

PART A - OVERALL CONTEXT

1. INTRODUCTION

WHY LOCAL TRANSPORT PLANS?

1.1 In July 1998, the Government published a White Paper on the future of transport ('A New Deal for Transport : Better for Everyone'). This White Paper was designed to create a better, more integrated transport system both nationally and locally.

1.2 The Government adopted the concept of Local Transport Plans as a centrepiece of their proposals. The Government's intention is that they will be used by 'local transport authorities' to describe how integrated transport is to be delivered at a local level. Warwickshire County Council is the local transport authority for Warwickshire.

1.3 Accordingly, the County Council has published this Local Transport Plan (LTP) to describe how a better, more integrated transport system can be provided for the County.

OTHER PLANS

1.4 As explained in the section dealing with the Vision and Objectives, the content of the LTP is set within the context of and consistent with other related plans such as

- the County Council's overall plan for Warwickshire entitled 'Our County';
- the national transport strategy as set out in the Government's White Paper entitled 'A New Deal for Transport : Better for Everyone';
- Regional Planning Guidance and the Regional Transport Strategy;
- the Warwickshire Structure Plan 1996-2011;
- the Warwickshire Health Improvement Plan.

COMMUNITY INVOLVEMENT

1.5 The content of this LTP has been based upon a major consultation exercise.

1.6 The aim was to ensure that the LTP for Warwickshire enjoys the commitment and ownership of the whole community. To this end, a cross section of the local community (including the business community and local organisations involved in the provision or control of transport) has been involved. Special efforts were made to target those parts of the community who would otherwise have been under-represented, including ethnic minorities and young people.

"I am pleased local businesses are being consulted" - Sarah Montgomery, General Manager, Warwick Castle.

1.7 Traditional consultation processes (which could be described as "draft, announce and defend") were rejected in favour of a new approach - "consult and draft."

1.8 This new approach means that it is not possible to answer the question that has been posed - "To what extent did the consensus building exercise influence the strategy?" This question could have been answered if the traditional "draft - consult - redraft" process had been followed. It cannot be answered when consultation initiated the process before any strategy had been drafted. The strategy emerged from the consultation in a "seamless" manner.

1.9 Consultations were started two years ago at the beginning of the Local Transport Plan process.

1.10 Details of the process are included in the Annexes to this LTP. To summarise the process, use was made of a professional, independent facilitator to apply a variety of methods to involve the community including

- a series of 'Events' in each of which over 100 organisations or individuals held "round the table" discussions on aspects of transport;
- the issuing of 'Action Packs' and the holding of individual discussions with others who did not take part in the round table discussions e.g. ethnic minorities and young people;
- in depth meetings with organisations with particular and direct interests in transport (both users and providers);
- surveys of representative cross-sections of the community to check how representative were the views obtained from the Events, Action Packs etc. of the community at large.

"I found the day both interesting and informative and enjoyed meeting the diverse range of delegates and hearing their equally diverse range of views concerning the issues under discussion" - Keith Fleetwood, Sport England.

1.11 This exercise made a major contribution to the content of the LTP. The results are incorporated throughout the LTP where appropriate. In summary, it was used to obtain guidance about the community's views on

- the objectives and targets that should be included in the LTP (including, for example, the targets for traffic reduction);
- the transport related problems in Warwickshire and in different areas of the County;
- the integrated transport policies, most of which originated from the process;
- the relative importance of the various measures (which was used to guide the preparation of the proposed programme of work).

"We wish to congratulate WCC for the inclusive consultation process and a clear recognition of the need for consensus building" - Ian Davison, Warwick & Leamington Green Party.

1.12 The very different content from previous transport plans of the provisional LTP published in 1999 and this LTP reflect the results of that public involvement exercise.

FORMAT OF THIS PLAN

1.13 The LTP is presented in two versions, a shorter version for general reference and a longer version for those who require more background information. The longer format is designed to address the requirements of the DETR.

1.14 This document is the longer version of the LTP. It is sub-divided into

- **Part A** describing the background to the strategy in the LTP including the overall objectives of the Plan and the challenges that have to be faced;
- **Part B** describing the strategy of the LTP;
- **Part C** describing how the strategy is implemented in terms of the proposed measures e.g. walking, cycling, public transport etc.;
- **Part D** containing the plans for the different areas of the County;
- **Part E** outlining the proposed programmes of work;
- **Part F** containing the Annexes.

PROGRESS REPORT

1.15 A separate report is also available giving details of the progress in implementation of the LTP. The report includes details of progress to date and planned progress during the current year.

1.16 It covers progress on

- the outcomes in terms of the objectives and targets of the LTP and
- the outputs and inputs of measures (specific projects and programmes of work).

1.17 It also contains details of monitoring systems.

REVIEW PROCESS

1.18 The Plan is not 'set in stone.' It will be reviewed annually to ensure that it adapts to changing circumstances.

1.19 The community involvement described above will not be a 'one-off' exercise. It will continue during

- the on-going monitoring and review of the Local Transport Plan;
- the preparation of the next Local Transport Plan which will be published in five years time;
- the detailed formulation and implementation of the measures proposed in the LTP.

CENTRES OF EXCELLENCE (COE)

1.20 The Government has stated that it wants "to encourage good practice and acknowledge aspirations to excellence in transport." Therefore, it is making provision for all authorities to apply, if they wish, to be COEs for the development of a full range of integrated transport functions. If an authority wishes to apply, it should set out its case in the LTP, including a brief outline of proposals to spread good practice.

1.21 Warwickshire County Council is submitting an application to be a Centre of Excellence in this LTP.

1.22 Warwickshire County Council's case to become a Centre of Excellence is outlined in the Annexes. It is based upon

- the process used to draft this LTP (especially the public involvement exercise);
- the method of presentation of the LTP (including the publication of a concise version);
- the content of the LTP (including the linkages between (a) social, economic and environmental plans with the transport plan and (b) the transport strategy and the work programme);
- experience in implementation of the measures in the LTP.

2. THE COUNTY OF WARWICKSHIRE

GEOGRAPHY

2.1 Warwickshire is located at the heart of the country and adjacent to the West Midlands Conurbation and Coventry as shown in Figure A1. There is an urbanised North/South Corridor linking Nuneaton, Bedworth, Coventry, Kenilworth, Leamington and Warwick. The other main urban areas of the County are Rugby and Stratford upon Avon.

POPULATION

2.2 The population of Warwickshire has grown far more than the general growth in population of the Region or of England & Wales. Forecasts suggest that the County's population will increase by a further 20,000 by 2011. The impact of this increase, coupled with continuing change to household structure and composition, will provide challenges in sustaining the well-being of the County. (SEE TABLE A1)

SOCIAL ISSUES

2.3 People in Warwickshire are, as a whole, relatively prosperous. The mean household income in Warwickshire is £20,400 compared with £19,400 for the UK as a whole.

2.4 However, there are significant differences between different areas of the County. For example, the mean income is £17,800 in Nuneaton and Bedworth Borough while it is £22,400 in Stratford-on-Avon District. The Index of Local Deprivation (IoLD) also shows differences between different areas of the County. (SEE TABLE A2)

2.5 The proportion of households on very low incomes is relatively consistent across the districts (the average being 9.1%). However, differences between the districts are apparent when considering those households on below average incomes. In Nuneaton and Bedworth the proportion is 65.7%, while for Stratford the proportion is 52.8%.

2.6 Finally, pockets of deprivation can be found within all districts. Some wards within the Warwickshire districts are amongst the 10% most deprived in the country. A number of other wards fall not too far outside this category.

TABLE A1 - POPULATION

(figures in thousands)	1971	1998	change 1971-98
Warwickshire	458	507	+10.6%
West Midlands Region	5146	5333	+ 3.6%
England & Wales	49152	52428	+ 6.7%

TABLE A2 - INDEX OF LOCAL DEPRIVATION

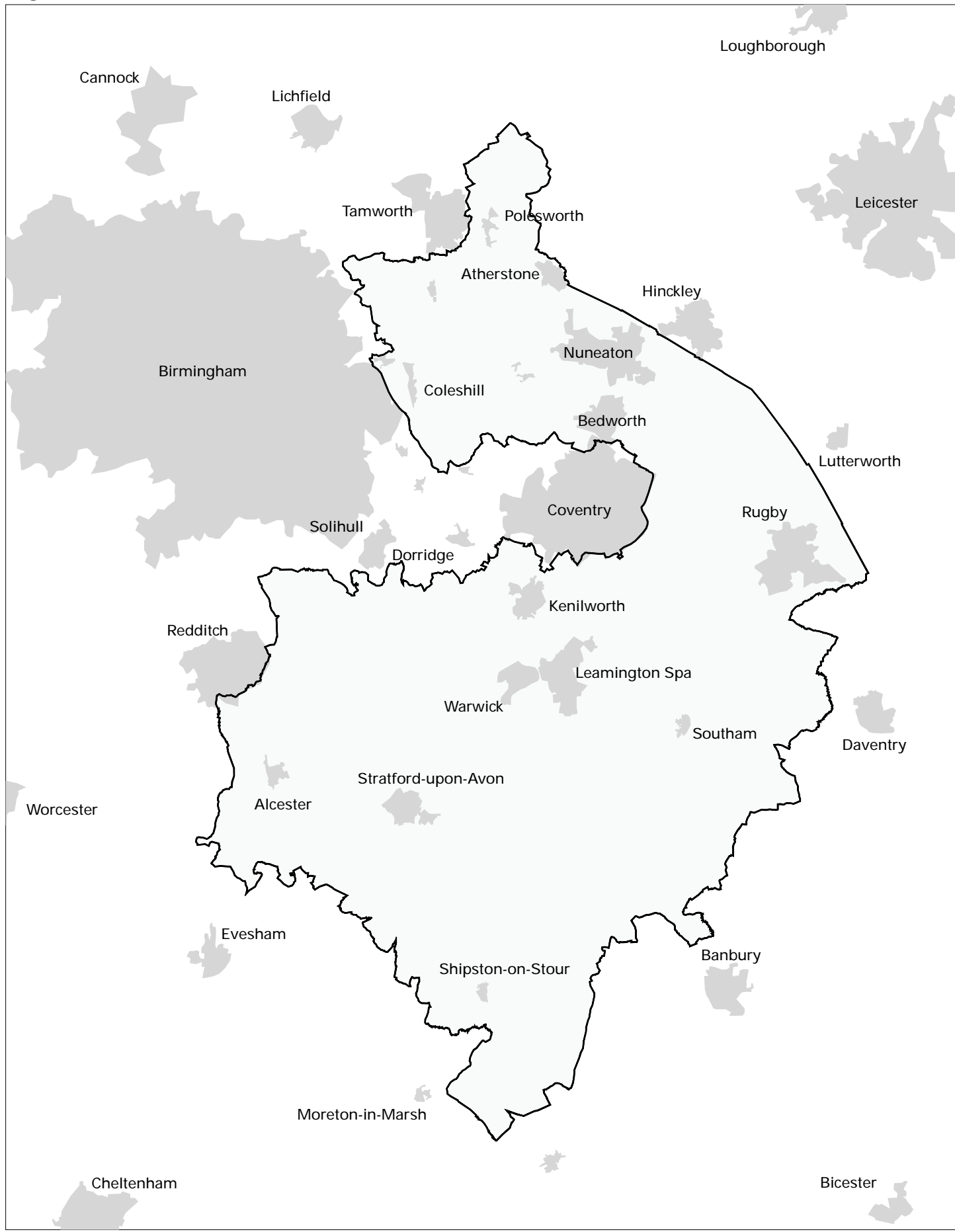
Local Authority District	1998 IoLD	National Rank
North Warwickshire	9.18	114
Nuneaton and Bedworth	8.84	119
Stratford-on-Avon	2.75	204
Rugby	0.00	310=
Warwick	0.00	310=

Warwickshire - Location Plan

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Figure A1



THE ECONOMY

2.7 Warwickshire's economy as a whole is relatively prosperous. Its Gross Domestic Product (GDP) currently compares favourably with both the West Midlands Region and the UK.

Unemployment in Warwickshire is also low (2.2%). The growth in jobs in the region has been higher than the national average. (SEE TABLE A3)

2.8 However, there are significant differences in prosperity between different areas of the County. For example, the rate of unemployment is 4.1% in Nuneaton and Bedworth while it is 1.4% in Stratford-on-Avon.

2.9 The vitality of the County's town centres is illustrated by the table below which shows the change in retail rents in the County's town centres between 1991 and 1997. The higher the rent, the greater demand for the site. Hence this is a good indicator of a centre's vitality. There are significant differences in the vitality of town centres just as there are significant differences in the other economic indicators in different parts of the County. (SEE TABLE A4)

2.10 Warwickshire attracts a large number of tourists. Two major tourist areas are the historic town of Warwick with its castle and Shakespeare's Stratford-upon-Avon. Tourism is also being marketed and encouraged in other parts of the County.

2.11 Finally, the continued maintenance and further development of a strong economy in Warwickshire is vital in order to achieve the development of the economy of the West Midlands as a whole. The Sub-Region of Warwickshire, Coventry and Solihull acts as a 'Pump Primer' for the West Midlands.

THE ENVIRONMENT

2.12 Although Warwickshire enjoys a relatively good environment overall, there are environmental problems in parts of the County. In particular, there are transport related problems in town centres, residential areas and in the countryside which are described in more detail in following sections.

CONCLUSIONS

2.13 Warwickshire is a county of contrasts. There are

- areas of the County which exhibit serious social, economic and environmental problems even though the County as a whole does not;
- serious social problems suffered by some people even in the more prosperous areas;
- areas which have serious transport related environmental problems although there is a relatively good environment overall.

TABLE A3 - GENERAL ECONOMY

Number of Jobs (000's)	1991	1996	% change
Total	186.7	204.6	+9.6%
Manufacturing jobs	47.9	43.9	-8.4%
No. of Service jobs	122.0	149.9	+21.2%
Other	16.8	10.8	-35.7%

TABLE A4 - TOWN CENTRE ECONOMY

Town	Retail rents 1997 (£ per sq. ft.)	% change in retail rents 1991 - 1997
Stratford-upon-Avon	110	+30%
Leamington Spa	90	0%
Nuneaton	60	-10%
Rugby	55	-10%

3. WARWICKSHIRE'S MAIN TRANSPORT NETWORKS

THE HIGHWAY NETWORK

3.1 The County has a well developed highway network. It is a focal point for the national road network, both motorways and other trunk roads. The M40, M6, M42, M45 and M69 all pass through the county. Of particular note are the A46 and the A444 which serve the urbanised North/South Corridor (Nuneaton, Bedworth, Coventry, Kenilworth, Leamington and Warwick).

PUBLIC TRANSPORT - BUS

3.2 Inter-urban movements are served by bus services. There are bus services linking the urban areas in the North/South Corridor i.e. Nuneaton, Bedworth, Coventry, Kenilworth, Leamington, Warwick. There are also services linking Rugby with Coventry and Stratford-upon-Avon with Warwick/Leamington. More details are given in part C.

3.3 In addition, there are

- local services of varying quality operating within the main urban areas;
- relatively good bus services linking the smaller towns with the main urban areas (which also provide a relatively good service to the villages and rural areas through which they pass);
- relatively infrequent services to rural areas which are not served by the interurban services nor the services linking the smaller towns with the main urban areas.

PUBLIC TRANSPORT - RAIL

3.4 Details of the rail network are given in part C.

3.5 Longer distance passenger services are provided

- on the Birmingham/London Marylebone line serving stations at Warwick Parkway (a new station promoted by the County Council just west of Warwick), Warwick and Leamington;
- on the West Coast Main Line (including the line to Coventry and Birmingham) serving stations at Nuneaton and Rugby;
- on the line serving the North/South Corridor linking Nuneaton, Bedworth, Coventry and Leamington (although there is no station at Kenilworth at present nor through services connecting those towns with Warwick and Stratford-upon-Avon);
- on the East Midlands/Birmingham line serving Nuneaton and Water Orton;
- on the Cotswold Line passing through Evesham and Moreton-in-Marsh which serves the south of the County.

3.6 In addition, there are local passenger services on the Birmingham/Marylebone line, the West Coast Main Line and on the lines serving Stratford-upon-Avon.

CONCLUSIONS

3.7 Warwickshire generally enjoys a relatively comprehensive national and regional transport links because of its location at the heart of the Country and its closeness to both Coventry and the West Midlands Conurbation.

3.8 Local transport links are also generally reasonable, the main weakness being the public transport network serving the rural areas.

4. TRAVEL PATTERNS

GENERAL

4.1 The main travel movements in Warwickshire occur in and between the urban areas in the North/South Corridor. However, there are also substantial movements between North Warwickshire and the Birmingham Conurbation and between Rugby and Coventry.

ROAD TRAFFIC GROWTH

4.2 Nationally, road traffic increased by 12% between 1990 and 1998.

4.3 Traffic growth in the major urban areas of Warwickshire has generally followed national growth trends in recent years.

4.4 Two screen lines, monitoring the County's North-South and East-West movements, have been set up, allowing for traffic growth in rural areas to be assessed. Between 1991 and 1996, there was an overall increase on both 'A' roads and 'B' roads of approximately 5% and 17% respectively.

4.5 Warwickshire has developed transport models which are used to assess current problems and identify future areas of concern. Based on the model outputs, the forecast growth for peak periods between 1999 and 2011 is highest in the urban areas of Rugby, Stratford and Nuneaton which are forecast to see an increase in traffic levels in the order of 40%.

THE JOURNEY TO WORK

4.6 The main commuting movements are shown in Figure A2. The length of journeys to work has been increasing. All areas have experienced a decline in self-containment, i.e. the proportion of people living and working in district. More people are crossing local authority boundaries to get to work.

4.7 In Warwickshire's urban areas, the average journey time to work is

- 21 minutes for those who drive (compared to the Coventry figure of 23 minutes),
- 14 minutes for those who walk and
- 27 minutes for bus passengers.

4.8 The car is now the dominant form of transport for travel to work although there are significant differences between different areas of the County. (SEE TABLE A5)

TABLE A5 - JOURNEY TO WORK

	Car	Public T.	Bicycle	Walk
English Shire Counties	65.2%	9.5%	4.0%	11.9%
Coventry	60.3%	18.0%	3.1%	11.8%
WARWICKSHIRE	69.5%	6.2%	3.8%	11.6%
North Warwickshire Borough	73.3%	7.4%	1.1%	9.1%
Nuneaton and Bedworth Borough	69.5%	9.9%	2.7%	11.7%
Rugby District	68.3%	6.1%	4.9%	11.6%
Stratford-on-Avon District	69.9%	3.2%	3.7%	11.2%
Warwick District	67.9%	4.9%	5.3%	13.1%
Rural areas of the County	73.3%	4.6%	2.3%	8.5%
Urban areas of the County	66.6%	7.3%	4.8%	13.9%

THE JOURNEY TO SCHOOL

4.9 The table below shows that use of the private car for school travel has increased dramatically over the years in Great Britain. (SEE TABLE A6)

4.10 The table below shows a summary of the school travel patterns in Warwickshire. By comparing it with the national statistics in the last table, it can be seen that car usage in Warwickshire is higher than car usage in Great Britain as a whole while use of walking is lower. (SEE TABLE A7)

FREIGHT TRANSPORT

4.11 Nationally, road freight increased between 1991 and 1997 by 21%. In contrast, the amount of rail freight loaded has declined by half in the four years after 1991. However, recent data suggests that the amount of freight moved by rail is increasing. This may be partly due to the development of interchange facilities such as the Hams Hall Rail Freight Terminal and the Daventry International Freight Terminal which are located in or close to Warwickshire.

TABLE A6 - JOURNEY TO SCHOOL

The National Modal Split	Car	Public T.	Bicycle	Walk	Other
Great Britain - 1994/96	27%	18%	1%	52%	2%
Great Britain - 1975/76	12%	22%	4%	61%	1%

TABLE A7 - JOURNEY TO SCHOOL

Warwickshire Modal Split	Car	Public T.	Bicycle	Walk	Other
Primary Schools	45%	5%	1%	45%	4%
Secondary Schools	24%	31%	6%	32%	6%
All Schools	36%	16%	3%	39%	6%

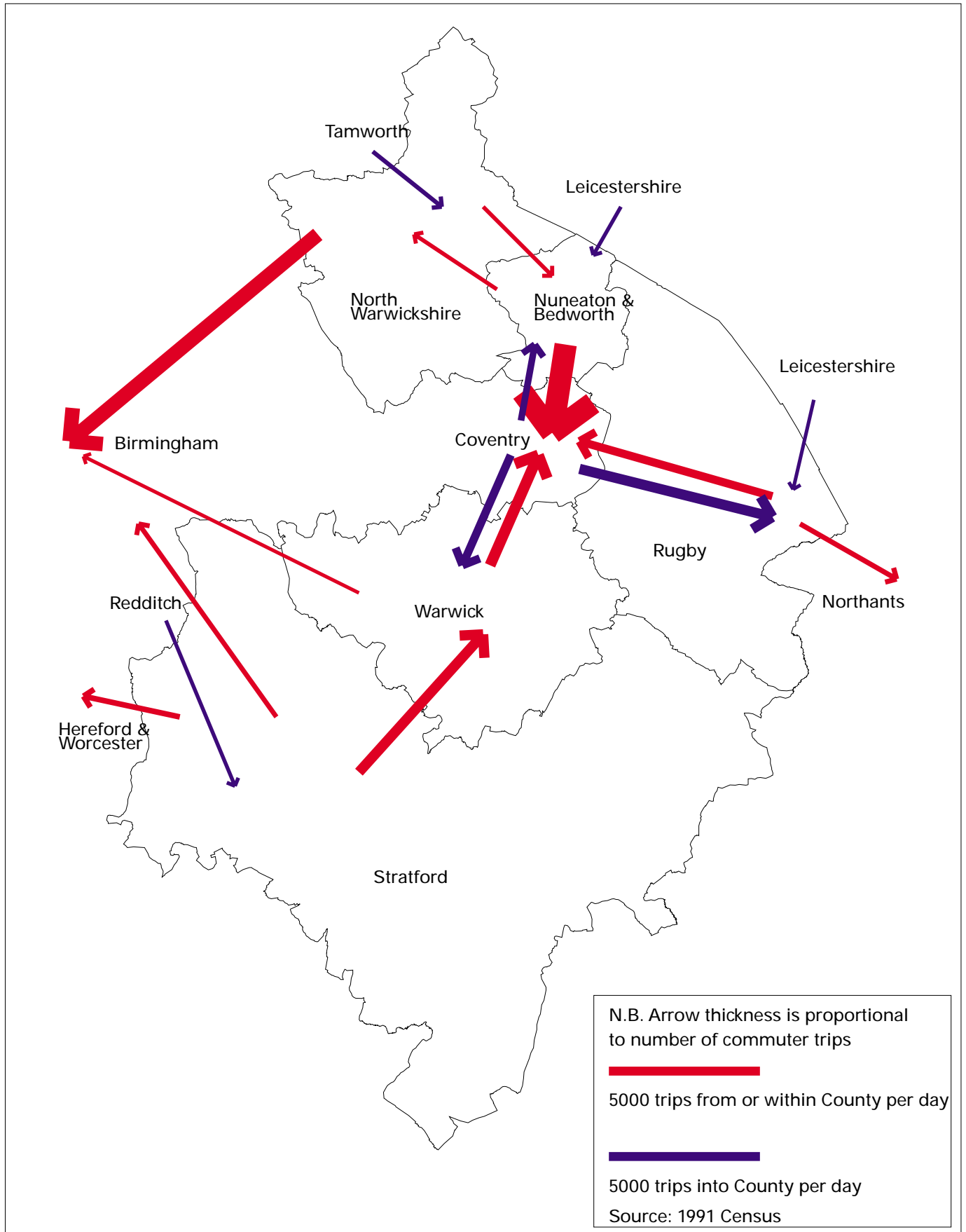


Travel to Work: Main Movements

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Figure A2



5. OUR VISION & OBJECTIVES

'Building a People's Warwickshire'

OUR VISION

5.1 The County Council is committed to 'Building a People's Warwickshire'. The plan to deliver this commitment is published in a document entitled 'Our County'. It is based on the following principles

- Equality so that all people are treated equally, regardless of their colour, gender, race, culture, disability, lifestyle or age;
- Best Value so that we strive continuously to improve the quality, effectiveness and efficiency of everything we do;
- Co-ordinated Local Government so that we make it as easy as possible for the people of Warwickshire to access services.

5.2 'Our County' spells out the Council's commitment to the following nine priorities:

- Improving education and opportunities for young people
- Improving opportunities for people to get jobs
- Reducing crime and anti-social behaviour
- Improving the environment
- Improving the independence and quality of life of older people
- Taking action to make people feel less isolated or excluded from society
- Improving the health of the community
- Meeting housing needs
- Providing a fairer transport system

OUR TRANSPORT OBJECTIVES & TARGETS

5.3 The overall transport objectives of this Plan which have been developed from 'Our County' are tabulated below.

OVERALL OBJECTIVES

1. to seek a transport system which will promote a fairer, more inclusive society;
2. to seek a transport system which will promote full employment and a strong, sustainable economy;
3. to reduce the impact of transport on the environment;
4. to improve the environment of people when they are travelling.

5.4 These objectives are the four cornerstones of this LTP. They represent the overall outcomes against which success or failure in delivering the LTP will be assessed.

5.5 The LTP also contains a range of more specific, quantified objectives (including specific targets such as targets for reducing road traffic casualties or increasing cycle use) which are nested below these overall objectives. These are developed in later parts of this LTP. These quantified objectives include a mix of short and long term objectives. They will be used to measure the actual level of results achieved.

CONSISTENCY WITH CONSULTATIONS

5.6 The consultations during the preparation of this LTP involved the community in the formulation and adoption of both the overall transport objectives and the more specific, quantified objectives. The overall objectives which had been drafted from 'Our County' were endorsed and detailed objectives and targets were considered and drafted. Details of the outcomes of the consultation processes are available on request.

CONSISTENCY WITH NATIONAL PLANS

5.7 The objectives are consistent with the Government's over-arching transport objectives which are

- to promote accessibility to everyday facilities for all, especially those without a car (see LTP objectives 1 & 2);
- to contribute to an efficient economy and to support sustainable economic growth in appropriate locations (see LTP objective 2);
- to protect and enhance the built and natural environment (see LTP objective 3);
- to improve safety for all travellers (see LTP objective 4).

5.8 We will seek to implement the LTP objectives by adopting the principles of 'integration', the final Government objective.

CONSISTENCY WITH REGIONAL PLANS

5.9 The objectives and strategy of the LTP are also consistent with the transport objectives of the Regional Planning Guidance which are

- to provide for the safe and efficient movement of people and goods (see LTP objectives 2 & 4);
- to reconcile the demand for travel with environmental concerns (see LTP objective 3);
- to reduce reliance on the motor vehicle by encouraging a shift from private to public transport (see strategy in Part B - More Choice);
- to take account of the inter-action between transport and land use (see strategy in Part B - Integration).

5.10 It is also consistent with the transport strategy included in the Regional Transport Strategy.

5.11 A review of the Regional Planning Guidance and the Regional Transport Strategy has commenced earlier this year. The County Council will participate fully and actively in that review and also review this LTP to ensure that consistency is maintained.

CONSISTENCY WITH LOCAL PLANS

5.12 The Warwickshire Structure Plan 1996-2011 and the Warwickshire Health Improvement Plan have been prepared in parallel with this LTP to ensure consistency.

5.13 Warwickshire's district councils are currently commencing reviews of their local land development plans to ensure that they are consistent with the Warwickshire Structure Plan 1996-2011 and this Local Transport Plan. The County Council and district councils will work together to ensure that consistency is achieved.

6. TRANSPORT PROBLEMS AND OPPORTUNITIES

INTRODUCTION

6.1 This section describes the problems/opportunities that we must face in seeking to achieve the four objectives of the Plan listed in the previous section.

A FAIRER MORE INCLUSIVE SOCIETY

Overall Context

6.2 Transport related problems of social exclusion are suffered throughout Warwickshire because some people have difficulty in using the transport system that is provided and also because there are people who lack access to transport.

6.3 These problems are experienced disproportionately by women, children, disabled people, people from ethnic groups, older people and people without access to cars, especially those living in remote rural areas. Poor access to transport may

- limit work and training opportunities;
- result in people having to pay higher prices and accept a more restricted range of goods;
- limit access to health care facilities, especially in rural areas.
- damage health by denying access to people, goods and services and by diverting resources from other necessities.

Difficulties in Using Transport

6.4 There are many people who have particular difficulty in using the transport system that is provided. For example, particular difficulties can be experienced by people who are registered as disabled, elderly people and people travelling with luggage or young children.

6.5 The Disability Discrimination Act will mean that public transport will become more accessible to disabled people. It will also make life easier for those other people who find difficulty in using public transport. However, the Disability Discrimination Act will only apply in the first instance to new buses, trains, coaches and taxis.

When people were asked during our consultations what were the three main transport problems in Warwickshire, 15% cited the problems of disabled people.

Lack of Access to Transport

6.6 There are many people who are limited in their activities by a lack of transport. Public transport can mitigate problems but services may not operate at the times or to the destinations required. Walking and cycling also suffer from obvious limitations. Access to a car generally solves problems

6.7 The reduced mobility caused by lack of access to cars is considered to be one of the major transport problems in Warwickshire. Lack of access to a car decreases mobility as shown by the table below (which is based on national statistics). This pattern is reflected in Warwickshire where the results of our household survey show that trip rates among non-car owners are less than those for car owners. (SEE TABLE A8)

When people were asked during our consultations what were the three main transport problems in Warwickshire, over 60% cited access to transport.

TABLE A8 - TRIP RATES

	With Car Access	Without Car Access
Number of Journeys per Person per Annum	858	417
Distance Travelled per Person per Annum	7837 miles	2509 miles

6.8 The problem has not decreased in recent years. Most of the growth in car ownership recently has come from households acquiring second or third cars. Hence, the proportion of households without access to a car has remained relatively stable.

6.9 The problems caused by a lack of access to cars occur throughout the County but are more widespread in the less prosperous areas.

Our consultations have shown that over 80% of consultees felt transport access should be improved equally for all residents not just for those in the less prosperous areas.

**FULL EMPLOYMENT
AND A STRONG ECONOMY**

General

6.10 Throughout the County, there are people who find particular difficulty in obtaining access to employment. This can be because

- they do not have access to a car and there is a lack of alternative means of travel or
- they find difficulty in using the transport system that is provided or
- they have a car but congestion still makes travel difficult.

6.11 There are also locations in the County where there is difficulty in obtaining access to existing or proposed industrial areas, either because of a lack of transport links or congestion on the transport links that have been provided.

6.12 The development of an efficient transport system for the County is vital in order to

achieve the development of the economy of the West Midlands as a whole. The Sub-Region of Warwickshire, Coventry and Solihull acts as a 'Gateway' connecting the West Midlands to the economically prosperous South East and Continental Europe because of its location and transport system.

Congestion

6.13 Congestion can prevent reliable and reasonable access

- for the people to work (either those in work or those wanting to work),
- for potential customers to services (in particular access to town centres for shoppers, tourists and others wishing to use the services that those areas provide) and
- for the conveyance of freight.

Congestion was widely viewed as a problem during the consultations on this Plan. When people were asked what were the three main transport problems in Warwickshire, over 60% cited congestion in the main urban areas and 30% cited congestion in other areas.

6.14 However, the perception sometimes appeared to be worse than the actual situation in some areas. Therefore, a series of journey runs has been devised for the main urban areas in order to provide a reliable and repeatable measure of congestion. (SEE TABLE A9)

6.15 The position appears to be
a) congestion is a particular problem at present at some locations in the County, including locations on the national and local road networks and

TABLE A9 - JOURNEY RUNS

Period	Warwick/ Leamington/ Kenilworth		Rugby		Stratford	N'ton & Bedw'ith
	1998	1999	1998	1999	1998	1998
Peak	30(19)	25(15)	33(21)	33(20)	30(19)	39(24)
Off-Peak kph and (mph)	36(23)	35(22)	41(26)	37(23)	32(20)	42(26)

b) congestion will become increasingly general and serious in coming years due to increasing car usage and the predicted growth in population.

6.16 Therefore, the present time represents the opportunity of a valuable 'breathing space' during which it would be possible to lay the foundations for change.

TRANSPORT AND THE ENVIRONMENT

Town Centres

6.17 Vehicles are having a serious environmental impact upon the centres of our major urban areas. Major traffic routes pass through them. In addition, vehicles have an impact on their environment while they are seeking to park and, indeed, a visual impact when they are parked.

When people were asked during our consultations what were the three main transport problems in Warwickshire, nearly 30% cited the impact of traffic on our town centres.

Residential Areas

6.18 The environment of residential areas is also being increasingly affected by vehicles. There is an increasing incidence of 'rat-running' as the main road network is becoming more congested. In addition, there is an increasing incidence of 'overspill' parking in residential areas arising from restrictions in parking in adjacent town centres and industrial areas.

When people were asked during our consultations what were the three main transport problems in Warwickshire, just over 20% cited the impact of traffic on residential areas.

The Countryside

6.19 Finally, vehicles are increasingly affecting the environment of the countryside - the environment of the smaller towns and villages as well as the environment of country lanes. Typically, there may be problems caused by rat-running traffic, speeding traffic and lorries.

When people were asked during our consultations what were the three main transport problems in Warwickshire, a quarter cited the impact of traffic on the countryside.

THE ENVIRONMENT OF PEOPLE WHEN TRAVELLING

General Health

6.20 The way we are travelling is making us a less healthy nation. We are driving too much, using cars for journeys which could be undertaken by walking and cycling. More exercise would help us to reach health targets.

Accidents

6.21 Warwickshire has a serious accident problem. There were 3217 people killed or injured in accidents recorded during 1999 in Warwickshire, fifty people being killed.

6.22 However, the number of people seriously injured or killed in accidents has declined since the early 1980s. In 1999, 558 people suffered serious injuries compared to an average annual figure of 980 during the period 1981-85. There were 83 people killed per annum in the early 1980s.

6.23 On the other hand, the number of people suffering slight accidents each year is significantly higher than in the early 1980s (46% above). Some of this trend may reflect more rigorous accident reporting procedures. However, the trend is upward in Warwickshire - reflecting the national picture.

6.24 The fear of accidents can also affect travel habits. Concern about the danger of accidents is a particular constraint on walking and cycling.

6.25 Therefore, the problem of road traffic accidents is considered to be one of the major transport problems in Warwickshire. This reflects the Government's view that it considers road traffic accidents to be a major national transport problem.

Although this view is apparently not shared widely by the local community. When people were asked during our consultations what were the three main transport problems in Warwickshire, only 17% cited road traffic accidents.

Crime

6.26 The fear of crime can impact on the quality of people's lives almost as much as the experience of crime. It can be the fear of becoming a victim of crime which leads people towards making adjustments to their patterns of movements and behaviour rather than the actual danger.

6.27 Concern about personal security is a constraint on the use of public transport and walking. This concern can be worse at night and for older people, women and ethnic minorities.

When people were asked during our consultations what were the three main transport problems in Warwickshire, 15% cited the fear of crime while travelling.

CONCLUSIONS

6.28 The main transport problems in Warwickshire at present are considered to be

- the reduced mobility suffered by people because of the lack of access to cars;
- the level of casualties arising from road traffic accidents;
- the environmental impact of traffic on town centres, the countryside and residential areas.

6.29 The level of congestion is also major issue which is expected to become more significant as traffic flows increase in the future.

6.30 Finally, the LTP should also address

- the fear of being subjected to crime while travelling (particularly the fear felt by pedestrians and users of public transport);
- the problems some people have in using the transport system because of restrictions on their personal abilities.