 (7.5%)	<p><i>"Pedestrian safety, cutting down accidents"</i></p> <p><i>"Reduce speed limits in built up areas/villages"</i></p>

Other themes mentioned by a smaller number of respondents included: HS2 (n=3), COVID-19 pandemic (n=3), references to the 'green' economy (n=2), rural isolation (n=2), wording of questions/options (n=2), and joined-up thinking (n=2).

The final question in the economy section asked respondents if there was anything else they thought should be considered within the theme of 'economy'. Themes from these comments are presented in Table 10. In total, 124 respondents gave a comment to this question. The overriding sentiment regarding the theme of economy was mixed – whilst respondents were generally positive towards the inclusion of 'economy' as a key theme, many took this opportunity to provide further detail or examples on a range of economic-related concerns. Indeed, the majority of respondents looked to return to issues/ideas already presented or discussed in previous questions on both economy and environment. The most common response to this question was support for active travel (e.g. cycling, walking) – 24.2% (n=30) of respondents who left a comment to this question mentioned this in their response. Other common themes included: reducing dependence on cars, reinvigoration of the local economy (town centre/high street recovery), and support for (affordable) public transport options.

Table 10. Is there anything else we should consider in the theme of economy?

Theme / description	Count (%)	Example quotation(s) for illustration
Support for active travel (e.g. cycling, walking)	n=30 (24.2%)	<p><i>"Active travel must be promoted as the best way to travel to work - not only for climate reasons, but also for health reasons"</i></p> <p><i>"Consider the additional benefits active travel to work can bring for employers:- improved punctuality; better mental health/mood (fewer sick days, improved performance); improved physical health (fewer sick days, improved performance); reduced infrastructure cost for parking and vehicle storage"</i></p> <p><i>"We need to make cycling and walking easier"</i></p> <p><i>"Please, please do more to encourage cycling & walking. The benefits are huge not just for the economy, but health and environment. It just makes sense!"</i></p> <p><i>"To educate businesses and councillors that active travel supports the local economy. People who walk or cycle visit high streets more"</i></p>

		<i>and spend more over the course of a month, according to TfL data of outer London towns”</i>
Reducing dependence on cars (concerns regarding congestion)	n=28 (22.6%)	<p><i>“The more you invest in making it easier to drive to work or school the more traffic you will generate”</i></p> <p><i>“If we had better alternatives to using private cars there may not be so much peak congestion”</i></p> <p><i>“Get people out of their cars”</i></p> <p><i>“Peak travel congestion problems are going to change from area to area so in other areas this could be a very important issue”</i></p> <p><i>“Let's make it easy and safe for people to NOT use their cars”</i></p>
Reinvigoration of local economy (town centre/high street recovery, rise of out of town shopping centres, supporting small businesses)	n=24 (19.4%)	<p><i>“Town centres and carparks should be 'repurposed' to focus on being 3rd spaces/ recreation hubs (cafes/ restaurants/ bars with outside seating, entertainment (bowling alleys, cinemas, pool halls, crazy golf etc), gyms, museums/ art galleries, theatres etc rather than relying on shopping). Pedestrianisation of town centres will allow more space for these activities. Town centres need to be better integrated with the public transport network”</i></p> <p><i>“The world is changing, more is moving online and traditional retailing is at a threat as a result... I am a fan of out of town destinations for shopping with local solutions for local needs in the town centres to support the local needs rather than a pure destination”</i></p> <p><i>“Instead of building more factories/units etc., use some of the existing shops that have closed down. The local Councils outprice small business who cannot afford the charges associated with being in the town centre”</i></p> <p><i>“With the demise of the high street, which is always served by public transport, one (cheaper) solution could be to persuade these businesses to move to former retail premises”</i></p> <p><i>“The move to on-line will impact all retailers from now.... We need to have a central plan, that encourages the safe, free movement of people into our towns and cities, with a reimaged high street that can be used for mixed purposes during the various parts of the year. A blend of retail, leisure, hospitality, arts, culture, sports and transport. If the council can secure government loans it can invest in long-term plans to fund local business to flourish and benefit the county as a whole”</i></p>
Support for (affordable) public transport options (bus services, trains, trams)	n=20 (16.1%)	<p><i>“Invest instead in dedicated cycle paths and public transport and you will begin to address pollution, climate change, obesity and encourage inward investment as you will be making the area an even more attractive place to live and work”</i></p> <p><i>“Make transport more accessible for the working man and woman. Traffic in this country is at a crisis point and more public transport the better”</i></p>

		<p><i>"We need frequent affordable public transport that links together. e.g. in Nuneaton NO buses serve the train station directly"</i></p> <p><i>"We need affordable bus transport from our villages. £7 over return ticket to Nuneaton is just not viable. I cannot see anyone giving up car travel to pay that daily on the bus or the weekly bus pass because buses do not run on Sundays? We pay for a week and get 6 days? Not acceptable. Businesses are open on Sundays! Those who do not drive cannot get into anywhere on a Sunday from our village unless you drive? Or pay taxi fares! It needs addressing. If the buses were cheaper they would have more passengers!"</i></p>
Concerns regarding potential development of new roads	n=20 (16.1%)	<p><i>"We must not be building more roads. All development needs to have focus on sustainability"</i></p> <p><i>"I trust that "Provide new transport infrastructure / solutions" includes being more imaginative than simply building more roads!"</i></p> <p><i>"Provide new transport infrastructure / solutions to encourage businesses to locate and invest in Warwickshire" I have ranked this as important on the assumption that it means public transport and not more roads. If it means more roads please reduce my score to not at all important"</i></p> <p><i>"I agree we should provide quality transport infrastructure to encourage businesses to invest in Warwickshire, but not if this simply means building more roads"</i></p>
Impact(s) of longer-term remote / home (flexible) working	n=19 (15.3%)	<p><i>"I'm not sure how a LTP has much impact on remote working. The ultimate conclusion would be that if we all worked from home forever we would not need any local transport... People work in locations (at least they did pre-COVID) that are not often on direct public transport networks. These are often business parks, industrial estates and so on which have grown up in out-of-town locations so they end up with having 2 or 3 connections to reach them by public transport. The whole public transport infrastructure would have to change to resolve this."</i></p> <p><i>"Increased levels of home-working and online shopping will change the dynamics of town centres and consequently transport to and from them"</i></p> <p><i>"If peak travel congestion becomes too much it should automatically encourage people and companies to think about changing their working hours or staggering them. It will be interesting to see whether the peak post Covid will be the same as pre-Covid as I suspect far more people will be working from home for several days a week"</i></p>
Internet / broadband provision	n=8 (6.5%)	<p><i>"Better internet access to rural areas to match speed and reliability as larger cities"</i></p> <p><i>"Faster wifi and telecoms infrastructure - I now live in the centre of town and have worse mobile signal than when I lived in a field! Very challenging working from home with such poor receptions"</i></p>

		<i>“Decent and reliable internet speeds essential to promote home working”</i>
Specific rural concerns (e.g. isolation)	n=5 (4.0%)	<i>“Bringing to an end the sprawl of industrial development into rural areas”</i> <i>“A particular focus should be had on rural and low income services to make sure they are not left behind, as has historical been the case nationwide”</i>

Other themes mentioned by a smaller number of respondents included: HS2 (n=3), COVID-19 pandemic (n=3), further research/data required (n=2), leisure/tourism (n=2), queries around question/option wording (n=2), and investment/policy/strategy required (n=2).

LOCAL TRANSPORT PLAN (LTP) KEY THEME - PLACE

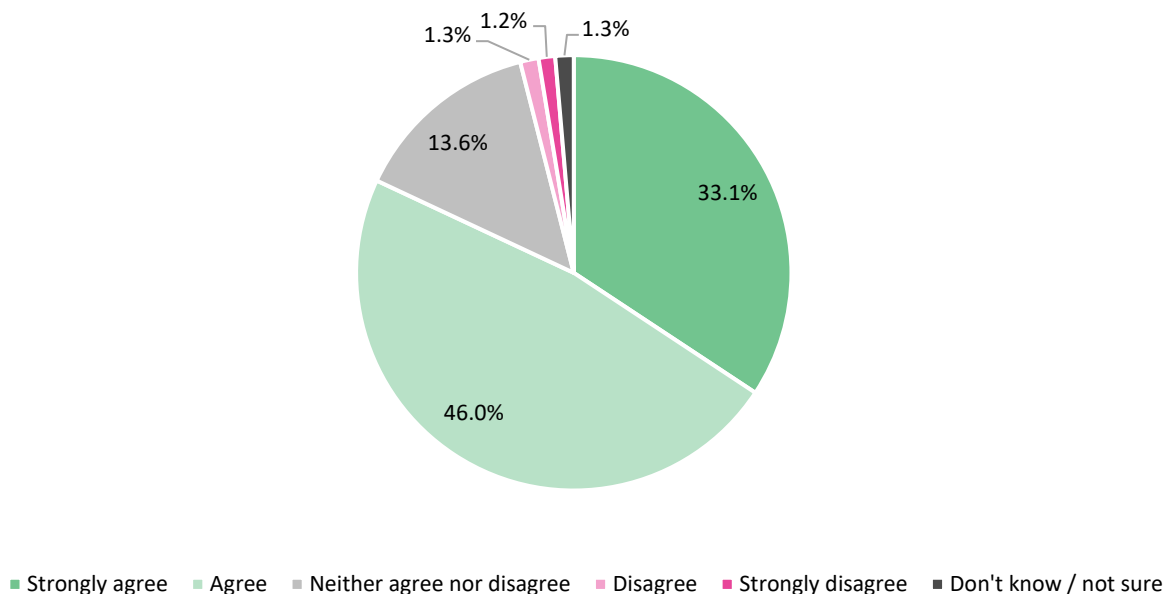
The third key theme to be considered was place. Initial work on the LTP had identified the following challenges:

- Public space and improvement of place and character
- Rural isolation (lack of connection to wider areas and services)
- Access between rural and urban areas
- Housing growth and development
- Regional connections
- National and international connections

High-level aims to accompany each of these challenges/targets were presented to respondents in order to help them make informed choices as they moved through the Place section of the survey.

First, respondents were asked to what extent they agreed that place should be one of the themes used in developing LTP4. As Figure 7 shows, there was a high level of agreement – 79.2% (n=600) either agreed or strongly agreed with the inclusion of the theme of place. Just 19 respondents (2.5%) disagreed (either disagreed or strongly disagreed) with the potential inclusion of this theme.

Figure 7. To what extent do you agree that the theme of place should be one of the themes we use in developing LTP4?

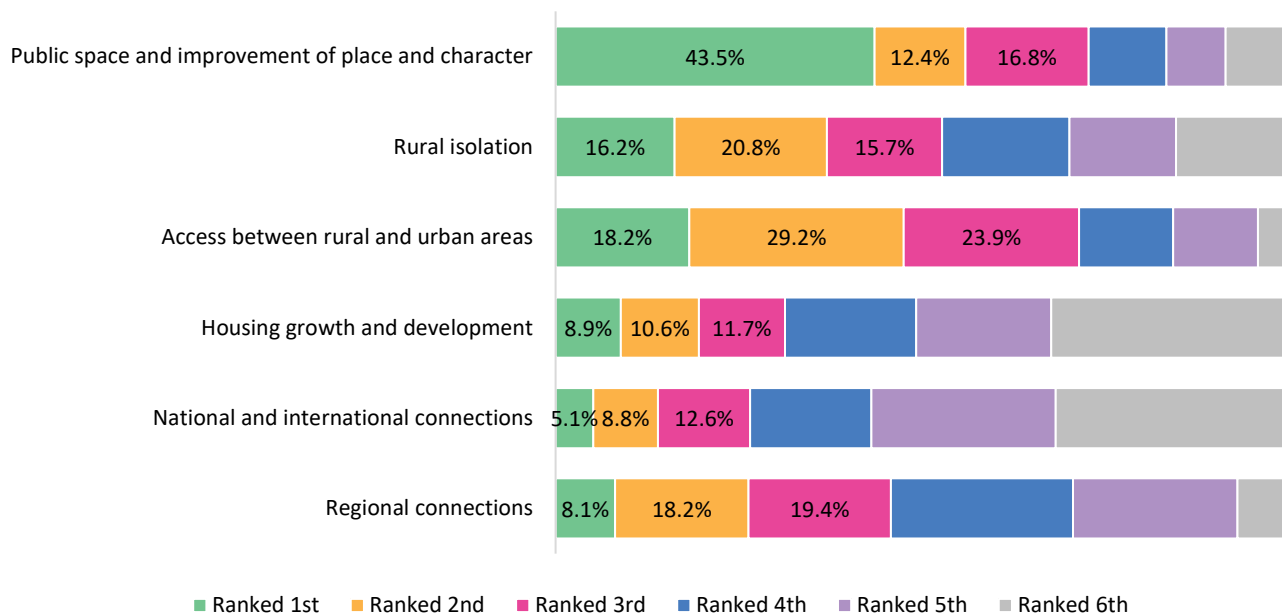


Next, respondents were asked to consider the information provided about place and rank a list of issues in order of how important respondents felt these issues are to address in the LTP. For place, respondents were asked to rank six issues in priority order (1st being the most important, 6th the least important). As Figure 8 shows, 43.5% (n=322) ranked public space and improvement of place and character as the most important issue to address. Indeed, 72.6% (n=536) of all respondents ranked this issue in their top three. In addition, 71.3% (n=525) ranked access between rural and urban areas either first, second or third. In contrast, only 5.1% (n=38) of respondents ranked national and international connections first, and this issue ranked in the top three of just 26.5% (n=195) of all respondents. Again, it should be made clear that the responses to this question only suggest a preference

towards public space and improvement of place and character and access between rural and urban areas over the other listed issues. This does not mean that respondents do not consider the other issues worthy of wider consideration.

Cross-tabulation showed there was a statistically significant difference in responses based on the district or borough a respondent lives/represents. For example, those living/representing Stratford-on-Avon District (26.2%, n=33) and North Warwickshire Borough (25.4%, n=11) were significantly more likely to rank rural isolation as their first concern compared to those in the other districts or boroughs.

Figure 8. Thinking about the information provided about place, please rank the following issues in order of how important you feel they are to address in the LTP (with 1 being the most important)



Respondents were then given the opportunity to list and rank (in line with the listed options given) any other issues related to place that they felt should also be considered. Themes emerging from the comments regarding other place-related issues are presented in Table 11. In total 84 respondents gave a comment to this question. Of those respondents who suggested other issues, only 10 (11.9%) gave the issue(s) a rank/position however these were not consistently ranked by respondents. The theme mentioned most frequently was housing growth and development – 34.5% (n=29) of respondents who left a comment mentioned this in their answer.

Table 11. If there are any other issues related to place not listed please tell us. Please list your issue and where you would rank it here

Theme / description	Count (%)	Example quotation(s) for illustration
Housing growth and development	n=29 (34.5%)	<p><i>"I strongly do not wish for any more fields in Warwickshire to be used for more housing. Use brown field sites"</i></p> <p><i>"Housing is often allowed to proceed before the infrastructure impact is sorted out particularly with regard to traffic & transport. Every new housing development should be: carbon neutral in terms"</i></p>

		<p><i>of heating etc. plus connected to the nearest town & train station by train, bus & safe cycle routes - ahead of any consideration about roads"</i></p> <p><i>"there has been too much focus on new build housing estates and absolutely no infrastructure focus to support growing numbers of people within each area"</i></p> <p><i>"Blindly pushing housing developments will not support the county nor the country. I appreciate the requirement for building but feel there is (as there always has been) preference for greenfield sites over brownfield and many areas of oversight when planning decisions are made"</i></p>
Transport infrastructure (public transport, active travel)	n=22 (26.2%)	<p><i>"Walking, cycling and public transport infrastructure needs to be the focus going forward and not investing in more roads - 1"</i></p> <p><i>"Access by public transport to out of town retail parks (3)... Good signposting of existing footpaths and adding to the existing network of footpaths (2)"</i></p> <p><i>"There could be much more done to integrate public transport... the local bus service does not run long enough for this to be used at both the start and end of the working day, which is a ridiculous situation"</i></p>
Rural isolation	n=19 (22.6%)	<p><i>"For those in rural communities there is often no transport into towns that takes you to work on time"</i></p> <p><i>"Better access between rural and urban communities is vital both for rural residents and for urban residents to reach the countryside with less use of private cars. It will need more public subsidy at least at first"</i></p> <p><i>"Rural isolation and access between rural and urban areas are not constrained by the road network but could be improved by greater investment in public transport but that is a social decision not transport"</i></p>
Cars / congestion	n=18 (21.4%)	<p><i>"Shared car use in towns and villages could reduce car ownership"</i></p> <p><i>"Overabundance of cars clogging up most residential streets in towns and villages causing dangerous obstructions and destroying any pleasant ambiance of those places"</i></p> <p><i>"Reduction of cars parked on streets and footpaths. Number 1"</i></p>
Public space and improvement of place and character (e.g. green space)	n=9 (10.7%)	<p><i>"Sense of place. Before I could open my eyes and know where I was in Warwickshire. Now, I have no idea. The same houses and street layouts are being built all over the County. Shopping areas, including high streets, look the same. It is not just a County thing, it's a national thing. No identity"</i></p> <p><i>"Access to garden centres/nature reserves/gardens open to the public/country parks ... by public transport (1)"</i></p> <p><i>"1 - Green Corridors throughout towns in every direction"</i></p>
Better services / infrastructure (e.g. schools, doctors, hospitals)	n=8 (9.5%)	<p><i>"Providing adequate support services and infrastructure in new developments e.g. community centres, schools, medical centres,</i></p>

		<p><i>and local shops in the very large new housing developments so people can have a sense of place and community and have to travel less. At the moment these estates feel quite barren</i></p> <p><i>"Locating services as close to where people live as possible to reduce travel distances and improve access for those without a car. This should be at the top"</i></p>
Joined up thinking / collaboration	n=6 (7.1%)	<p><i>"Listen to the local community and collaborate with its representative (local councils)"</i></p> <p><i>"What is important is the degree to which the County Council can control and influence each item"</i></p>

Other themes mentioned by a smaller number of respondents included: regional/national/international connections (n=5), access / connections between specific places (n=5), broadband/ internet connectivity (n=3), planning/strategy/policy (n=2).

Following this, respondents were asked why they had chosen the place-related issues they had selected (or any other issues they indicated in the previous question) and were asked to explain this in more detail. Themes from the comments are presented in Table 12. Whilst respondents were generally positive towards the inclusion of 'place' as a key theme, many took this opportunity to provide further detail or examples on a range of place-related concerns. Indeed, the majority of respondents chose to give more detail around their selections, therefore not necessarily giving the reasons behind their choices (nor directly linking their comments to transport). In total, 250 respondents gave a comment to this question. The most common response related to the reasoning behind respondents' place-related selections was housing developments/population growth – 28.0% (n=70) of respondents who left a comment mentioned this in their answer. Other common themes included: rural isolation, access to sustainable/affordable transport (public transport, active travel), and public space and improvement of character.

Table 12. Why have you chosen the place issues selected (and any others you have indicated)?

Theme / description	Count (%)	Example quotation(s) for illustration
Housing developments / population growth	70 (28.0%)	<p><i>"Housing is last as the continued building of so many poorly designed inefficient housing is at odds with a low carbon future and they certainly do not blend in with the character of Warwickshire"</i></p> <p><i>"The green belt and Warwickshire's history should not be cast out in favour of new housing estates that are unsustainable, bad for the environment and poorly designed"</i></p> <p><i>"There's more than enough house building going on already in Warwickshire which is changing its character. The over development in some areas is destroying a lot of people's 'sense of place'"</i></p> <p><i>"The rapid growth in housing is causing real problems with the current transport infrastructure, clogging roads, making public transport unreliable and therefore unattractive"</i></p>

		<p><i>"The continued development of massive out of town housing developments devoid of access to green spaces and increasing traffic into shopping areas is doubly damaging. It is also destroying many rights of way and walking areas for many many people"</i></p> <p><i>"Many housing developments do not have local shops and services and are not supported by safe cycling networks. This encourages private motor vehicle ownership for everyday necessities. All development plans should have to show how they will contribute to cycle and walking networks to local shops and services"</i></p>
Rural isolation	54 (21.6%)	<p><i>"Warwickshire has a lot of rural areas which are becoming impossible to live in if you are a young person, older person or person on a low income because of isolation and lack of connectivity if you don't have access to a car. As a result these areas are becoming gentrified, non-diverse and characterless"</i></p> <p><i>"Rural isolation is a major problem and public transport should address this, which implies improving access between rural and urban areas"</i></p> <p><i>"Rural isolation comes when people don't have access to a car. If the areas are well served by buses they help everyone both young and old"</i></p> <p><i>"Many rural areas are cut off and people are isolated or have to move away"</i></p> <p><i>"Lack of access in rural locations contributes significantly to a feeling of isolation especially in such a diverse county as Warwickshire"</i></p>
Access to sustainable/affordable transport (public transport, active travel)	48 (19.2%)	<p><i>"We need genuine alternatives to connections via car, i.e. walking, cycling and public transport"</i></p> <p><i>"Very poor public transport to rural towns and villages mean that cars are the only realistic option for most local journeys. it needs to be a high priority to put in place enough public transport to make this a convenient and affordable option and to disincentive car use"</i></p> <p><i>"Public transport in Warwickshire is terrible when it comes to more rural areas and so car travel is the only real option, as most places are too far to consider walking or cycling. Stagecoach will only run services it can make a profit from, so the council needs to find a way of providing a service that is a genuine alternative to car travel"</i></p> <p><i>"Public Transport between towns such as Leamington and Stratford is currently very poor i.e. slow and infrequent"</i></p>

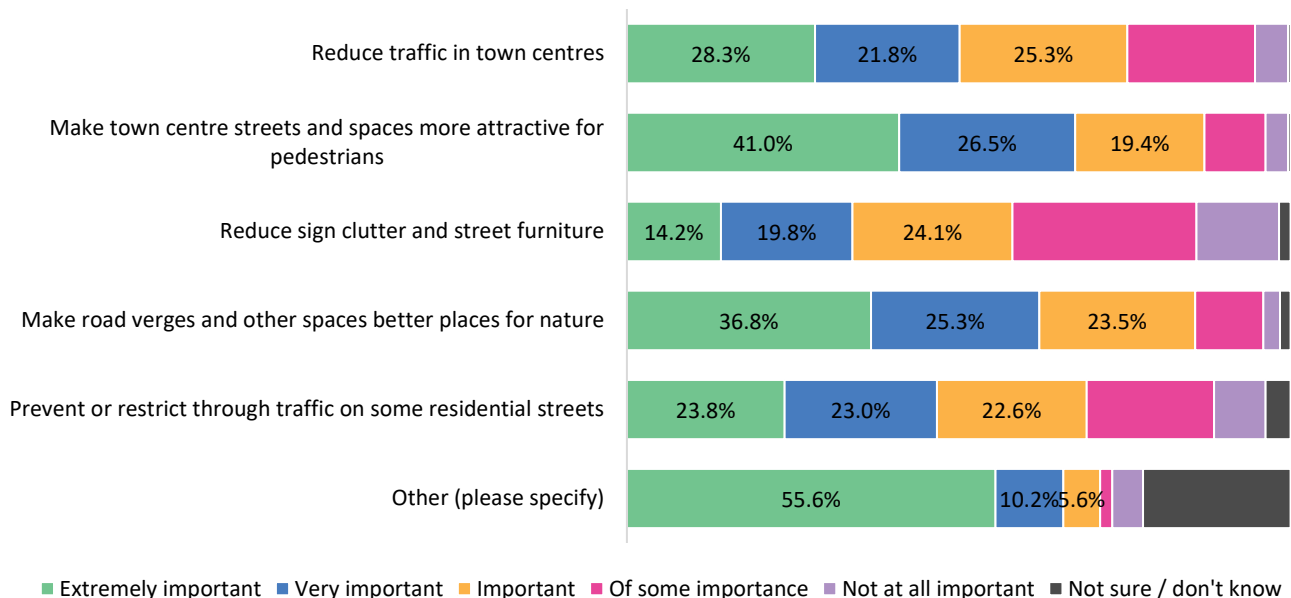
Public space and improvement of character	43 (17.2%)	<p><i>“Inviting public space leads to economic benefits to hospitality and retail”</i></p> <p><i>“Many of our public spaces designed around cars, which can make them unpleasant to use”</i></p> <p><i>“The improvement of public space is the only issue here that we can unambiguously affirm. The provision of pedestrian spaces in town, together with green infrastructure in terms of parks, biodiversity and wildlife zones, can help regenerate public space, encourage walking and cycling, and has many benefits for physical and mental health. A pleasant town environment which people feel pride in and love for, will encourage civic-mindedness and public participation, which will have many benefits, including for climate action. The successful pedestrianisation of Henley Street and the thriving Waterside environment are good examples of what is possible in Stratford”</i></p> <p><i>“The improvement of public space and character will contribute to the improvement of mental health and well-being”</i></p>
Connectivity (e.g. connections between rural and urban areas)	34 (13.6%)	<p><i>“To improve connections for people living in villages”</i></p> <p><i>“There needs to be much more connection between town and country, and this means towns must be countrified by having many more trees and wild green spaces”</i></p> <p><i>“We need new routes which deliberately connect people (on foot or by bicycle) to towns, rivers, fields, canals, woodland, cycle tracks.</i></p>
Regional (transport) connections	31 (12.4%)	<p><i>“Regional connections - very important to develop good local highway networks to encourage more public transport and reduce 'rat runs'”</i></p> <p><i>“Good regional public transport connections encourage people to leave the cars and chose more low-carbon options when moving around Warwickshire”</i></p> <p><i>“1 - Regional connections - This is vital for connecting towns and villages across Warwickshire, strong regional local transport networks allow interconnected, interdependent towns to thrive”</i></p>
Environmental concerns (air pollution, congestion, noise)	29 (11.6%)	<p><i>“I think the local environment is very important for our mental health so access to green spaces and places to cycle and walk safely and for families is essential”</i></p> <p><i>“Based on aesthetic and environmental impact on the local area”</i></p> <p><i>“Local places need to be pleasant for people to live in and visit so it is important to reduce the dominant effect of motor vehicles on most environments such as town centre traffic and consequent pollution”</i></p>
National and international (transport) connections	24 (9.6%)	<p><i>“National connections are vital for economic prosperity”</i></p> <p><i>“National Transport links will enable us to be competitive as an area which will underpin the wealth creation necessary to deliver an efficient and sustainable transport plan”</i></p>

		<i>“National & International connectivity from Warwickshire is already good by existing road network, but mostly reliant on cars for transport”</i>
Economic concerns (job security, reinvigoration of high street/town centre)	14 (5.6%)	<i>“The pandemic has accelerated the decline of retail premises on the high street so the LTP must address the resulting changing fabric of public spaces to ensure closed retail premises and brought back into use in some form, helped by relaxing ‘change of use’ restrictions as applied to planning regulations for commercial properties”</i> <i>“With no extra supporting jobs or shops so this will encourage more unnecessary travel”</i> <i>“Our town centres whilst rich in heritage are dying”</i>

Other themes mentioned by a smaller number of respondents included: ranking of issues based on prioritisation (n=9), impact(s) of and recovery from the COVID-19 pandemic (n=8), broadband/internet access/connectivity (n=8), health and wellbeing (n=7), joined-up thinking (n=3), community involvement (n=3).

Next, on a scale of ‘extremely important’ to ‘not at all important’, respondents were asked which (from a list) they considered important to think about in the LTP when reflecting on place-related challenges mentioned above. Six options were presented to respondents (along with an ‘other’ option) and the results of this are presented in Figure 9 and Table 13 below. In general, the listed ideas were considered to be either extremely important, very important or important by the majority of respondents. For example, 41.0% (n=306) of all respondents who answered this question stated making town centre streets and spaces more attractive for pedestrians was extremely important, a further 45.9% of respondents said this was very important or important. Similarly, 85.6% of respondents felt that making road verges and other spaces better places for nature was either extremely important, very important or important. In contrast, reducing sign clutter and street furniture was considered less important with just 14.2% (n=106) of respondents saying this was extremely important and 12.4% (n=93) suggesting this was not at all important.

Figure 9. Which of the following do you think are important to consider in the LTP when thinking about the place challenges above?



In terms of ‘other’ ideas to consider, 108 respondents proposed an ‘other’ aspect and rated this accordingly. Unsurprisingly, respondents tended to consider their chosen idea(s) as extremely important (55.6%, n=60). Those who completed the ‘other’ option were asked to specify their other ideas; in total, 108 respondents provided a comment. The themes based on these comments are presented in Table 13. The most common response was related to reducing the number of vehicles/improving traffic – this was mentioned by a third of respondents (33.3%, n=36) who left a comment to this question. Other common themes included: increasing pedestrianisation, improving transport infrastructure, and concerns around speeding/road safety.

Table 13. ‘Other’ considerations to consider in the LTP when thinking about place challenges

Theme / description	Count (%)	Example quotation(s) for illustration
Reducing number of vehicles/traffic	36 (33.3%)	<p><i>“Reduce traffic congestion in village centres”</i></p> <p><i>“We want to see a general reduction of traffic on residential streets this should not be limited to conurbation centres where arguably there are fewer residents currently”</i></p> <p><i>“Restrict through traffic on ALL residential streets. Main trunk routes should never come through the centre of towns. Unnecessary freight vehicles on urban routes should be banned”</i></p>
Increasing/improving pedestrianisation	28 (25.9%)	<p><i>“Wider pavements in villages and on busy roads”</i></p> <p><i>“Safe spaces for pedestrians, no shared use spaces. Stop bins being left on the footway apart from where there is no alternative. More benches for those with mobility difficulties”</i></p> <p><i>“Pedestrianisation of town centres”</i></p>

Improving transport infrastructure (e.g. public transport, active travel)	22 (20.4%)	<i>“Public transport needs to either have drop offs close to the centre or the provision of free Park & Ride”</i> <i>“Improved public transport between villages and town centre. (e.g. smaller electric-powered buses, more frequently)”</i> <i>“Active travel & public transport infrastructure”</i>
Concerns around speeding / road safety	17 (15.7%)	<i>“Make town centres and residential area have 20mph speed limits”</i> <i>“Make towns safer and more attractive to cyclists”</i>
Parking	14 (13.0%)	<i>“Removing parking spaces from the town centre”</i> <i>“Prevent or restrict car parking on streets, verges and footpaths”</i> <i>“Place speed cameras through our village it’s turning into a racetrack”</i>
Green space provision (including road verges, spaces for nature)	12 (11.1%)	<i>“Green corridors for wildlife, pedestrians and cyclists”</i> <i>“Encouraging Walking Cycling and healthy exercise by the provision of improved verges and green open space will promote the place-based benefits of health and wellbeing”</i>
Pollution (air, congestion, light, noise, litter)	11 (10.2%)	<i>“Reduce noise and light pollution, especially in the evenings and at night”</i> <i>“Enforcement of high standards of maintenance/cleanliness and removal of visual eyesores such as broken up footpaths, damaged signs, litter. Removal of filthy road signs or wash them”</i>

Other themes mentioned by a smaller number of respondents included: housing developments/population growth (n=5), street furniture (n=4), CCTV (n=2), and access for those with disabilities (n=2).

The final question in the place section asked respondents if there was anything else they thought should be considered within the theme of ‘place’. Themes that emerged from the comments are presented in Table 14. In total, 139 respondents gave a comment to this question. Whilst respondents were generally positive towards the inclusion of ‘place’ as a key theme, many took this opportunity to provide further detail or examples on a range of place-related concerns. Indeed, the majority of respondents looked to return to issues/ideas already presented or discussed in previous questions. The most common response to this question was around reducing traffic/congestion – 23.0% (n=32) of respondents who left a comment to this question mentioned this in their response. Other common themes included: making streets/public spaces more visually attractive, making streets/public spaces more attractive for pedestrians, and speeding/safety.

Table 14. Is there anything else we should consider in the theme of place?

Theme / description	Count (%)	Example quotation(s) for illustration
Comments on reducing vehicles, traffic, congestion in towns	32 (23.0%)	<i>“Reducing traffic in town centres will make them safer for all people and especially disabled individuals provided that adequate access/parking is provided nearby or electric buses/bikes/scooters to transport people from parking points to town centres”</i>

		<p><i>"I'm glad you've put options on... reducing traffic. This is the single best thing you can focus on in the transport plan, in my opinion"</i></p> <p><i>"Restricting through traffic is an excellent idea"</i></p> <p><i>"Not all traffic reduction in town centres is good - thinking impact of reduced footfall on retail etc."</i></p> <p><i>"Respect established routes and traffic flows. Be very wary of restricting the flexibility or means of access of traffic. Do not close through routes this leads to more pollution and can be very dangerous in limiting speed and access for emergency vehicles"</i></p>
Making streets/public spaces more attractive – visually (aesthetics, green space)	24 (17.3%)	<p><i>"As we spend more time walking for recreation, we are all becoming more aware of our immediate surroundings. We have a unique opportunity to enhance our environment and surroundings and to lock in the benefits of reduced travel patterns"</i></p> <p><i>"Where improvements of space are made it should be with the environment in mind. Bee corridors, wildflowers, wild areas, green spaces, not using pesticides, green bus shelters etc."</i></p> <p><i>"Reducing car dependency also has the effect of improving the aesthetics of a location... see towns and streets in the Netherlands which are designed to accommodate people first (walking, cycling) which are noticeably quiet and more pleasant locations to be in"</i></p> <p><i>"Aesthetics. Planning regulations on alterations to building fronts which damage the historic character of a street need to be more stringently applied and upheld. Wheely bin covers, storage facilities and camouflage (doing something about the eye-sore blue tops) and spray can painted numbers would make a massive difference to the appearance of our Victorian and Edwardian terraces"</i></p>
Making streets/public spaces more attractive - pedestrianisation	22 (15.8%)	<p><i>"More pedestrianised areas in our town centres would boost retail and trade, reduce air pollution, and improve the look of the towns rather than being littered with cars. More plants or trees could be incorporated and more seating for people to use. Perhaps also more space for cafes and restaurants then to have outdoor seating areas"</i></p> <p><i>"The pedestrianisation of Parade in Leamington has made it a much more desirable place to be, and a lot easier to get to by bike. I hope the LTP will consider making this permanent, maybe with provision for buses, bikes, delivery vehicles and taxis"</i></p> <p><i>"Just wanted to highlight town centre pedestrianisation - current Covid-19 measures have led to traffic closures within town centres. This has led to a flourishing walkable area (when restrictions allow shops to open) with lower air pollution in many places and should be retained post-pandemic if possible. Making this a long-term goal and adjusting street layouts and street furniture with this in mind would lead to improved experiences for people visiting the towns"</i></p>
Speeding/safety	21 (15.1%)	<p><i>"Speeding cars are everywhere. 40-45mph is the norm on 30mph roads"</i></p>

		<p><i>"20mph should be the default limit in built up areas. Traffic speed (second only to traffic volume) is a major deterrent to those wanting to walk or cycle. We need many more to be doing that if we are to improve our air quality significantly"</i></p> <p><i>"The narrow pavement width, lack of street lighting and speed of vehicles needs addressing in any local transport plan"</i></p>
Prevention/restriction of traffic in specific streets	20 (14.4%)	<p><i>"Restricting traffic on resident street - anything discouraging car use until low/zero emissions is the norm is good but one should also consult the residents of the street beforehand"</i></p> <p><i>"When restricting traffic on some residential streets it is also important to ensure that traffic is not instead being diverted into other residential streets, sometimes poorer streets as has been reported as having happened recently"</i></p> <p><i>"Restrict through traffic on some residential streets...The transport plan must have ambitions where everyone lives to significantly reduce noise & pollution from motor traffic to improve all places as spaces for humans to live"</i></p>
Parking	19 (13.7%)	<p><i>"The impacts of parking and parked cars"</i></p> <p><i>"Parking on pavements should be banned and restrict on-street parking. This would benefit access for the disabled, pedestrians, elderly, cyclists, e-scooters etc."</i></p> <p><i>"Redevelop areas of surface car parking into useful community assets"</i></p>
Sustainable/affordable transport (public transport, active travel)	16 (11.5%)	<p><i>"All local villages need to be easily accessible by local public transport to reduce the reliance on cars"</i></p> <p><i>"Reduce social isolation the public transport network needs to be redesigned. More bespoke services for rural populations, the elderly etc."</i></p> <p><i>"As above, enable and promote access to and through town centres through broader active travel means i.e., cycling as well as walking. Accommodate cycles inside town centres, not just to the boundaries, so that people on bikes can ride and lock-up near to their destinations"</i></p>
Housing developments	15 (10.8%)	<p><i>"When designing housing developments, they should be based on active transport networks, not on everyone having a car. I can't see any developments in Warwickshire where this has been done"</i></p> <p><i>"New housing developments should have active travel and public transport planned in from the outset and not be designed in such a way that car use is normalised/required"</i></p> <p><i>"How the new, very large housing estates e.g. in Warwick, are connected by transport to town centres. The people living there will be overly reliant on their cars to get anywhere - I'd like to see non-traffic cycle/walking paths connecting these places to local shops and leisure facilities"</i></p>
Environmental concerns (e.g. pollution, litter)	12 (8.6%)	<p><i>"The never-ending problems of roadside litter"</i></p>

		<p><i>"Fly tipping, litter, dumped in open spaces and hedgerows"</i></p> <p><i>"20 times more people die from air pollution than are killed in road traffic accidents each year but we don't have a single WCC officer working to decrease deaths resulting from pollution caused by traffic"</i></p>
Rural connectivity (focus on villages/hamlets)	11 (7.9%)	<p><i>"Whilst the reduction of rural public transport seems inevitable, please consider some projects / fare initiatives to try to increase usage. Try not to remove public transport completely from villages as they will become dormitory areas with only car owners eventually living there"</i></p> <p><i>"To reduce social isolation the public transport network needs to be redesigned. More bespoke services for rural populations, the elderly etc."</i></p>

Other themes mentioned by a smaller number of respondents included: disabilities (n=4), history/culture of areas (n=3), mental health and wellbeing (n=3), joined up thinking/collaboration (n=3), and electrification (n=2).

LOCAL TRANSPORT PLAN (LTP) KEY THEME - WELLBEING

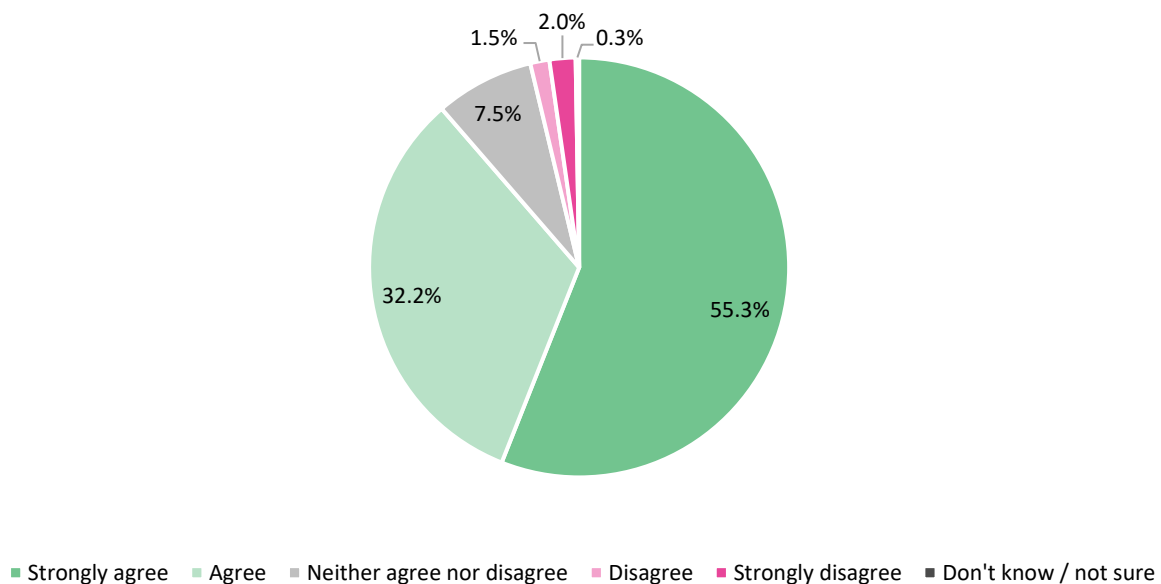
The final key theme for consideration was wellbeing. Initial work on the LTP had identified the following challenges:

- Supporting active lifestyles
- Mental health
- Transport related pollution
- Social inclusion
- Access to health and social care
- Road safety
- Security and safety

High-level aims to accompany each of these challenges/targets were presented to respondents to help them make informed choices as they moved through the Wellbeing section of the survey.

First, respondents were asked to what extent they agreed that wellbeing should be one of the themes used in developing LTP4. As Figure 10 shows, there was a high level of agreement – 87.5% (n=663) either agreed or strongly agreed with the inclusion of the theme of wellbeing. Just 26 respondents (3.4%) disagreed (either disagreed or strongly disagreed) with the potential inclusion of this theme.

Figure 10. To what extent do you agree that the theme of wellbeing should be one of the themes we use in developing LTP4?

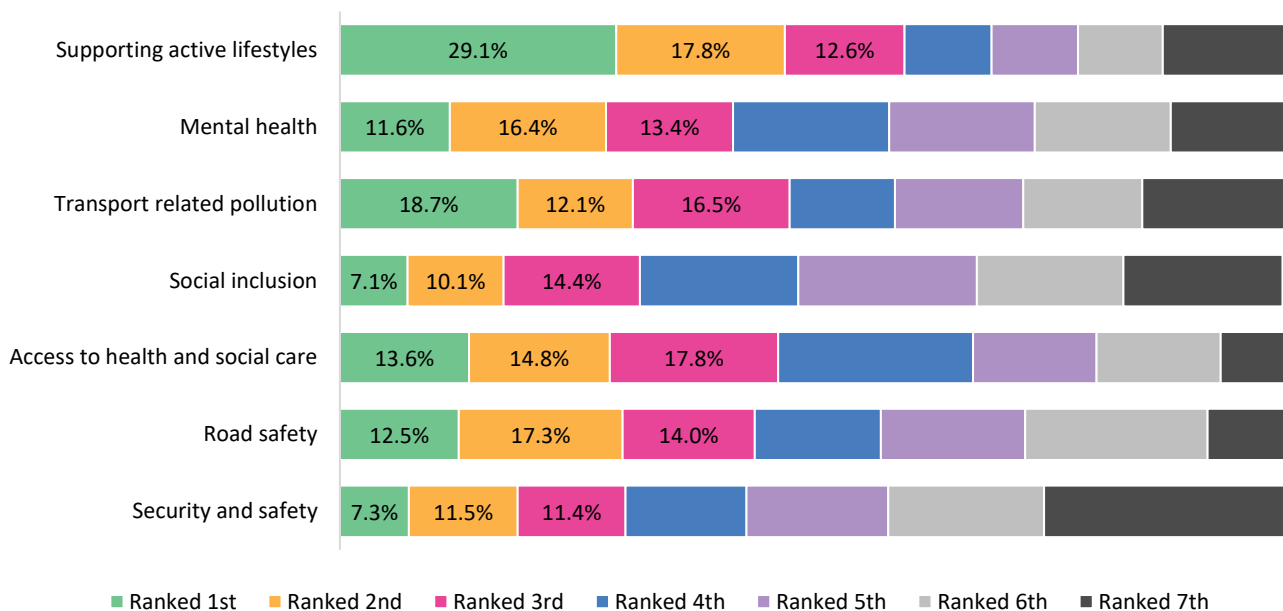


Next, respondents were asked to consider the information provided about wellbeing and rank a list of issues in order of how important respondents felt these issues are to address in the LTP. For wellbeing, respondents were asked to rank seven issues in priority order (1st being the most important, 7th the least important). As Figure 11 shows, almost a third of respondents (29.1%, n= 216) ranked supporting active lifestyles as the most important priority. Indeed, 59.5% (n=441) of all respondents ranked this option in their top three. In contrast, only 7.1% (n=53) and 7.3% (n=54) respectively ranked social inclusion or security and safety first. Again, it should be made clear that the responses to this question only suggest a preference towards supporting active lifestyles over the

other listed issues, but this does not mean that respondents do not consider the other issues worthy of wider consideration.

Cross-tabulation showed there was a statistically significant difference in responses based on the age of respondents. For example, those aged under 60 were significantly more likely to rank supporting active lifestyles (33.6%, n=144) as their first concern compared to those over 60. Further to this, respondents living in or representing Warwick District were significantly more likely to rank supporting active lifestyles (34.7%, n=107) or transport-related pollution (21.1%, n=65) as their first concern compared to the other districts and boroughs.

Figure 11. Thinking about the information provided about wellbeing, please rank the following issues in order of how important you feel they are to address in the LTP (with 1 being the most important)



Respondents were then encouraged to list and rank (in line with the listed options given) any other issues related to wellbeing that they felt should be considered. Themes derived from the comments regarding other wellbeing-related issues are presented in Table 15. In total 69 respondents gave a comment to this question. Of those respondents who suggested other issues, only 8 (11.6%) gave the issue(s) a rank/position however these were not consistently ranked by respondents. The theme mentioned most frequently was around green spaces/environmental impacts – 47.8% (n=33) of respondents who left a comment mentioned this in their answer.

Table 15. If there are any other issues related to wellbeing not listed please tell us. Please list your issue and where you would rank it here

Theme / description	Count (%)	Example quotation(s) for illustration
Green spaces / environmental impact	33 (47.8%)	<i>“Protection and retention of Green Belt, Public parks, green spaces, ancient woodland, public rights of way should not be sacrificed without the consent of our communities; degradation of these facilities will have a negative impact on general wellbeing”</i>

		<p><i>“Public footpaths in the countryside”</i></p> <p><i>“Connection with and appreciation of nature”</i></p> <p><i>“More green spaces for families, groups and individuals”</i></p> <p><i>“Identifying, protecting and providing access to Green open space supports active lifestyles and mental health”</i></p>
Active travel (as a form of exercise)	28 (40.6%)	<p><i>“For every £1 you spend on cycling infrastructure you’ll save £££ on health care. Active transport saves money as people improve their physical and also mental health, cost to NHS decreases, less sick days so saving to employers which is good for the economy”</i></p> <p><i>“Healthy bodies and minds are crucial and that means people must be active”</i></p> <p><i>“Longer quality of life without pollution, people living longer but in better shape”</i></p> <p><i>“Active transport - which can tie in with supporting active lifestyles”</i></p>
Improving public transport (access to health and wellbeing services, e.g. doctors, medical centres)	19 (27.5%)	<p><i>“Supporting independence in younger and older age groups by improving public transport”</i></p> <p><i>“I believe that accessing health care without the need for a car would be brilliant. A lot of the times it is not safe to drive after visiting hospital, so public transport links would be extremely helpful”</i></p> <p><i>“Due to the rural nature of much of the County and an ageing population there is a risk of de-population and forcing older residents from rural to urban locations. To avoid this we need better public transport but also not deter people, especially the elderly, using their own cars to access services and for social use”</i></p> <p><i>“Access to local hospitals via public transport needs to be improved”</i></p>
Pollution (air, noise, light)	15 (21.7%)	<p><i>“I have been told that improving road noise and pollution will only be seriously looked at if a serious accident occurs”</i></p> <p><i>“Asthma being affected by pollution is a big concern”</i></p>
Safety (e.g. speeding)	10 (14.5%)	<p><i>“Few people cycle in this area because the roads are too big and fast for it to be safe. WE DESPERATELY NEED PROVISION FOR CYCLISTS TO CYCLE AROUND SAFELY”</i></p> <p><i>“Safety as a result of more traffic and increasingly speeding traffic. This is high for me”</i></p> <p><i>“You have not mentioned pedestrian walkways as needing to be attractive and safe. This is important for a number of wellbeing reasons and encouraging people to leave the car at home for short journeys”</i></p>

Other themes mentioned by a smaller number of respondents included: unable to rank – all weighted equally (n=5), lack of clarity, queries/issues with questions/wording (n=2), ASB/crime (n=2), HS2 (n=2), employment (n=2), and impact of the COVID-19 pandemic (n=2).

Following this, respondents were asked why they had chosen the wellbeing-related issues they had selected (or any other issues they indicated in the previous question) and were asked to explain this in more detail. Themes based on comments are presented in Table 16. Indeed, the majority of respondents chose to give more detail around their selections, therefore not necessarily giving the reasons behind their choices (nor directly linking their comments to transport). In total, 244 respondents gave a comment to this question. The most common response related to the reasoning behind respondents’ wellbeing selections was around mental health – 28.3% (n=69) of respondents who left a comment mentioned this in their answer. Other common themes included: concerns around pollution, travel-related safety, and improving active travel facilities to support active lifestyles.

Table 16. Why have you chosen the wellbeing issues selected (and any others you have indicated)?

Theme / description	Count (%)	Example quotation(s) for illustration
Mental health	69 (28.3%)	<p><i>“This is tricky as all the categories listed are important and it is hard to choose what should be top and bottom of the list. In the end I feel mental health should be #1 as it frequently gets forgotten”</i></p> <p><i>“There is, thankfully, increasing recognition of the importance of good mental health and the impact that our living and working environment has on this. My own mental health has been severely affected by constant traffic noise and pollution. Good quality, accessible green space is really crucial for mental health”</i></p> <p><i>“Mental health should be the biggest priority in general after COVID, but it even ties in with people and their health. Access to mental health services and getting rid of the stigma about speaking up should be everything”</i></p> <p><i>“Mental health is the number one issue that we need to deal with. All the other issues have an impact on mental health and so are almost as important to address as if they are not you won’t impact mental well-being in a positive way”</i></p> <p><i>“I have put mental health last because I believe that if everything else is in balance mental health can naturally improve”</i></p>
Pollution	61 (25.0%)	<p><i>“The figures state 29,000 deaths related to air pollution. In my opinion this has to be the number 1 issue. It is killing our children!”</i></p> <p><i>“Transport pollution control can have the most immediate and long-term impact on community health”</i></p> <p><i>“Reducing air pollution is a key factor in improving wellbeing”</i></p> <p><i>“I think we are only beginning to appreciate how serious sub-stratospheric air pollution is in terms of its health impacts”</i></p>

		<p><i>"Atmospheric pollution from traffic, particularly from large commercial vehicles, is a seriously problem and perhaps more readily tackled than some of the other more nebulous issues"</i></p>
Travel-related safety (e.g. speed, road safety, security)	48 (19.7%)	<p><i>"Road safety directly affects the take up of active travel this needs to be made safer"</i></p> <p><i>"Safer provision for pedestrians is required in many areas"</i></p> <p><i>"Road safety is paramount. Build a safe environment for cyclist / walkers to promote a healthy lifestyle reducing the traffic on the roads an improve road safety by simple measures to start with. Not all roads 'initially' need a safety camera, visual signs are good enough to reduce the speed and can be monitored to see if further action is required"</i></p> <p><i>"Road safety has to be improved. There is too little investment in road surface repair, cleaning and general signage maintenance. Also structurally we have a problem with mixing people, bicycles, cars and lorries and the solutions are frequently tick-box exercises to get planning through"</i></p> <p><i>"Road safety for non-car occupants is a key barrier for many, including me, not using cars"</i></p>
Improving active travel facilities to support active lifestyles (e.g. walking, cycling)	46 (18.9%)	<p><i>"Using the LTP to promote active lifestyles will address many of the issues listed above on its own - it will reduce transport related pollution by promoting walking and cycling as a transport choice; greater personal activity helps with both mental and physical health, social inclusion and will reduce the demand on health and social care provision"</i></p> <p><i>"We are all aware that a healthy and active lifestyle reduces health problems such as diabetes and heart disease but it also reduces the mental health issues that are becoming more prevalent within our culture. It is vital that kids are exercising daily and this is easily done if they walk or cycle to school - this then becomes the norm and carries on into their work life where they will hopefully also walk or cycle to work"</i></p> <p><i>"Supporting active lifestyles will improve mental health, and could encourage people to use transport less, reducing pollution"</i></p> <p><i>"Supporting active lifestyles will achieve some of the others automatically - help mental health, reduce air pollution"</i></p> <p><i>"I believe that being physically active, whatever age you are, is a key to physical and mental health"</i></p>
Improve travel access to health/social care services	29 (11.9%)	<p><i>"Access to health and social care - It is vital everyone should be able to access health and social care with good public transport links and free parking at hospitals, I think it is criminal to charge the sick and the relatives in this way"</i></p> <p><i>"I think it is important that people can access health and social care i.e. I can no longer get to my Doctor's surgery by public transport. Serious thought needs to be given to empowering</i></p>

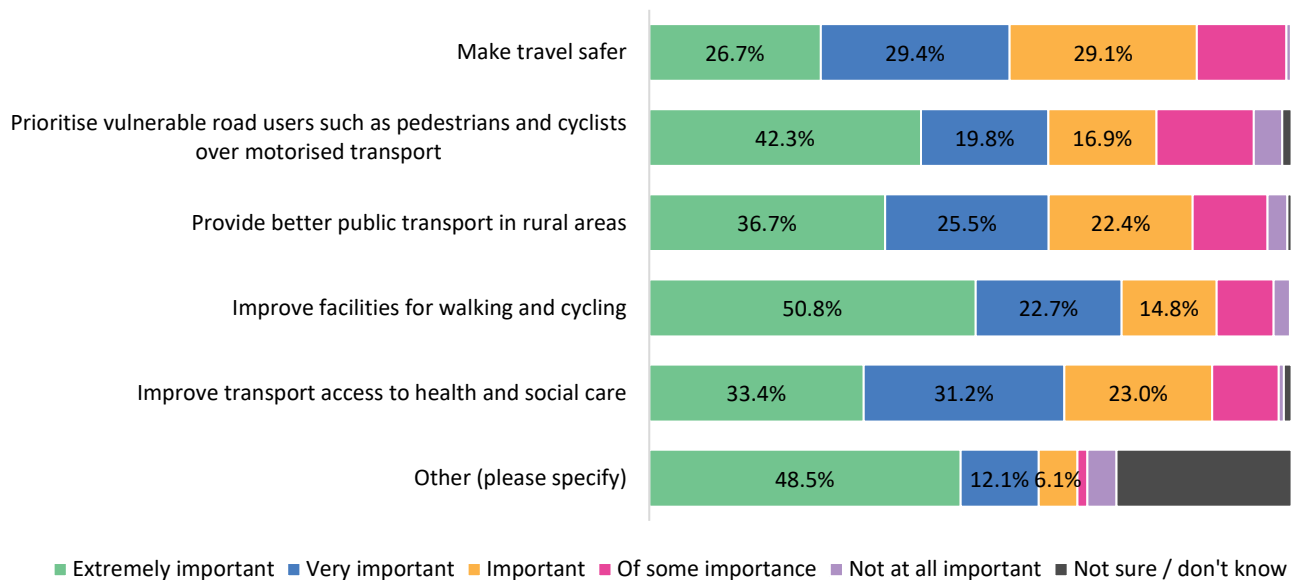
		<p><i>people to act positively by providing a level of public transport provision that meets individual needs"</i></p> <p><i>"It's vital that people can access care provisions in the community, especially understanding that many younger and older people may not be able to drive themselves around, affordable transport networks should be implemented with hospitals, doctors surgeries etc. en-route so that people can access the care they need at an affordable cost"</i></p>
Public transport provision (rural areas, elderly populations)	18 (7.4%)	<p><i>"The ability to travel by public transport is vital for those without vehicles"</i></p> <p><i>"Very conscious that an aging population needs to have transport links to health care etc. Covid vaccinations in places inaccessible by public transport have highlighted this issue"</i></p> <p><i>"Rural communities are often isolated from mainstream towns and are penalised in everything from internet access, through public transport to shopping costs. How do you socialise with anyone when you have no car and even the nearest market town is a bus ride away? On a service that is every 30 mins and stops at 7:00pm?"</i></p>
Social inclusion	17 (7.0%)	<p><i>"Social inclusion - we can all feel left out or not informed so inclusion be it emails, knock on the door, media via press, media via local councils could make vulnerable people included"</i></p> <p><i>"Social inclusion is about enabling everyone to access public spaces & the transport network e.g. separate cycle lanes can be accessed by the old, the young and the disabled whereas cycle lanes which are just a line painted on the road are only accessible to confident, able cyclist who are prepared to risk being effectively in the same road space as other traffic"</i></p> <p><i>"If we don't address social inclusion we risk having far more serious issues than where to catch the bus"</i></p>
Pedestrianisation	11 (4.5%)	<p><i>"Safer provision for pedestrians is required in many areas"</i></p> <p><i>"Pedestrians and cycles need to be safe on the road and to encourage more people to walk and cycle improvements need to be made. I was astonished when I went on holiday to the Netherlands 3 years ago to see the way they have prioritised these groups. The pavement gets priority over road"</i></p>
Importance of green space(s)	10 (4.1%)	<p><i>"Good quality, accessible green space is really crucial for mental health"</i></p> <p><i>"There are many studies showing the link between natural, green spaces and wellbeing"</i></p>

Other themes mentioned by a smaller number of respondents included: wellbeing and quality of life (n=6), reducing reliance on private vehicles (n=6), consideration of ranking/position in list (n=4), and impact of and recovery from the COVID-19 pandemic (n=4).

Next, on a scale of 'extremely important' to 'not at all important', respondents were asked which (from a list) they considered important to think about in the LTP when reflecting on wellbeing-related challenges mentioned

above. Five options were presented to respondents (along with an ‘other’ option) and the results of this are presented in Figure 11 and Table 17 below. Overall the listed issues were considered to be either extremely important, very important or important by the majority of respondents. For example, half of all respondents (50.8%, n=378) who answered this question stated improving facilities for walking and cycling was extremely important. Similarly, 42.3% (n=316) stated prioritising vulnerable road users such as pedestrians and cyclists over motorised transport was extremely important.

Figure 11. Which of the following do you think are important to consider in the LTP when thinking about the wellbeing challenges above?



In terms of ‘other’ aspects to consider, respondents considered an ‘other’ aspect and rated this accordingly. Unsurprisingly, respondents tended to consider their chosen idea(s) as extremely important (48.5%, n=32). Those who completed the ‘other’ option were asked to specify. In total, 55 respondents gave a comment to this question. Themes emerging from the comments are presented in Table 17. The most common response related to active travel – this was mentioned by a third of respondents (32.7%, n=18) who left a comment. Other common themes included: dominance of vehicles, alternative forms of transport, and access to green spaces.

Table 17. ‘Other’ considerations to consider in the LTP when thinking about wellbeing challenges

Theme / description	Count (%)	Example quotation(s) for illustration
Active travel	18 (32.7%)	<p>“Establish safe cycling, walking (or micro vehicle use) solutions”</p> <p>“Maintenance of verges for easy, safe (including being able to see animal waste) access to walk on”</p> <p>“Connectivity in public transport”</p>
Dominance of vehicles	10 (18.2%)	<p>“Cars regularly restricting pavements by residential parking is a constant issue which impacts on pedestrians”</p> <p>“A street full of only cars is a dangerous street”</p>

		<i>"Reduce the HGVs in rural areas"</i>
Alternative forms of transport (e.g. electric bikes, scooters)	8 (14.5%)	<i>"Improve rail services (only) where the population and activities are so concentrated that they provide an effective alternative to the roads"</i> <i>"Alternative transport. Electric bikes or scooters, etc. Make them legal and to accord safe standards"</i> <i>"Why are Escooters as a form of transport being completely ignored in this survey?"</i>
Access to green spaces	7 (12.7%)	<i>"Access to nature"</i> <i>"Protect and increase green spaces in urban areas"</i> <i>"Green space/safe environment"</i>
Safety / security	6 (10.9%)	<i>"Reduce speed. Monitor speeds and enforce speed restrictions"</i> <i>"Collaborate with local communities to improve road safety"</i>

Other themes mentioned by a smaller number of respondents included: access to health and wellbeing services (n=4), transport-related poverty (n=2), HS2 (n=2), ASB/crime, litter/waste, and disability (n=2).

The final question in the wellbeing section asked respondents if there was anything else they thought should be considered within the theme of 'wellbeing'. Analysis was undertaken and themes based on qualitative comments are presented in Table 18. In total, 77 respondents gave a comment to this question. Whilst respondents were generally positive towards the inclusion of 'wellbeing' as a key theme, many took this opportunity to provide further detail or examples on a range of wellbeing-related concerns. Indeed, the majority of respondents looked to return to issues/ideas already presented or discussed in previous questions. The most common response to this question was around active travel (e.g. cycling, walking) – 31.2% (n=24) of respondents who left a comment to this question mentioned this in their response. Other common themes included: public transport, rural isolation, and other alternative forms of transport.

Table 18. Is there anything else we should consider in the theme of wellbeing?

Theme / description	Count (%)	Example quotation(s) for illustration
Active travel (e.g. cycling, walking)	24 (31.2%)	<i>"Active travel improves people's well-being (mental and physical). Not only that, it also reduces carbon emissions and air pollution (which also improves human health)"</i> <i>"Anything that gets us doing more walking or cycling and less driving will improve our physical health and this in turn will improve our wellbeing and reduce health issues such as obesity and type 2 diabetes"</i> <i>"The introduction to this section notes that "the LTP will consider ways to encourage walking and cycling" - this is not the right way to look at the issue. Warwickshire needs to ENABLE walking and cycling. 'Encourage' is very much along the lines of getting people to do something they don't want to do; 'enabling' means that</i>

		<i>people feel walking and cycling is a viable option. Only after walking and cycling is properly enabled through the provision of a high quality, comprehensive, direct and safe network designed to LTN 1/20 standards should the Council be looking at encouraging people to switch. If people do not feel that cycling and walking is a safe and attractive option, encouraging them to still do so will not result in meaningful gains and could actually be harmful should people become stressed and anxious about taking a cycle on to the roads"</i>
Public transport (e.g. trains, buses)	18 (23.4%)	<i>"Provide better transport facilities and other issues will fall into place"</i> <i>"Providing better public transport in general would help decrease individual isolation"</i> <i>"My local bus stops running quite early in the day - this makes many activities impossible as public transport is my means of getting about. I'd like better and cheaper access to Warwickshire"</i>
Rural isolation	15 (19.5%)	<i>"Better public transport in rural areas is important, but it's also worth considering or referencing the possibility of alternative solutions for future rural mobility"</i> <i>"Car share or e bike share are better options than buses in rural areas"</i> <i>"Rural areas will always have poor transport. There isn't enough demand for buses to provide the quantity that would encourage people to give up cars. We've tried to use the bus service in Long Compton and ended up with a £30 taxi from Stratford because the scheduled bus didn't come"</i>
Alternative forms of transport (reduce reliance on vehicles)	12 (15.6%)	<i>"Are there other ideas? ... this seems geared to supporting walking and cycling - what about other forms of transport? Are you considering scooters, innovation of any kind, community schemes etc."</i> <i>"For congestion, the LTP must move away from trying to address the issue by expansion of general road capacity (widening, new roads etc.) where this just induces more demand resulting in any short-term gains quickly evaporating. Motor transport has risen significantly over the decades and there must be an acknowledgement and understanding that this growth cannot continue. It is time for the Council to state that road capacity limits have been reached and that congestion (with its associated problems) can now only be dealt with by an essential reduction in motor vehicle use. That requires viable alternative options for local transport, better multi-modal connectivity, and may require restrictions on private car use through (for example) 'School Street' schemes, new low traffic neighbourhoods (LTNs) etc"</i>
Safety (inc. speeding)	8 (10.4%)	<i>"As a woman I do not feel safe exercising on my own in a public space. We know that harassment is a major issue and a barrier to women participating in sport and exercise. We need to promote a safe environment where abuse is not tolerated and when it is reported it is taken seriously and action is taken"</i>

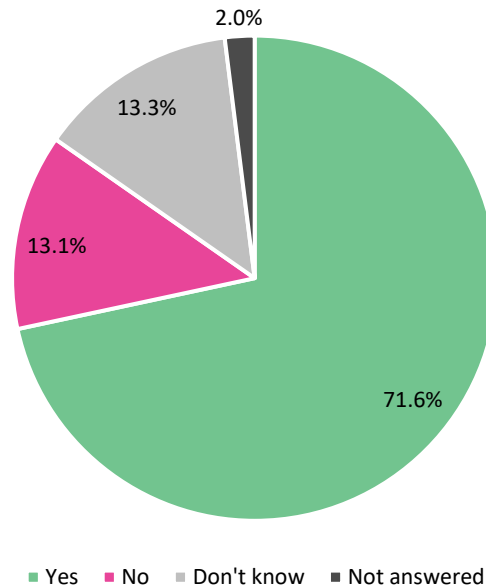
		<i>“Streets busy with a diverse lot of people walking & cycling around are safe and secure and reduce crime and the fear of crime”</i>
Green spaces	7 (9.1%)	<i>“Greener routes are likely to stimulate uptake by cyclists and walkers and provide physical and mental health benefits. People used to view travel as something that was enjoyable, these days it's something people endure to get from A to B. A visually more appealing and relaxing journey may reduce stress and contribute to a reduction in collisions”</i> <i>“Easy access to green space to encourage it's use and to improve the look and feel of a neighbourhood, helping to improve wellbeing”</i>
Elderly populations / disability	6 (7.8%)	<i>“Better care for our elderly. Keeping elderly in touch with eachother within their community. As pensioners these should be free to access”</i> <i>“Bear in mind that not everyone, especially the elderly are able to cycle”</i>

Other themes mentioned by a smaller number of respondents included: mental health (n=9), access (n=8), and joined up thinking / collaboration (n=3).

YOUR OVERALL THOUGHTS ON THE KEY THEMES

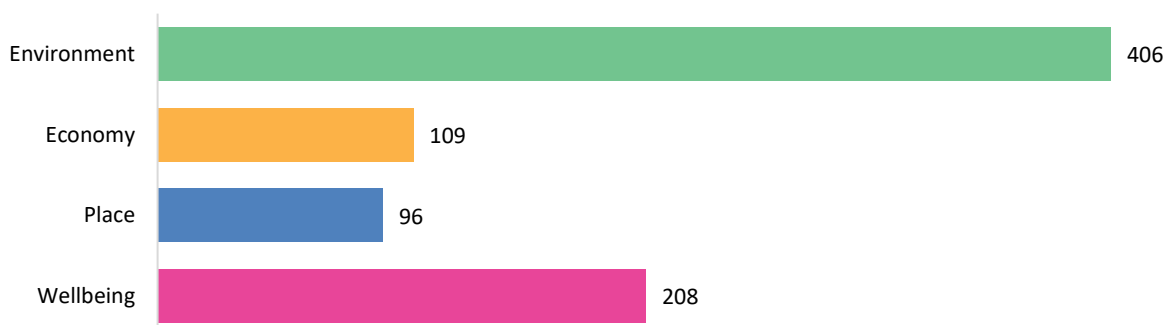
In the next section, respondents were asked for their overall thoughts on the key themes. First, respondents were asked, having considered each of the themes individually, were there any that should be given greater emphasis or priority as the LTP is developed. As Figure 12 shows, almost three quarters (71.6%, n=543) of all respondents to this question felt a theme (or multiple themes) should have greater priority.

Figure 12. Having considered each of the themes should any be given greater emphasis or priority than others as we develop the LTP?



The 543 respondents who answered 'yes' were then asked to indicate which theme(s) should have greater emphasis. Analysis shows that the theme of environment featured most frequently in selections – 74.8% (n=406) of respondents chose this as a higher priority theme. The theme of environment was selected almost twice as many times as the theme of 'wellbeing' (selected as a priority by 38.3% (n=208) of respondents). The themes of place (n=96) and economy (n=109) were selected less frequently. Cross-tabulation showed there was a statistically significant difference in responses based on the age of respondents. For example, those aged under 60 (57.1%, n=245) were significantly more likely to select environment to have higher priority than those aged over 60. Furthermore, those under 25 (42.4%, n=62) were significantly more likely to indicate wellbeing should be given a higher priority than those respondents in older age groups.

Figure 13. If you answered yes, please indicate which themes should be given a higher priority



The final question in this section asked respondents to state any other themes they felt should be considered as the LTP is developed. Themes from the comments are presented in Table 19. In total, 123 respondents gave a comment to this question. The majority of respondents returned to issues/ideas already presented or discussed in previous questions to (re-)emphasise their comments. The most common response to this question was around sustainable/affordable travel options (e.g. public transport, active travel) – 26.0% (n=32) of respondents who left a comment to this question mentioned this in their response. Other common themes included: place-related comments (urban-rural connectivity, rural isolation, aesthetic), improvements to specific roads/junctions, and environment-related comments (e.g. green space, pollution).

Table 19. Are there any other themes we should consider as we develop the LTP?

Theme / description	Count (%)	Example quotation(s) for illustration
Sustainable/affordable travel options (e.g. public transport / active travel options)	32 (26.0%)	<p><i>“Active travel - build it and they will come. If you give residents the infrastructure they need to be able to walk and cycle safely, they will. Building more roads will just encourage more polluting cars. All new housing developments need to be fully linked up so that residents can walk, cycle and take public transport. If people cannot get around by those means the developments should not be approved”</i></p> <p><i>“Affordability... local public transport needs to be free, or very low cost”</i></p> <p><i>“Investing in active travel needs to be a priority - enabling it through infrastructure, not just encouraging it through campaigns”</i></p> <p><i>“It is not clear whether this is a separate theme, but any LTP must be centred around the needs of the walker and pedestrian as the highest priority; all other methods of transport should take that as their starting point. Walking is the easiest and most sustainable mode of travel and how to encourage it, make it safe and easy, has to be a major part of any consultation of this sort. Pedestrians should generally be prioritised over other forms - segregation from cycle paths, safe road crossings, clear way-finding, and pleasant places to sit, rest, and meet others”</i></p> <p><i>“We need a focus to develop active travel (walking, cycling, and public transport) and to incentivise these means of travel over car usage”</i></p>
Place-related (urban-rural connectivity, rural isolation, aesthetics)	25 (20.3%)	<p><i>“1. Street Cleaning - it's quite embarrassing really. 2, Street furniture, in specific's road signs and poorly located cabinets blocking free access to paths. 3. Better design when renewing roads or constructing new. Positions of drains and manholes etc which inevitably cost councils more in repairing”</i></p> <p><i>“Public spaces should (re)designed to: a) encourage personalised forms of transport; b) create well-lit, welcoming and 'safe' public spaces incorporating, retail, leisure and entertainment venues; c) be well-connected to local and regional transport hubs”</i></p>

		<i>"Inclusion of areas you've denied decent transport"</i>
Improvements to specific roads/junctions (inc. maintenance)	22 (17.9%)	<p><i>"Try repairing and maintaining the existing roads and related infrastructure"</i></p> <p><i>"Nuneaton bypass needs to be put in situ as a matter of urgency this will alleviate traffic going through the town centre and also Weddington Lane which is being negatively impacted because of all of the heavy and noisy traffic passing through it, day and night"</i></p> <p><i>"No footpath or cycle path linking the Banbury Road to Loxley Road to enable quicker access across to Tiddington or to walk from houses on the new Loxley Road development to a shop or the main bus routes into town"</i></p>
Environment-related comments (e.g. green spaces, pollution)	18 (14.6%)	<p><i>"If you place a goldfish in dirty water, it will not last long. We need to start with the basics and clean up our environment. Basic public health. This is your responsibility. We need clean air first and foremost. The rest will follow. Reduction in polluting industries. You should stop them. Necessity is the mother of invention. Most industries will soon find another way"</i></p> <p><i>"Ensuring that wild/natural/green areas are joined up in a network prioritised over road networks"</i></p> <p><i>"Not investing in any schemes that prioritise improving road capacity for polluting vehicles!"</i></p>
Wellbeing-related (e.g. mental health, physical activity)	13 (10.6%)	<p><i>"I think some issues such as mental health can be the overwhelming element in the individual lives of many people so maybe that would put wellbeing first on the list"</i></p> <p><i>"What would be the sense of chasing economy or place if the wellbeing of the planet and all creatures including humans who inhabit it goes down the tubes as a result?"</i></p>
General negative comments about LTP4/key themes	13 (10.6%)	<p><i>"The subject titles are two broad and that's an issue as they are open to interpretation... There are no realistic plans I can see which address the concerns to get to a carbon neutral position, instead I just see more and more of the same and it is badged as good for welfare, environment and place when it simply isn't for the majority. This is not easy but it can't be biased on economy totally, which is seems is the continued focus"</i></p> <p><i>"The principal themes should be more obviously transport related, with the 'themes' referred to in this document considered within the themes. The major themes might be connections to other areas (outside Warwickshire), across Warwickshire, to and from individual towns, and within individual towns. An alternative would be make themes more specific (the four proposed are very broad), so minimising energy use might be one, active travel, reducing pollution etc."</i></p>
Economic-related (e.g. Brexit, financial recovery, reinvigoration of high street/town centre)	12 (9.8%)	<p><i>"Enable a vibrant local economy"</i></p> <p><i>"A strong economy will facilitate improvements in all other areas but must be balanced and particularly not to the detriment of the environment"</i></p>

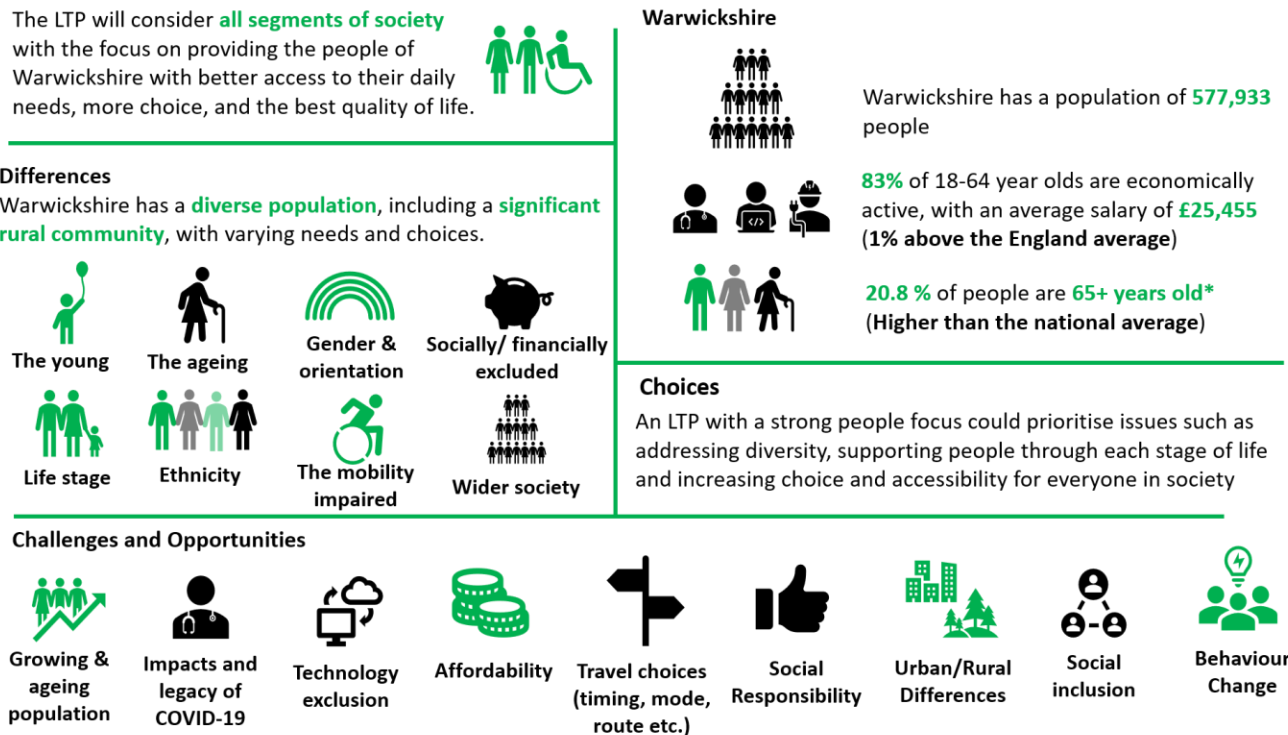
Housing developments / population growth	11 (8.9%)	<p><i>“Future Development. There are a lot of proposed sites to build extra housing in the future. Although it is greatly needed, our road infrastructure is going to need to adapt to accommodate all the extra traffic this will bring”</i></p> <p><i>“Sustainability has not been brought out as a theme. We should not simply be building more driven by an increasing population (which is coming in from abroad not UK births and deaths) which in itself undermines the environmental and climate change goals. This LTP requires to be part of a wider strategy to limit population growth and maintain a sustainable balance between population, housing, re-use of brown field sites, climate change, environment etc.”</i></p>
Reducing cars/vehicles / restricting access	10 (8.1%)	<p><i>“Stopping traffic through our town centres, which will be unpopular to start with but in a few years people will adapt”</i></p> <p><i>“Reducing the reliance on journeys by car”</i></p>
Alternative/‘new’ forms of transport	10 (8.1%)	<p><i>“More provision for electric cars, electric motorcycles/ mopeds charging points in town centres. All blocks of flats, and housing with only on-street parking should be provided with on street electric vehicles charging points”</i></p> <p><i>“New technology- is there a place for electric scooters etc and how these can be safely integrated with traditional transport”</i></p>
General positive comments about LTP4/key themes	10 (8.1%)	<p><i>“I think you have incorporated all of the key areas”</i></p> <p><i>“The themes are good and need to be kept in balance and in the public’s attention and understanding so that we can feel connected and a part of progress being made. It is as important to help us (the general public) remember where we start from; have come from; and where we (the whole community) say we want to get to as we make progress together”</i></p>
Safety (e.g. speeding)	8 (6.5%)	<p><i>“Speed. Reducing speed through villages can only have a positive impact on health (reduce pollution), safety (less accidents), wellbeing (reduced noise, reduced pollution, increase in physical activity, increase in safety) and better for the environment. All villages should have a speed of 20 mph with no exceptions”</i></p> <p><i>“Policing traffic with speed cameras”</i></p>

Other themes mentioned by a smaller number of respondents included: equalities/disabilities (n=5), impact of/recovery from the COVID-19 pandemic (n=4), implementation of specific policies/strategies (n=3), further research / data collection required (n=3), survey bias (n=2), the ranking of issues (n=2), and joined-up thinking/collaboration (n=2).

YOUR THOUGHTS ON EQUALITY

A graphic (see Image 1 below) highlighting information on accessibility and equality was presented to respondents and they were asked to answer several questions around making the new LTP accessible for everyone. Four text boxes were provided giving respondents the opportunity to comment on: how the plan is presented, how we make people aware of the plan, where to find the plan, and other comments.

Image 1. Graphic highlighting information on accessibility and equality



Themes from the comments regarding thoughts on equality are presented in Tables 20-23. Whilst these comments are presented separately for each aspect, 55 respondents gave a comment in all four boxes. In total, 270 respondents commented on how the plan is presented, 299 commented on how we make people aware of the plan, 229 on where to find the plan, and 19 provided other comments. The overarching theme from these questions was that the plan should be presented in a simple, clear and easy to understand way, via a variety of different methods of engagement, and made available across multiple locations.

Table 20. How the plan is presented

Theme / description	Count (%)	Example quotation(s) for illustration
Simple / clear / easy to understand	145 (53.7%)	<p><i>“Written in easy to read language, not to technical”</i></p> <p><i>“Well presented, understandable information provided in easy way”</i></p>

		<p><i>"Keep it simple and easy to follow and make sure the benefits are clear. Also be honest if it will impact on the environment then say so and what actions will be taken before, during and after"</i></p> <p><i>"Any consultation document should be clear and easy to understand"</i></p> <p><i>"Easy to read & comprehend"</i></p> <p><i>"Simple to read and understand with lay persons' language and less jargon"</i></p> <p><i>"Keep it simple. Lots of big words may be necessary for legal reasons, but make sure people understand the text"</i></p> <p><i>"Although it is trying hard to be accessible some of the messages are almost meaningless in the simplicity. It is everyone that you are trying to reach and by keeping the message simple it turns off those who might want more information"</i></p>
Use of graphics/images (e.g. inclusion of photographs, images, maps, videos)	42 (15.6%)	<p><i>"Infographics are much easier to digest than large chunks of writing"</i></p> <p><i>"It should be clear and concise and supported with images, graphs, charts etc."</i></p> <p><i>"Clearer maps of transport routes and links"</i></p> <p><i>"Short videos - for those that tend not to read"</i></p> <p><i>"Use of diagrams, photos and flow charts to explain things in a manner which is more easily understood"</i></p>
Availability of a shorter / summarised version	41 (15.2%)	<p><i>"Create a compelling and engaging one-page info graphic containing key information points"</i></p> <p><i>"Bullet points or summary as well as main document"</i></p> <p><i>"It should have several versions, so that, if people want, they need only look at an 'executive summary' while others might want to look at all the detail"</i></p> <p><i>"Create key summary actions/outputs in a number of ways: Use pictures and infographics about the key themes and focus (as used above) not a dense text report that only the few will read"</i></p> <p><i>"I had a look at the current plan, LTP3. As it's several hundred pages - I didn't get very far! A short crisp summary would be a big help"</i></p>
Dissemination (e.g. to key groups via networks, at public locations, presentations)	37 (13.7%)	<p><i>"Ensure each is presented with the plan in a format appropriate to them (online presentations, emails, newspaper articles...). In particular: District councils (e.g. WDC); Town councils (e.g. Warwick and Leamington); Town transport interest groups (e.g. Leamington Society); Environmental campaign groups; Universities, schools, colleges"</i></p>

		<p><i>"Backed up with adverts on local radio newspapers, job centres etc about where to look"</i></p> <p><i>"The plan can / could be presented by local councillors and or MPs representing the county by involving local councils and parish councils in Q and A sessions"</i></p> <p><i>"Use existing local organisations to publicise – e.g. education settings from early years to college, churches, voluntary groups and organisations - they all have existing communication routes as part of their systems so why not use them"</i></p> <p><i>"Information in local shops in more rural locations"</i></p>
Availability of hard copy/paper version	28 (10.4%)	<p><i>"There should be paper copies available to include those digitally excluded for whatever reasons"</i></p> <p><i>"Paper documents are important - information should not just be accessible online"</i></p> <p><i>"There is an option of having the LTP sent in paper format... I think that that makes it much more accessible"</i></p> <p><i>"A paper edition will continue to be necessary for convenient use and readability and should be printed and made available"</i></p> <p><i>"Make paper copies available via community centres, libraries, doctor surgeries"</i></p>
Availability/awareness via social media platforms (e.g. Facebook, Instagram, Twitter)	22 (8.1%)	<p><i>"YouTube and Instagram etc."</i></p> <p><i>"Short duration animation/video/storytelling through social media etc."</i></p> <p><i>"Present in smaller chunks using social media and local press"</i></p> <p><i>"access via social media, downloadable link which can be shared on different platforms"</i></p>
Availability in different languages	19 (7.0%)	<p><i>"Ensure a summary of the plan is translated to other languages for specific communities to make it more inclusive"</i></p> <p><i>"Publish in all relevant languages"</i></p>
Availability/awareness online (e.g. Warwickshire County Council website, press releases)	17 (6.3%)	<p><i>"Give residents a dedicated online hub which will provide them with 'tips and tricks' to enable them to better understand how they can adapt to and support the new LTP plan"</i></p> <p><i>"Put a link on the front page of the Warwickshire Council website"</i></p>
Accessible for those with disabilities	9 (3.3%)	<p><i>"Thought should be given to those who are dyslexic. Brail formats and audio formats may also be required"</i></p> <p><i>"It also needs to be presented in other ways such as a video with speech and script so that it is accessible for people who have learning, visual or hearing difficulties"</i></p>
Further consultation(s) is required	6 (2.2%)	<p><i>"More public consultation"</i></p> <p><i>"Opportunities for consultation at local level"</i></p>

General comments around publicity / promotion	6 (2.2%)	<p><i>"No-one really understands what an LTP is and the direct effect it can have on them. More work is needed to promote it generally as well as to groups who may not get involved"</i></p> <p><i>"Very little publicity given"</i></p>
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Other themes mentioned by a smaller number of respondents included: consideration of plan's content (n=5), comments on specific roads/locations (n=5), LTP4 timescales (n=4), and structure of the plan (n=4).

Table 21. How we make people aware of the plan

Theme / description	Count (%)	Example quotation(s) for illustration
Social media (e.g. Facebook, Instagram, Twitter)	101 (33.8%)	<p><i>"Use social media to engage the young if possible, as a demographic who are less likely to be aware of this kind of initiative"</i></p> <p><i>"Use local social media platforms to advertise it"</i></p> <p><i>"Through social media. A huge majority including older people do have access"</i></p> <p><i>"Social media. Most other methods are a waste of money these days"</i></p> <p><i>"Social media to get a broader awareness than traditional interested audience"</i></p> <p><i>"Social media - Twitter - TikTok etc."</i></p> <p><i>"Most people get information online now. Ensure social media is included"</i></p>
Local community groups/local networks/voluntary sector	68 (22.7%)	<p><i>"Advertise to local community groups"</i></p> <p><i>"Community engagement is vital, especially with most vulnerable communities. Partnerships with existing organisations may improve the likelihood of reaching communities"</i></p> <p><i>"Local community leaders need to pass the plan out within their community"</i></p> <p><i>"Local networks like the online 'Nextdoor' platform"</i></p> <p><i>"Ask community and voluntary groups to share the plan as well as health and community professionals"</i></p>
Local press (e.g. local radio/TV, local newspapers)	59 (19.7%)	<p><i>"Via local press"</i></p> <p><i>"Newspaper articles in local press"</i></p> <p><i>"Extensively reported in the local press"</i></p> <p><i>"Press releases"</i></p>

		<i>"Press and TV coverage"</i>
Leaflet drop documentation (direct to residents)	41 (13.7%)	<i>"Door to door leafletting"</i> <i>"Send an advertising leaflet to homes in Warwickshire advising them of the plan and the need for people to respond to get information"</i> <i>"I think leafletting through people's doors is an effective way of getting information out there - through environmentally friendly means such as a renewable source of paper, non-laminated so it is recycled and maybe a QR code for people to find out more?"</i> <i>"Flyer through every door... Make folks aware of the LTP when something is happening in their area"</i> <i>"Leaflets through house doors"</i>
Posters (e.g. libraries, shops, public transport)	27 (9.0%)	<i>"Posters in shops"</i> <i>"Posters on buses and trains, and on advert hoardings in towns"</i> <i>"Are there posters on public transport to make people aware?"</i>
Via Warwickshire County Council / District/Borough Council (websites)	18 (6.0%)	<i>"Publish on County website"</i> <i>"County Council websites"</i> <i>"Through local councils"</i>
Local businesses/employers and schools	15 (5.0%)	<i>"Distributed to businesses in the area"</i> <i>"Literature at local businesses"</i> <i>"Schools/colleges"</i>
General comments about promotion / publicity	12 (4.0%)	<i>"I think there should be greater publicity for any public consultation. Having spoken to other people, I've found many who are rarely aware that a public consultation is taking place. It is so important that the people who will be affected by resulting decisions are made aware of their eligibility to have some input in the decision-making process"</i> <i>"People tend to ignore consultations unless it has a specific impact on them. More publicity into what is being considered and how the plan can improve their lives is required."</i>
Word of mouth (e.g. local presentations)	7 (2.3%)	<i>"Word of mouth"</i> <i>"Local presentations"</i>

Table 22. Where to find the plan

Theme / description	Count (%)	Example quotation(s) for illustration
Online (e.g. Warwickshire County Council website)	130 (56.8%)	<p><i>“Online”</i></p> <p><i>“Online - easy to find not lost in a website!”</i></p> <p><i>“Online - Warwickshire and local council web pages”</i></p> <p><i>“WCC website with links on District and Town council websites”</i></p> <p><i>“Simple website link”</i></p> <p><i>“Online, on accessible website”</i></p> <p><i>“Online - most have access”</i></p> <p><i>“A digestible version needs to be online as well as the full document”</i></p>
Via local community services / public spaces (e.g. copies at libraries, public transport, GPs)	79 (34.5%)	<p><i>“Railway and bus waiting rooms”</i></p> <p><i>“Libraries, tourist and transport information centres”</i></p> <p><i>“Libraries, bus stops. schools and community buildings. Town Hall, rail station. If possible, supermarket noticeboards. Market place on market days”</i></p>
Physical/hard copy (available on request)	21 (9.2%)	<p><i>“Hard copies if requested?”</i></p> <p><i>“Physical copies in certain key places (mindful of environmental impact of leafletting etc.)”</i></p> <p><i>“Hard copy available on request and in local council offices”</i></p>
Link to document(s) via social media (e.g. Facebook, Twitter, Instagram)	20 (8.7%)	<p><i>“Circulate on social media”</i></p> <p><i>“Social media sites”</i></p> <p><i>“Use social media. There are huge numbers of community groups on social media”</i></p>
Via local community groups / networks / voluntary sector	16 (7.0%)	<p><i>“The websites of other groups, establishments”</i></p> <p><i>“Lots of social media outlets not being tapped into”</i></p> <p><i>“Good old-fashioned roadshows in local community centres would allow access to many”</i></p>
Via local media (e.g. newspapers)	5 (2.2%)	<p><i>“Use the local media including newspapers, leaflets”</i></p> <p><i>“Newspaper adverts on key points”</i></p>

Table 23. Other

Theme / description	Count (%)	Example quotation(s) for illustration
Accessibility (of plan, survey, documents etc.) / readability (to aid understanding)	n=8 (42.1%)	<p><i>“More notice must be given at each stage of the consultation”</i></p> <p><i>“Large print, key sections in main languages spoken in the County via Web choices”</i></p> <p><i>“Bitesize version”</i></p> <p><i>“Good news spreads fast. Make it simple and attractive via your usual communication strategies”</i></p> <p><i>“Ensure maximum use of high-quality annotated maps and graphic presentation of key numbers actual and projected, which underpin the Plan”</i></p> <p><i>“Giving access to the plan is only helpful if the plan is easy for ALL to understand, in places where people can be comfortable to sit for a time to take it in and are likely to go to”</i></p>
Equality (inc. reaching all types/groups)	n=4 (21.1%)	<p><i>“It is bizarre that you think equality is only a matter for consideration with regard to your document, and not in access to transport. A complete lack of safe cycling infrastructure has greater impact on women and children”</i></p> <p><i>“Just be aware that some people are difficult to reach because of age, disability or lack of resources, and that these people should be the very ones to benefit from a radical improvement of public transport and the related issues”</i></p> <p><i>“Children and young people will be impacted by changes implemented by the LTP for many years to come - can schools be asked to support young people to complete this survey (geography?) to capture their views as the survey may otherwise pass them by?”</i></p>

Other themes mentioned by a smaller number of respondents included: environmental issues (e.g. green spaces) (n=2), sustainable/affordable transport (public transport, active travel) (n=2), retaining old/previous LTP versions (n=2), and joined-up thinking/collaboration (n=2).

Finally, respondents were asked if there are any equalities issues or impacts to consider in order to ensure the development of the LTP4 is beneficial for everyone. In total, 180 respondents left a comment to this question. Themes based on the comments regarding equalities issues/impacts are presented in Table 24. A variety of suggestions were put forward by respondents. The most common response was that consideration should be given to those with disabilities – 36.7% (n=66) of respondents who left a comment mentioned this in their response. Other common themes included: accessibility for (economically) vulnerable groups, age-related inequality, and consideration of other/non-vehicle road users (e.g. pedestrians, cyclists).

Table 24. Are there any equalities issues or impacts that you think we should consider as we start to develop the LTP4 to ensure it is beneficial for everyone?

Theme / description	Count (%)	Example quotation(s) for illustration
Consideration to be given to those with disabilities	66 (36.7%)	<p><i>“People with disabilities are often treated as an afterthought. We should first consider those who are likely to be disadvantaged and design with them in mind at the outset”</i></p> <p><i>“Those with learning difficulties or conditions such as autism or mental health challenges”</i></p> <p><i>“When thinking of public transport or sidewalks I would bear in mind the high amount of people that use mobility scooters or wheelchairs in Warwickshire”</i></p> <p><i>“There is no mention of accessibility for disabled or differently abled people”</i></p> <p><i>“There are a large proportion of registered blind people who do not have a guide dog or cane - not all blind people need these things. How can you improve the transport experience for this group? As an example, many times, a bus can’t stop immediately by its allocated bus stop. As a result, there are many blind people who miss the bus because there’s no indication that the bus is for them... It would be helpful for everyone to have an automatic bus timetable that updates regularly which is easily readable for blind people on the actual bus stop”</i></p>
Accessibility for (economically) vulnerable groups	47 (26.1%)	<p><i>“Actively engage the most vulnerable groups in our society - those who have lost their jobs, live alone and might be isolated, those on the poverty line. They should be the priority as much as those who can afford to have their voices heard. I am privileged to have the time to give a thoughtful response, access to the internet to provide that response, etc., but there are many who won't. That doesn't mean they don't have opinions, or that their opinions are any less important”</i></p> <p><i>“There's... no mention of affordability of transport for disadvantaged people”</i></p> <p><i>“People on low incomes benefit most from good walking, cycling, bus and train infrastructure. It will also benefit us all as more people seek to use different safe methods of transport. Build it and people will eventually use it to the benefit of society, business and most of all the environment”</i></p> <p><i>“Use of public transport by people in households with low income is really important for accessing work, shopping and everything. The price of public transport is much higher than running a car but people on low incomes do not have the capital to outlay so public transport is a lifeline for this group as it is for those people who are not able to drive or too frail to drive”</i></p>

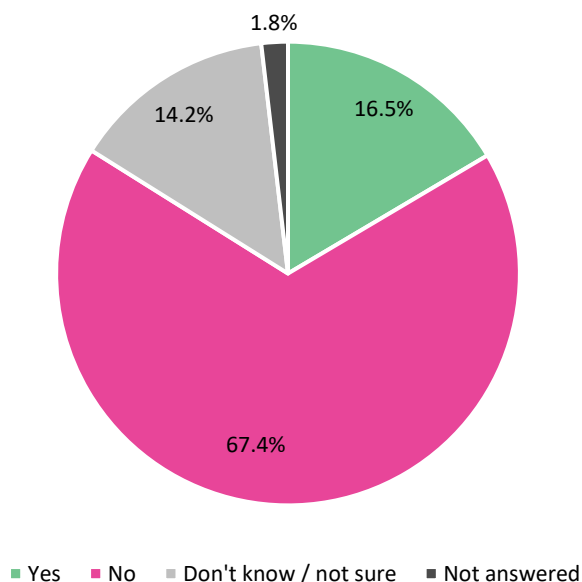
Age-related inequality	37 (20.6%)	<p><i>“Try and include everyone including school aged children as they will be living with the results as well and may have different perspectives”</i></p> <p><i>“The increasing older age group are disproportionately disadvantaged because many remain independent but without the ability to walk useful distances without short breaks of sitting, and many have given up their cars”</i></p> <p><i>“The premise should be that all citizens are equally important, in an ageing population it is easy to overlook the elderly and focus on wage earners and the youth”</i></p>
Consideration of other/non-vehicle road users (e.g. pedestrians, cyclists)	26 (14.4%)	<p><i>“There needs to be a focus on equity, not equality. For example, equality on the roads means cyclists can access the same lanes as motor vehicles - this is obviously not necessarily safe nor welcoming and does nothing to enable a modal shift from driving to active choices. However, equity would mean providing the safe infrastructure to enable cyclists to travel on the same, direct routes in safety, separated from the dangers of general motor traffic. It is extremely important that there is an equity of access to transport in Warwickshire, where children are just as freely able to access their local communities and towns as adults; where non-drivers can move about as easily as drivers; where people who find they can no longer drive for whatever reason do not suddenly feel isolated and cut-off because they cannot safely get about without a car. For too long driving has been the dominant mode of transport both in planning and in use. It is time to re-balance the network to ensure that equity of access for everyone”</i></p> <p><i>“Routes that are good for walking and cycling are good for wheelchairs and mobility scooters - more inclusive and if it is easier to get around under your own steam, more people do it and everywhere becomes safer and it allows children more independence. Win-win”</i></p> <p><i>“Pedestrians and cyclists will only use travel corridors if they are seen to be safe. Their voice should have greater impact than that of business and logistics companies who will shout the loudest with well-resourced responses”</i></p>
Engage with community groups	19 (10.6%)	<p><i>“Use local transport working groups where these exist and promote their development where they don’t”</i></p> <p><i>“Look for ways to consult with hard-to-reach and socially-excluded groups who may not have access to online consultations. Work with community and faith leaders and the voluntary sector to gain as wide engagement as possible”</i></p> <p><i>“Invite community groups to get involved e.g. Sikh temple”</i></p>
Geographic / location-based inequality	11 (6.1%)	<p><i>“Warwickshire is a diverse county with an affluent south and less affluent north. Effort should be made to ensure that the LTP recognises that fact and produces measures which will be tailored wherever possible to take this into account”</i></p> <p><i>“The rural communities are currently poorly served by public transport in Warwickshire. A Local Transport Plan that addresses</i></p>

		<p><i>this inequality and combines public transport and green forms of transport, cycling, walking etc, into a seamless connecting network, would increase citizens wellbeing and contribute significantly to Warwickshire's economy"</i></p> <p><i>"Geographic inequality given the difference in this county from North to South"</i></p>
Gender-based inequality	6 (3.3%)	<p><i>"Please read Invisible Women by C. Criado -Perez. Her chapter on transport policy for equality is extensively researched and very helpful for planners"</i></p> <p><i>"Making spaces where women feel comfortable. A useful benchmark to set to benefit all members of society in their relationship with the new LTP"</i></p> <p><i>"Women in particular are looking for safe places to walk and exercise"</i></p>
Technological-based inequality	5 (2.8%)	<p><i>"Technology exclusion"</i></p> <p><i>"How the plans might affect... those without internet access"</i></p>
Ethnicity-based inequality	5 (2.8%)	<p><i>"Make the plan available to all e.g. in different languages for populous ethnic groups in the region"</i></p> <p><i>"Consult with ethnic groups... giving their members time to think about the proposals and report back to their leaders who can then pass comments to you"</i></p>

Other themes mentioned by a smaller number of respondents included: availability of alternative formats (n=3), and a perception that there is too much focus on equality currently (n=2).

The next section explored the Warwickshire Local Transport Plan 2011-2016 (LTP3), asking respondents if they had used or referred to this previously. Figure 14 shows that just 16.5% (n=125) of all respondents had used or referred to LTP3, whilst 67.4% (n=511) had not (14.2%, n=108 suggested they did not know/not sure).

Figure 14. Have you used or referred to the existing Local Transport Plan (LTP3) before?



Those respondents who answered ‘yes’ were asked to specify and explain what they had used the previous LTP for. In total, 101 respondents left a comment to this question. Almost half of all respondents who commented (47.5%, n=48) suggested they had used the LTP3 for general interest / understanding / reference. Using the LTP3 for planning purposes (e.g. planning applications, Neighbourhood Plan) and in their role for business / private sector organisation were also frequently mentioned by respondents (see Table 25).

Table 25. Please explain what you have used LTP3 for

Theme / description	Count (%)	Example quotation(s) for illustration
For general interest / understanding / reference (plans, priorities, principles)	48 (47.5%)	<p><i>“Skim read when it was first written and publicised”</i></p> <p><i>“My own interest, to see what future plans WCC has”</i></p> <p><i>“To understand the priority given to active travel options in Warwickshire”</i></p> <p><i>“Understanding the principles behind decision-making”</i></p> <p><i>“To help understand the current priorities and assess progress towards the goals”</i></p>

		<i>"To consider implications and impact on residents' quality of life"</i>
Planning purposes (e.g. planning applications, Neighbourhood Plan)	22 (21.8%)	<i>"Understanding plans for the local area re-housing development plans/ county parks etc. Plans for the centre of town"</i> <i>"For responding to planning applications"</i> <i>"Check policies with regard to planning applications"</i> <i>"Local Plan submissions"</i> <i>"When looking at planning applications"</i>
In work for business / private sector organisation	12 (11.9%)	<i>"As a consultant providing advice to developers"</i> <i>"As a highways and infrastructure consultant"</i> <i>"Policies very important for job role"</i> <i>"Worked as an energy consultant and had cause to read it from an energy perspective in the past"</i>
In work for council (WCC, parish/town council)	10 (9.9%)	<i>"As a member of the Parish Council"</i> <i>"As a former district and current parish councillor"</i> <i>"As a resident and former District Councillor involved in Planning applications and the assessment of District housing plans, it was often vital to understand how the two meshed - or did not mesh – together"</i>
In work for local voluntary organisation, charity or special interest group	9 (8.9%)	<i>"As Sustrans volunteer to see what cycling, walking provision is being proposed"</i> <i>"Through links to CPRE"</i>
To aid consultation survey completion	8 (7.9%)	<i>"Research before completing this survey"</i> <i>"Briefly read what I believed was of interest... to complete the questionnaire etc."</i>

Other themes mentioned by a smaller number of respondents included: school (n=5), specific interest in public transport (bus, train) (n=3), and HS2 (n=2).

Similarly, those respondents who answered 'no' to this question were asked to explain why they had not used or referred to the LTP3. In total, 267 respondents left a comment to this question. The most frequently mentioned comment was that respondents were unaware of the LTP3 – 72.3% (n=193) of respondents who left a comment mentioned this in their answer. Other comments focused on only recently being made aware of LTP3, having no need to use/refer to LTP3 and not being interested in LTP3 (see Table 26).

Table 26. Please explain why you have not used/referred to LTP3

Theme / description	Count (%)	Example quotation(s) for illustration
Unaware / had no knowledge of LTP3	193 (72.3%)	<p><i>"Did not know it existed"</i></p> <p><i>"Didn't know it existed before doing this survey"</i></p> <p><i>"Had not heard of it"</i></p> <p><i>"I wasn't all that aware of it before"</i></p> <p><i>"Not heard of it before"</i></p>
Only recently been made aware of LTP3	33 (12.4%)	<p><i>"Only recently became aware of it"</i></p> <p><i>"Only just moved to the area"</i></p> <p><i>"Only just been made aware of it"</i></p>
No need to use/refer to LTP3	19 (7.1%)	<p><i>"Have never needed to"</i></p> <p><i>"No problems so no need to engage"</i></p> <p><i>"No need to - why would I?"</i></p>
Not interested in LTP3	12 (4.5%)	<p><i>"I had no particular interest. Having looked at it before completing this survey it's too vague and too long and seems to be ignored... I hope the new plan will be concise and actively used by local politicians, planners, developers and residents"</i></p> <p><i>"Not interested"</i></p>

Other themes mentioned by a smaller number of respondents included: LTP3 not useful (n=5), LTP3 too confusing (n=5), could not locate LTP3 (n=4), lack of time (n=3), and new to the area (n=2).

ANY OTHER FEEDBACK

At the close of the survey, respondents were asked if they had any other comments they would like to raise regarding Warwickshire's Local Transport Plan. Themes based on comments regarding the LTP4 are presented in Table 27. These included general comments in relation to the LTP4, with many respondents returning to questions, themes or issues raised earlier in the survey. In total, 229 respondents gave a comment to this question. The most common response was around further comments on LTP4 (questions, queries, areas for improvement) – 31.4% (n=72) of respondents who commented mentioned this in their answer. Other common themes included: awareness/further consultation(s) required, concerns around congestion/car dominance, and sustainable travel.

Table 27. Is there anything else you would like to raise regarding Warwickshire's Local Transport Plan?

Theme / description	Count (%)	Example quotation(s) for illustration
Further comments on LTP4 (questions, queries, areas for improvement)	n=72 (31.4%)	<p><i>"Where does it start from and what will it look like when realised?"</i></p> <p><i>"How long is it intended to make it run/be relevant for?"</i></p> <p><i>"This feels like a really odd consultation. How have you arrived at your focus areas? Are you trying to get the LTP to do too much? For example, let national government get on with emissions reduction and instead focus on the local issues you can actually do something about. If you focus on less and do it well, you'll have more chance of succeeding and have a really good story to tell"</i></p> <p><i>"The existing plan is far, far too long. The important policies, plans and explanations should be able to be expressed in no more than twenty pages. Any more would again be a severe deterrent to its being understood, appreciated, and accepted"</i></p> <p><i>"Needs to be based on measurable objectives rather than aspirations"</i></p> <p><i>"Needs a clear delivery plan that gives a timeline of costed interventions that deliver the vision and WCC can be held accountable against so that when the document becomes adopted policy, it has the weight to support the subsequent schemes without the need for further extensive consultation and political buy-in"</i></p>
Awareness / further consultation(s) required (e.g. engagement with community groups)	n=51 (22.2%)	<p><i>"Wider consultation and public awareness required"</i></p> <p><i>"Please please please consult with the public properly and listen to their views rather than make up your minds and then fit the survey to suit your own needs"</i></p> <p><i>"Please don't make this a 'tick box' exercise which results in more of the same and continued focus on cars as the default form of transport. We can, and must, do much better than this"</i></p>

		<p><i>"More consideration needs to be given to local comments. Experience shows us "experts" tend to dismiss local knowledge but in almost every occasion local input has proved correct"</i></p> <p><i>"Keep reviewing and ensure it remains fit for purpose. Don't be afraid to change it if tweaks are required, but do let people know what you are doing regularly"</i></p>
Concerns around congestion / car-dominance	n=45 (19.7%)	<p><i>"Warwickshire is shockingly car centric. You need to move away from this rapidly as it will kill the area and badly impact the lives of everyone in it"</i></p> <p><i>"New road building to provide more capacity for private vehicles should not take place in Warwickshire"</i></p> <p><i>"As road capacity improvement tends to generate more traffic, particularly when roads are congested, it is a strategy that is incompatible with efforts to tackle the climate emergency. No road building should take place"</i></p> <p><i>"We as a nation are wedded to our personal transport, so better to encourage the switch to non-polluting vehicles as quickly as possible, particularly in town centres"</i></p> <p><i>"We need to get private cars off the road for most journeys, especially commute and short journeys"</i></p>
Sustainable travel (e.g. public transport, active travel)	n=36 (15.7%)	<p><i>"Be brave - remove parking, build bike lanes and have patterns of development that support active lifestyles"</i></p> <p><i>"Walking and cycling has to be given priority because this then leads onto improved health and better environment"</i></p> <p><i>"Measures giving pedestrians, cyclists and buses priority on existing roads... serious alternative transport provision will not be possible unless this occurs. As buses and bikes have intrinsic disadvantages to private cars, it is only by raising the time costs of driving that modal shift will take place"</i></p> <p><i>"The main focus of the LTP regarding proposals for transport investment should be on improvement of public transport"</i></p>
Comments related to key theme(s) (environment, economy, place, wellbeing)	n=21 9.2%	<p><i>"The climate emergency is urgent, it should be a great focus"</i></p> <p><i>"Protect air pollution and leaving the green belt for people to enjoy"</i></p> <p><i>"Please please prioritise acting on tackling climate change and enhancing wellbeing of our neighbours even before the plan has been finalised"</i></p> <p><i>"I've said that the environment is the key concern, but environment-friendly transport ties in very closely with good physical and mental health, which would be my second priority. More walking and cycling for short journeys is a win-win"</i></p>
Joined-up thinking / collaboration (regional, national links)	n=16 (7.1%)	<p><i>"Neighbouring counties' plans should be considered, and response made to them by the County Council. Transport links are continuous and cross boundaries"</i></p>

		<p><i>"Local plans and strategy must link to neighbouring Councils and national policy"</i></p> <p><i>"It would be helpful to engage at all stages with local planning authorities. It often seems that transport and planning departments are not sufficiently well connected, leading to misunderstandings, time-wasting and bad planning solutions"</i></p>
Concerns regarding specific roads and/or specific locations	n=16 (7.1%)	<p><i>"Yes, scrap the South Western relief road and actively propose to get the Stratford upon Avon to Honeybourne railway line reopened as soon as possible"</i></p> <p><i>"The notion that turning the A46 into a semi-motorway from Tewkesbury to beyond Coventry flies in the face of the climate emergency"</i></p> <p><i>"That the routing of traffic down the Bromsgrove Road in Studley from the Amazon development in Redditch be reconsidered. The junction of the Bromsgrove Road with the A435 is already problematic and will simply not be able to handle the increased traffic"</i></p>
Concerns regarding HS2	n=13 (5.7%)	<p><i>"HS2 is a complete waste of money and an environmental disaster"</i></p> <p><i>"We believe HS2 should be abandoned, and would like the Council to formally oppose it... HS2 has been very damaging to countryside environments that serve as significant carbon sinks and biodiversity zones, including ancient woodlands"</i></p> <p><i>"Cancel HS2 and divert the funds to initiatives such as rural Broadband and improving other transport links"</i></p>
Speeding / safety	n=13 (5.7%)	<p><i>"Speeding... more enforcement on roads that run by housing even if rural"</i></p> <p><i>"How to control speeding in our numerous villages. Putting up mph signs not good enough. Need control measures, average speed cameras are the best deterrent"</i></p> <p><i>"Concerned that there is no reference to speed or safety in any of the information"</i></p>
Housing developments	n=11 (4.8%)	<p><i>"New housing developments need to be better connected"</i></p> <p><i>"Just to reiterate that transport should not be considered in isolation. It should work closely with planning (building developments). There are many places, in Warwickshire and throughout the UK, where it seems that a development has been planned and built, and only afterwards has public transport access been considered. This needs to be flipped so that the first item to consider for each significant development is "can we locate this on an existing public transport corridor?" and if not, a public transport route must be planned and built through the heart of the development at the outset"</i></p> <p><i>"Impact of recent house building projects on roads"</i></p>

Electrification	n=8 (3.5%)	<i>“Look at how to implement EV chargers for residents who don’t have off-street parking. How will people in flats charge an EV?”</i> <i>“Electric charging points”</i>
Rural isolation	n=7 (3.1%)	<i>“I would like rural transport to be improved so my teens and nearly young adults do not need to have their own cars in order to get to work and college”</i> <i>“Keep ensuring links with rural areas”</i>
LTP4 (use, location, design)	n=5 (2.2%)	<i>“The presentation of the current LTP3 via website link with many PDF documents is daunting to use. The new overall plan needs demonstrate better connection between strategies and greater priority of ordinary local people”</i> <i>“The opportunity should be taken to simplify the document as much as possible, avoid the bulky descriptions stating the obvious. Provide clear, simple and specific comments and analysis on the current situation and needs, and give a clear plan as to how these will be dealt with. Make sure it does what it says on the cover - provide a transport plan. And on the first page make a commitment to deliver”</i>

Other themes mentioned by a smaller number of respondents included: electrification (n=4), Coronavirus pandemic (n=4), equalities concerns (n=4), survey bias (n=2), and school-related traffic concerns (n=2).

ADDITIONAL COMMENTS & FEEDBACK

In addition to the survey responses, 25 direct responses were also received from a range of stakeholders. These included: Coventry City Council, North Warwickshire Borough Council, Rugby Borough Council, Warwick District Council, Stratford-on-Avon District Council, Hinckley & Bosworth Borough Council, Gloucestershire County Council, Bubbenhall Parish Council, Harbury Parish Council, Napton Parish Council, Leamington Spa Town Council, Stratford-upon-Avon Town Transport Group, Stratford Rail Transport Group, Kenilworth Town Council Cycling Delivery Group, District of Warwick People's Inquiry on Climate Change, Warwickshire Youth Council, Warwickshire County Council Heritage & Culture, Highways England, Jaguar Land Rover, Stagecoach Midlands, Shakespeare Line Promotion Group and local councillors and local residents. The overriding sentiment of correspondence was positive towards the four key themes identified in the consultations. However, the following concerns and issues were raised (most of which were also key themes raised by respondents in the online survey):

- Concerns that there was no specific mention of rural locations and the long-term funding of public transport services to village locations.
- Concerns were raised regarding specific roads and/or locations (for example, the proposed Stratford South Western Relief Road, A46 corridor) facing environmental, economic, place- and/or wellbeing-related challenges.
- Perception that the LTP remains predominately focused on road transport as a priority, which contradicts the Council declaring a climate emergency.
- Specific comments around the impact(s) of large HGVs and speeding of vehicles.
- Perception that there needs to be improvement and investment in the (public) transport infrastructure (e.g. connecting people to employment sites, access for younger people, timetables responding to demand, re-use of disused rail routes for other active travel alternatives, short-term rentals, connections via the waterways network).
- General support for active transport - methods for increasing safety and encouraging increase in both walking and cycling were suggested as clear priorities (examples include Leamington Spa to Gaydon Cycle Route).
- Perceived need for local authority led provision of an electric vehicle (EV) charging infrastructure across Warwickshire.
- Perceived need to improve journey times.
- Concerns around the long-term impact of the COVID-19 pandemic on changing travel patterns, home working and online shopping.
- Concerns around the pressures of housing developments and/or increasing populations on the existing road network(s).
- Importance of regional connectivity with partner authorities.
- Collaborative working and joint-partnerships with key stakeholders and authorities is required (with feedback and communication throughout the process).
- Belief that the plan should contain quantifiable objectives and targets that its success should be measured against.

EQUALITY AND DIVERSITY ANALYSIS

The online survey asked respondents to complete information regarding equality and diversity. The results are set out in Table 28 below. To summarise, there was an under-representation of young people (aged 18-39) (17.6% of respondents to the survey were aged 18-39, whilst the equivalent figure for Warwickshire is 26.2% according to ONS mid-2019 population estimates) and an over-representation of those aged 65 and over (28.3% of respondents to the survey stated they were aged 65 and over compared to the equivalent figure for Warwickshire of 20.8%). Although there are no notable statistically significant differences for other profile data (where population data is available) it is important to consider the specific profile of respondents to this survey when considering the feedback.

Table 28. Overall online respondent profile

Gender	Female	341
	Male	356
	Non-binary / agender / gender-fluid	1
	Prefer not to say	34
	Not answered	26
Gender identity	Yes – gender identity matches sex registered at birth	687
	No – gender identity does not match sex registered at birth	3
	Prefer not to say	40
	Not answered	28
Age in years	Under 18	20
	18-24	13
	25-39	113
	40-49	126
	50-59	157
	60-64	83
	65-74	147
	75+	55
	Prefer not to say	27
	Not answered	17
Long standing illness or disability	Yes	90
	No	606
	Prefer not to answer	36
	Not answered	26
Ethnicity	White - English/Welsh/Scottish/Northern Irish/ British	619
	White - Irish	5
	White - Gypsy or Irish Traveller	0
	Other White background	28
	Black or Black British - African	0
	Black or Black British - Caribbean	0
	Other Black background	0
	Asian or Asian British – Bangladeshi	0
	Asian or Asian British – Indian	11
	Asian or Asian British - Pakistani	3

	Chinese	0
	Other Asian Background	0
	Mixed – White and Asian	4
	Mixed – White and Black African	0
	Mixed – White and Black Caribbean	3
	Other Mixed background	7
	Arab	0
	Other Ethnic background	0
	Prefer not to say	47
	Prefer to self-describe	5
	Not answered	26
Religion	Buddhist	7
	Christian	292
	Jewish	5
	Muslim	6
	Hindu	4
	Sikh	4
	Spiritual	12
	Any other religion or belief	7
	No religion	315
	Prefer not to say	75
	Not answered	31
Sexual orientation	Heterosexual or straight	584
	Asexual	17
	Gay man	14
	Gay woman / lesbian	1
	Bi / bisexual	13
	Other	1
	Prefer not to say	92
	Not answered	36

SUMMARY AND CONCLUSIONS

THE CONSULTATION PROCESS

This report has presented the findings from the analysis of responses to the LTP Key Themes consultation. The survey received 758 responses and the broad range of organisations and stakeholders that contributed their thoughts and views either directly or via the survey suggests a significant level of interest in local transport, especially from the wider public, community/voluntary sectors and key stakeholders.

KEY MESSAGES

Many areas of the Local Transport Plan (LTP) Key Themes consultation were welcomed and supported, including the need to consult with stakeholders and the general public (from a range of different backgrounds) and to provide clear and accessible information as the LTP4 progresses.

By and large, respondents expressed broad support for the inclusion of each of the four key themes presented - Environment, Economy, Place, and Wellbeing – and contributed considered thoughts on transport-related priorities, benefits and issues associated with each of these within this consultation. The environment theme emerged as being the theme that respondents supported most and when asked were more likely to prioritise over other themes, this was followed by the theme of wellbeing.

There was noticeable consistency in the issues raised by respondents, both between questions and across respondent groups. There was also considerable repetition in the main issues, challenges and solutions raised in response to different questions, with some clear areas emerging both in addition to and in relation to the four main themes presented. These were:

- Improving active travel facilities for walking and cycling to support active lifestyles
- General improvements in/encouragement to use sustainable (public) transport
- Planning to reduce the reliance on private cars and to enable electrification
- Environmental concerns relating to road layout and traffic (e.g. congestion, air/noise pollution, climate change, loss of habitat and green spaces)
- Recognising the importance of transport on quality of life (particularly mental health and physical wellbeing) and for access to health and wellbeing services (e.g. doctors, medical centres)
- Concerns around the pressures of housing developments and/or increasing populations on the existing road network(s)
- The long-term impact(s) of the COVID-19 pandemic on transport and the existing transport network including changing travel patterns, home-working and an increase in online shopping

It was clear that majority of respondents hadn't used or referred to the current local transport plan (LTP 3) before and the reason for this was mainly due to those respondents not being aware of it. Going forward to ensure LTP4 is more visible and accessible respondents provided responses on how the plan should be presented and promoted, and where it should be made available. Main suggestions were:

- A simple, clear and easy to understand plan with graphic/images
- A summarised version of the plan.
- Available on-line, and as a hard copy on request and in key public places
- Promoted via social media; local groups, networks and organisations; the local press; door-to-door leafleting; posters; and websites.

Considering equalities issues and impacts is also key to ensuring LTP is beneficial to everyone. The main areas raised by respondents were:

- Consideration of people with disabilities
- Accessibility for vulnerable and isolated groups with a particular focus on affordability of transport
- Consideration of all age groups from school-aged children to older citizens
- Consideration of other/non-vehicle road users (e.g. pedestrians, cyclists)

Respondents relayed that clarity is required with regards to the process and the objectives both now and in the future to ensure transparency, consistency and accountability as the LTP4 progresses. Collaborative working with stakeholders locally, regionally and nationally is required with feedback and communication throughout the process.

Overall, the consultation feedback has enabled identification of key priorities and areas of concern and provided numerous constructive suggestions which will help the team to further improve LTP4 as the process progresses.