

Herefordshire Local Cycling and Walking Infrastructure Plan FAQs

What is the Local Cycling and Walking Infrastructure Plan (LCWIP)

The Local Cycling and Walking Infrastructure Plan (LCWIP) is a strategic document that analyses local travel patterns to help identify cycling and walking improvements over a 10-year period. The LCWIP enables a long-term approach to developing strategic active travel connections across the county and forms a vital part of the Government's strategy to make walking, wheeling and cycling the natural choice for shorter journeys, or as part of a longer journey.

What are the aims and objectives of our LCWIP?

The aims of the LCWIP are to:

- Gather baseline data to understand current patterns of walking and cycling across the county
- Develop a network plan for walking infrastructure across the county
- Develop a network plan for cycling infrastructure across the county
- Ensure integration of network plans with transport and land use planning policies
- Develop an implementation plan for Hereford, market towns and rural areas

The objectives of the LCWIP are:

- Support a thriving and prosperous economy
- Enable healthy behaviours and improve wellbeing by facilitating physical activity
- Tackling climate change through creating a transport system that offers viable low-emission options for journeys.
- Support an inclusive and safe active travel network which enables opportunities for all regardless of age or ability

Why are we developing an LCWIP?

Many people in our county have told us they want to walk, wheel and cycle more, and that they want us to improve the active travel infrastructure offer across the county to help them do this. Feedback from recent engagement undertaken for our new Local Transport Plan revealed that many people would like better and safer ways to walk, wheel and cycle across the county, and some go as far as saying they feel excluded from the benefits of active travel because they feel some of our roads are too dangerous to walk or cycle.

Identifying improvements for walking, wheeling and cycling through our LCWIP will therefore help us to break down some of these barriers by providing a cohesive network, encouraging more residents to choose these modes of travel. This will reduce reliance on private motor vehicles, and so increase social mobility and in-work poverty, tackle road congestion, and help address the Climate Emergency. Additionally, promoting more healthy, low-carbon travel options such as walking and cycling will improve air quality and enhance the overall health and well-being of our residents.

Does the LCWIP have any public health benefits?

The objectives of the LCWIP are to increase cycling, walking and wheeling activity, all of which are critical to achieving a number of public health and environmental outcomes. Choosing to travel by active travel modes helps people to increase their physical activity levels, reducing

obesity and improving cardiovascular fitness. Active travel has also been linked to improved mental health and a reduction in the number of preventable early deaths, such as those associated with obesity and poor air quality.

Does the LCWIP have any economic benefits?

Research has shown that people who walk and cycle to towns and cities often spend more and stay longer than people who arrive by car. Sustrans' research paper "Helping People Through the cost of Living Crisis and growing our economy" sets out the importance of walking, wheeling and cycling and its economic potential.

This is why our LCWIP identifies strategic walking and cycling routes that will improve connectivity between our market towns, rural villages and Hereford, helping to support the local economy. Some of the proposed rural routes are also cross-county, linking Hereford to market towns which could become leisure tourist routes as people seek out the most attractive, low-traffic routes through the picturesque countryside of Herefordshire.

Where else have LCWIPs been implemented?

LCWIPs have been implemented across various regions and local authority areas in the UK. Whilst Local Authorities are not required to adopt an LCWIP, the UK Government has indicated that those without a cohesive plan in place may find it more difficult to access future government funding for active travel. As such, the development of LCWIPs across the UK has increased rapidly in recent years, with most local authorities now having an LCWIP in place.

How will the LCWIP enable more cycling and walking trips?

The LCWIP is the first step in identifying the strategic connections across the county and will establish the key interventions required to enable people of all abilities to feel confident and comfortable walking and cycling across the county, ensuring they are well connected, easy to navigate, and high quality routes.

From our experience with past projects, such as the Great Western Way, we know that investing in high-quality, cycle and pedestrian-friendly infrastructure can unlock numerous benefits, including improved physical and mental wellbeing, better air quality, and reduced noise pollution, and support economic growth by providing active travel infrastructure that connects people to jobs and key services. We also recognise that invisible barriers (e.g. perception of road safety, lack of confidence, convenience, cost) prevent people from shifting from private motor vehicles to walking and cycling. Therefore, the LCWIP will set a framework for the Council to implement alongside physical interventions, helping to overcome the barriers that inhibit pedestrian and cycle growth across the county.

What will be included for Hereford?

For the city of Hereford, the LCWIP will provide:

- A network plan, identifying preferred routes for further development
- A prioritised programme of projects to be delivered over a 3-,5- and 10 year timeframe subject to future funding being secured
- An explanation of the process followed in the development of the plan, and the data analysis that underpins it.

What will be included for our market towns and rural areas of the county?

For market towns and rural areas across Herefordshire, we will take a county-wide approach to developing cycling and walking infrastructure. This will include:

- A network plan for the county, adopting a strategic approach to infrastructure to be considered for further development
- A bespoke prioritised programme of schemes for our market towns and rural areas for delivery over a 3-,5- and 10-year period subject to funding being secured. This list will be bespoke to these places and areas and will not take into account the city of Hereford to ensure that rural area interventions are recognised appropriately.

Does the LCWIP take account of new developments?

Yes, the LCWIP network plans and background analysis have considered and incorporated all committed and proposed residential developments and employment sites across the county, identified through the local planning process. The council's new Herefordshire Strategic Transport Model (HSTM) may also be used, where appropriate, to analyse the impacts of infrastructure changes on walking and cycling rates.

How will interventions be identified?

We will draw on all the data we have collated to date, as well as the feedback received from local stakeholders on the main barriers to walking and cycling in the county, and integrate this with our route auditing results to determine what interventions could be implemented to overcome these barriers. We will then engage with key stakeholders again to gather feedback on the proposed interventions before we undertake wider public consultation on the draft plan later in the year.

How has the prioritisation process for new infrastructure been conducted?

No prioritisation has been undertaken on any of the LCWIP route recommendations to date. We would firstly like to gather feedback and comments from key stakeholders on the route alignments and proposed routes to ensure that the right routes are being audited and suitable recommendations are being developed.

Following engagement, we will gather the feedback from stakeholders and finalise routes prior to auditing and prioritisation. The prioritisation process will adhere to the DfT LCWIP guidance, which outlines a recommended method for ranking potential interventions and projects. This guidance stresses the importance of adapting the approach to fit the local context. For the Herefordshire LCWIP, we will create two prioritised lists of projects:

- Rural (including market towns): A dedicated list of rural projects to help mitigate the potential bias towards Hereford city walking and cycling infrastructure improvements.
- Urban: A dedicated list for interventions within Hereford city.

To account for the unique nature of rural routes, we have also developed bespoke prioritisation criteria that will be incorporated within the prioritisation process when developing the rural route prioritised list, helping to further ensure that walking and cycling infrastructure is considered across market towns and rural areas, not just focused within Hereford city.

Why are there no detailed drawings as part of the LCWIP?

LCWIPs are intended to be strategic documents that outline the vision, goals, and priorities for cycling and walking infrastructure over a long-term period (usually 10 years). They are not meant to serve as detailed design documents, but rather to set the direction and framework for future

detailed planning and design work. Detailed drawings and engineering plans are created in subsequent phases of project/scheme development.

Will all schemes in the LCWIP be delivered to the desirable standards set out in government guidance, such as Local Transport Note 1/20: Cycle Infrastructure Design?

The Department for Transport only intends to fund schemes which comply with the Cycling Design Standards set out in Local Transport Note LTN 1/20.

LTN 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure. It is expected that Local Authorities utilise the guidance in the design of all schemes regardless of whether they are seeking Government funding. As such, we will seek where physically feasible to deliver schemes that are deliverable to the desirable standards set out in government guidance.

Has funding been secured for the implementation of the LCWIP?

Currently, there is no government funding allocated for schemes to be developed and prioritised within the LCWIP. However, by developing the LCWIP, the council will be well-positioned to apply for funding as it becomes available, with a comprehensive list of identified walking and cycling schemes across the county.

Additionally, having the LCWIP in place, along with a network plan, will ensure that active travel connectivity is integrated into the Local Transport Plan and Local Plan. This will enable us to request funding from developers which can be used to deliver new walking and cycling infrastructure in the vicinity of new developments.

When will the LCWIP be implemented?

Once adopted, the LCWIP implementation plan will be used to select and progress schemes in order of priority either on an individual or collective basis, depending on the type of funding that is secured. Once funding is available, the scheme(s) would then be subject to feasibility assessments, and design drawings will be developed which will be subject to engagement and public consultation. The council will seek to develop inclusive solutions, balancing the needs of users whilst taking into account the local context.

How will the LCWIP be used in bids for future funding?

The UK Government have made it clear that local authorities without an LCWIP will either not be eligible to apply for future active travel funding, or will score badly in funding bid evaluations, and hence are unlikely to be successful for funding. Therefore, by having an LCWIP in place, the council can demonstrate that it has a clear infrastructure delivery plan for the next 10 years as well demonstrate strong alignment with national and local policies and objectives. This will help strengthen future bids and mean they are much more likely to gain government support and secure funding.

What does the LCWIP not include?

The LCWIP does not include:

- Specific designs for the proposed infrastructure improvements
- Detailed financial costs of interventions
- Detailed time-frames for delivery of interventions

These details will be developed as and when funding is secured for individual schemes.

Does the LCWIP make provisions for horse riders?

The LCWIP includes proposals for county-wide walking and cycling routes. Improvements to accommodate horse riding will be considered on these routes where possible. In addition, measures to improve safety of on-carriageway cycle routes such as road closures, traffic calming and slower speed limits should have a dual benefit of improving the conditions for horse riders.

How does the LCWIP link to the Rights of Way Improvement Plan?

All local highway authorities are required to prepare a Rights of Way Improvement Plan and review this every 10 years. Whilst the development of an LCWIP is non-mandatory, it does cover a similar timescale. Both documents seek to establish future plans for prioritising active travel improvements. The LCWIP will seek to consider linkages where possible with existing Public Rights of Way to establish a holistic active travel network across the county.

How does the LCWIP align with our Local Transport Plan and Local Plan?

The LCWIP aligns closely with the objectives outlined in the Local Transport Plan, sharing a common goal of enhancing transport across the county. The primary aim of the LCWIP is to boost walking and cycling activity throughout the county and this strategy offers a range of advantages relating to walking and cycling which correspond with the objectives of the Local Transport Plan including:

- People who walk or cycle typically spend more than people who arrive by car, contributing to a prosperous economy
- Walking and cycling are known to have a range of physical and mental health benefits, contributing to enabling healthy behaviours and improving wellbeing
- Increasing the number of people who walk and cycle contributes to reducing carbon emissions from motor vehicles
- Projects of the LCWIP will seek to contribute to improving the safety of walking and cycling across the county.

The LCWIP also takes into account proposals for new housing and employment developments across the region, ensuring that it remains a strategic, forward-looking document that anticipates future demands for walking and cycling infrastructure, aligning with the Local Plan.

What is the difference between the LCWIP and the Local Transport Plan?

The Local Transport Plan has a wider scope than the Herefordshire LCWIP and incorporates all modes of transport. Herefordshire's new Local Transport Plan covers the whole of the county and contains an overarching strategy, setting out how investment in transport will help achieve the economic, environmental, health and social ambitions of the Council, as well as an implementation plan, setting out a programme of schemes and projects.

The objectives of the council's new Local Transport Plan are to; support a thriving and prosperous economy, enable healthy behaviours and improve wellbeing, tackle climate change and protect/enhance the natural and built environment, improve accessibility and inclusivity, and improve transport safety and security.

The LCWIP will be a supporting plan to the overarching LTP and will identify a range of walking and cycling infrastructure schemes that will help to achieve the broader aims and objectives of the LTP.

Why did we undertake early engagement on the Local Transport Plan before the LCWIP?

The Local Transport Plan is a policy framework and statutory document, setting out how the council intends to plan, manage and deliver transport across the county in order to achieve its economic, environmental, health and social ambitions. As such, it is an overarching strategy for the council, which will cover the whole of Herefordshire and provide the future direction for transport across the county.

As such, it is important that people's views are gathered and understood regarding transport as a whole, prior to consulting on the LCWIP. It is anticipated that the LCWIP will act as a supporting strategy to complement the delivery of the Local Transport Plan.

When will public consultation take place?

We will undertake public consultation on the draft Herefordshire LCWIP later this year. Further details on this will be made available on our website at www.herefordshire.gov.uk/LCWIP

We will also undertake consultation on individual schemes which are selected to be taken forward for further development as and when funding is secured.

Who can I speak to if I have any further questions?

For further enquires, please contact: LCWIP@herefordshire.gov.uk