

Draft Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP)

Frequently Asked Questions

This document will be updated throughout the consultation to include new frequently asked questions as we receive them. Date of this version: **Friday 22nd July 2022**

Overview

1. What is the purpose of a Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP)?

An LCWIP is an evidence-based report which sets out a programme of prioritised improvements to enable more walking and cycling for everyday journeys and leisure trips.

A Warwickshire LCWIP will enable the County Council and partners to:

- demonstrate a clear commitment to walking and cycling by identifying and prioritising infrastructure improvements
- build on previous improvements to walking and cycling infrastructure
- respond to demand by local communities for better facilities
- provide high quality infrastructure to meet the demands of a growing population
- ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies
- make the case for future funding for walking and cycling infrastructure, including Government grants and developer contributions

2. When will LCWIP schemes be implemented?

The LCWIP looks ahead to the next ten years and identifies a long list of potential schemes for further design and development. Subject to securing funding and the outcome of feasibility assessments, the highest priority schemes could be delivered within the next five years.

3. How does the LCWIP address the climate emergency?

Transport is the single largest cause of carbon emissions in the UK. Developing a co-ordinated approach to cycling and walking infrastructure will support further investment in active travel which can encourage people to travel more sustainably, thereby contributing to reduced carbon emissions as well as lower levels of congestion and improved air quality.

4. How will success be measured?

Data will be collected to support existing (local and national) targets and performance indicators. Data collection will include information on:

- Numbers of users/ levels of walking and cycling activity
- Safety (number of collisions, perception of risk)
- Infrastructure provision (length of routes, crossings, cycle parking spaces)
- Condition of infrastructure
- Satisfaction with facilities

5. What is the difference between the LCWIP and a Local Transport Plan (LTP)?

A Local Transport Plan has a wider scope than the LCWIP and incorporates all modes of transport. Warwickshire's LTP sets out the transport needs, challenges, priorities and objectives for the county. The current LTP, which covers the period 2011-26 includes themed strategies, including Walking and Cycling Strategies. Warwickshire County Council is currently refreshing the LTP, and it is expected that the Walking and Cycling Strategies will be combined into a single Active Travel Strategy.

The LTP sets policies for the promotion and encouragement of safe, integrated, efficient and economic transport, as well as proposals for implementation of these policies. Both the LTP and LCWIP are important for identifying schemes and seeking developer contributions as well as providing evidence to support investment.

By providing network plans and identifying a range of potential schemes, the LCWIP provides more detail of an active travel programme to help deliver the Active Travel Strategy.

6. Why we are producing / consulting on an LCWIP before agreeing the LTP?

The Department for Transport expects local authorities to prepare LCWIPs and therefore agreeing the LCWIP will put us in a better position to bid for government funding and secure network improvements from developers. Furthermore, initial consultation carried out on the key themes for inclusion within the LTP has given a strong steer that there is a local interest in improving opportunities for active travel. The LCWIP can operate as a standalone plan, but will also help us deliver LTP objectives. The LCWIP will be reviewed regularly and can be updated alongside the LTP.

7. What is the difference between the LCWIP and a Rights of Way Improvement Plan (ROWIP)?

All local highway authorities are required to prepare a Rights of Way Improvement Plan and review this every 10 years. The LCWIP is not a required document but will cover a similar timescale. Both documents set out future plans for prioritising improvements, although the LCWIP covers all types of walking and cycling infrastructure whilst the ROWIP only covers public rights of way.

8. These schemes seem very ambitious - how much will the LCWIP schemes cost? And who will fund this?

The Warwickshire LCWIP identifies almost 200 walking and cycling schemes, for potential delivery by Warwickshire County Council and its partners. In order to deliver schemes that make a real impact over the next 10 years, a substantial amount of funding will be required. Following consultation on the LCWIP, further work will be undertaken to estimate the costs of the schemes identified.

The publication of a Warwickshire LCWIP supports the case for future funding for walking and cycling infrastructure – therefore helping to draw down external grants and developer contributions. This is additional to funds already allocated as part of Warwickshire County Council's transport programme.

9. Why doesn't the LCWIP provide detailed drawings for new walking and cycling routes?

The Warwickshire LCWIP provides an overview of walking and cycling networks and identifies potential routes and zones where more detailed studies are required. It shows indicative alignments for potential routes. More detailed drawings of potential routes will be shared during the development of individual schemes. This is normally once schemes have secured funding needed to pay for engineering feasibility assessments to be carried out.

10. Will all the schemes in the LCWIP be delivered to the desirable standards set out in the Government's Local Transport Note 1/20: Cycle Infrastructure Design?

The Warwickshire LCWIP identifies possible types of infrastructure for each of the potential walking and cycling routes. When schemes are progressed, we will look to provide safe walking and cycling links for all to use, in line with best practice and latest guidelines.

11. How can walking and cycling schemes support biodiversity?

The Warwickshire LCWIP provides an overview of walking and cycling networks and identifies potential routes and zones where more detailed studies are required. When schemes are progressed, opportunities to support biodiversity will be considered – including verges/planting, sustainable drainage and rewilding. Ecological surveys and biodiversity plans will be prepared where appropriate.

12. How does the LCWIP support child-friendly Warwickshire?

The LCWIP sets out a future network of improved walking and cycling facilities, and this supports children by providing:

- Safer routes for walking and cycling, separated from motor traffic wherever possible
- Links to key destinations used by young people including schools and colleges
- Space for recreation, exercise and outdoor socialising – helping mental and physical health
- New and wider paths that are more suitable for families with pushchairs and prams, as well as young children on scooters, 'balance' bikes, bike trailers and tag along bikes
- Facilities that support an active travel culture from an early age

13. Does the LCWIP have any public health benefits?

The LCWIP sets out plans for a future network of improved walking and cycling facilities, which will provide new spaces for physical activity and wellbeing and create new opportunities for people to lead active and healthy lives.

14. What can the LCWIP do to support tourism and local businesses?

Research has shown that walking and cycling visitors often spend more and stay longer than people in cars. Transport for London has set out a series of reports, studies and evidence to present the economic benefits of walking and cycling at the following website: <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

The LCWIP includes walking and cycling routes that link visitor destinations, including town centres, thereby supporting a more sustainable local economy. Some of the proposed cross-county leisure routes could become tourist destinations in themselves as people seek out the most attractive traffic-free routes along rivers, canals and through country parks.

The consultation

15. Why are you running this consultation when most schemes have not got any funding?

We want to find out what local people think of potential schemes so that we can develop a long-term programme of walking and cycling improvements. Local feedback will help us make a better case for securing this funding in future.

16. How will you ensure the consultation is accessible to people who do not have access to the internet?

We will be promoting the consultation widely and making paper copies of the survey and supporting information available to those who require this. Paper copies are available by telephoning 01926 412395 or by email: contactcommunitiesgrp@warwickshire.gov.uk. Public drop-in sessions are being held where you can find out more about the proposals and put any questions you have to the design team.

17. Who can take part in the consultation? Can I tell other people to take part?

We welcome opinions and feedback from all members of the public. We would like to hear from people who live, work, study, do business, or visit the county. Your views, opinions and insight are valuable to us and will help shape the project. Please share the link to the online survey with anyone you think would be interested in taking part.
www.warwickshire.gov.uk/ask

LCWIP Network Plans and Prioritisation

18. How does the LCWIP integrate with major projects such as Transforming Nuneaton and Transforming Bedworth?

The LCWIP sets out plans for a future network of improved walking and cycling facilities, which includes stand-alone walking and cycling projects and those which form part of larger highway projects and regeneration programmes.

Core walking zones are areas with greatest potential for walking investment and improvement. The Core Walking Zone for Nuneaton is shown as 'programmed' because design work is already underway for walking improvements, funded through the Transforming Nuneaton project (<https://www.transformingnuneaton.co.uk/>).

The Core Walking Zone for Bedworth is shown as 'potential' as further work is needed to identify walking measures. Some funding has already been secured through the Levelling Up Fund for connections between the leisure centre, Miners Welfare Park and the town centre <https://www.be-nu.co.uk/bedworth-plans>.

19. Does the LCWIP take account of new developments?

The LCWIP network plans have considered residential developments and new employment sites where this land has been allocated through the local planning process.

20. Are there differences across boroughs/ districts?

The LCWIP is a countywide plan, but the potential schemes do respond to differences between areas identified in the evidence gathering process. This includes differences in local population and health outcomes, numbers of road traffic collisions involving pedestrians and cyclists, physical barriers to movement, local viewpoints and propensity to cycle. This means that the proposals for schemes do vary, not only between boroughs and districts, but between large and small towns, villages and countryside.

21. Why aren't there more walking schemes?

The Warwickshire LCWIP provides an overview of walking and cycling networks. At this scale it is necessary to focus on the more strategic walking links. In addition, there is already a well-established and fairly well-connected network of footways and footpaths whereas cycle routes are more disjointed.

22. Why are the core walking zones not prioritised?

There is currently insufficient detailed information available for assessment of these. Further work (including school site audits and/or area-wide walking audits) is required to identify the types of measures required in these areas.

23. Why are there no prioritisation scores for potential schemes being delivered by third parties?

The purpose of the prioritisation is to inform a future delivery programme led by Warwickshire County Council. Potential schemes entirely in the control of third parties (including developers and organisations such as Sustrans, Canal and River Trust and HS2) were therefore not included in the prioritisation scoring.

24. How will you make sure that future schemes are inclusive to all users?

Scheme designers will follow best practice and use latest guidelines. Equality Impact Assessments will be used to help identify impacts. Early engagement with local users will be sought wherever possible.

25. Is Warwickshire proposing Low Traffic Neighbourhood schemes within its towns and if so, are these highlighted within the LCWIP?

The Warwickshire LCWIP provides an overview of walking and cycling networks and identifies potential routes and zones where more detailed studies are required. Although there is potential to incorporate Low Traffic Neighbourhood schemes within the core walking zones and as part of walking and cycling routes, these are not explicitly identified in the Warwickshire LCWIP

26. Is there too much focus on urban areas?

We have focused on developing routes within urban areas because this will help enable more cycling for everyday trips and/or to link with new developments that are likely to generate a significant number of new cycling trips. This does not prevent other cycling improvements from being progressed, particularly in association with new developments, safety schemes, highway works or leisure and tourism projects. The long list of potential schemes includes a number of routes in rural areas, which could provide safe and attractive places for exercise and exploration. These mostly leisure routes include a mix of canal towpaths, country park paths, greenways, footpaths and bridleways. Improvements to accommodate horse-riding will be considered where possible.

27. Does the LCWIP make provision for horse riders?

The LCWIP includes proposals for cross-county 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 also benefit horse riders.

The Government's LCWIP Technical Guidance for Local Authorities focuses on walking and cycling for shorter journeys and does not reference horse riding.

28. What does the LCWIP say about e-scooters?

The use of e-scooters is currently illegal on public highways in Warwickshire, and we cannot therefore plan future networks for these users. If the law changes, the LCWIP will be updated.

29. What are the next steps for the Warwickshire LCWIP?

Consultation responses will be collated and analysed and the draft LCWIP will be amended to reflect community views. A final report will be submitted to Warwickshire County Council's Cabinet for approval.

The adopted LCWIP will be used as the basis for a future walking and cycling programme. Our aim is to create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire.

FAQs added during consultation period:

30. Why aren't there more routes along disused railways and bridleways and why are these mostly considered low priority?

The LCWIP includes a small number of routes using disused railways and bridleways. Although the LCWIP is a 10 year plan, disused railway schemes and bridleway schemes often have a long lead-in time, and it would be unrealistic to include a larger number in the LCWIP. Those routes that have been included are usually locations where; land assembly is already in place; there is an existing route to be upgraded or extended; there is already local interest in the route development, including in previous engagement on the LCWIP.

The criteria used for prioritising routes is based on Department for Transport guidance which leads to higher scores for shorter routes in urban areas with highest demand i.e. high population density. Longer distance disused railways and bridleways in rural areas therefore score as low priority using these criteria.

More detailed plans and policies for bridleways and other Public Rights of Way will be set out in a new Rights of Way Improvement Plan (see FAQ no.7).

31. How can the LCWIP be effective if there is a lack of enforcement of traffic regulations including speeding and parking on pavements?

Warwickshire County Council and Warwickshire Police are both members of the Warwickshire Road Safety Partnership, which is working to reduce the number of people killed and seriously injured on Warwickshire's roads by 50% by 2030.

The Police are working to enforce traffic regulations, including speeding vehicles. They welcome community support for reporting offences – more details are provided on their website: <https://warksroadsafety.org/enforcement-and-community/>

Where parking is in contravention of double yellow lines and other parking restrictions, this is enforced by Civil Enforcement Officers and can be reported to Warwickshire County Council <https://www.warwickshire.gov.uk/contraveningparkingrestrictions>

32. Are there proposals to improve signage of existing routes, as well as new routes that connect into a wider network?

In order to meet the design criteria for 'direct' and 'coherent' routes, signage is really important – whether this is pedestrian waymarking and maps near key destinations, or cycle direction signs along quiet streets. We will look to include signage in new infrastructure schemes as well as review connections into the existing network.

33. The LCWIP has an obvious focus on infrastructure. Doesn't this also need to be supported with effective promotion and publicity for walking and cycling, and education and training for road users?

The LCWIP is an infrastructure plan, but it is widely recognised that infrastructure is only part of the solution in getting people to walk and cycle more. The County Council also has a Safe and Active Travel team who support the infrastructure programme with wider promotion and publicity, and road safety activities, including focussed work with schools, workplaces and community groups.

The Local Transport Plan is currently being updated and will include an Active Travel Strategy and a Road Safety Strategy – bringing together policies to develop walking and cycling infrastructure as well as the 'softer' measures needed to enable people to have the confidence to walk and cycle more, and make the highway environment a safer place for all types of road user.

- 34. Can you please say a bit more about how the monitoring and evaluation will work? How does it focus on impact rather than just be limited to incremental activity against a baseline? How will it monitor and evaluate the impact in encouraging Walking & Cycling in helping people who wouldn't otherwise have done so to improve their mental and physical health through active 'travel' rather than just getting people who are already fairly active to be even more so.**

Both quantitative and qualitative monitoring is taking place and will be developed further following adoption of the LCWIP.

Quantitative monitoring includes counts of users including 'before' and 'after' improvements, thereby enabling evaluation against a baseline. Current monitoring technology allows sophisticated analysis of this data including movement patterns by pedestrians and cyclists, and analysis of levels of use at different times of the day, week or year.

Qualitative information helps to assess the impact on specific user groups. Surveys such as the recent Active Travel Survey (<https://ask.warwickshire.gov.uk/transport-planning/active-travel-survey/>) and current LCWIP consultation enable correlation and cross-analysis of responses from people who already travel actively and those that don't, and between users from different demographic groups.

- 35. To what extent is access for wheelchair users a part of these plans? Similar plans elsewhere are often referred to as Walking, Cycling and Wheeling. It would be good to see "wheeling" and inclusivity as part of the overall aim and as part of those 10 key challenges you are trying to combat.**

Warwickshire's walking and cycling infrastructure should be accessible for wheelchair users as well as people with other disabilities, people with prams and pushchairs, and users of non-standard bicycles, such as tandems and cargo bikes. Wheeling is now mentioned specifically in plans and reports by Sustrans and Active Travel England and we would like to make this more explicit in the final version of the Warwickshire LCWIP, including within the key challenges.

- 36. Could we have more information for just specific areas. Pamphlets through letterboxes for the focus in that area**

Warwickshire County Council is trying to reduce printed information as part of wider policies to decrease the Council's impact on the environment.

Active Travel Maps for existing cycling and walking routes in larger towns have just been updated to the County Council's website and are available to download: <https://www.warwickshire.gov.uk/cycling/cycle-routes-warwickshire> A small number of maps may be printed in future.

A countywide cycling map will be available soon. This includes information on National Cycle Network routes and leisure routes within the county of Warwickshire (also available to purchase from Country Parks).

We understand that the LCWIP documents cover schemes across the county and many people would like additional detail for their local areas. The Transport Planning team are happy to provide detailed maps and information for specific areas on request – please email tpu@warwickshire.gov.uk

We will also work with Town and Parish Councils to distribute information through existing local channels and newsletters.