

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: **Wednesday 15th June 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.