

Portfolio Holder Decision

Draft Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP)

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	18 March 2022
	Signed

1. Recommended Decision

- 1.1 That the Portfolio Holder approves public consultation on the Draft Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP).

2. Reasons for decisions

- 2.1 A Warwickshire LCWIP will enable the County Council 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 Active Travel funding from Department for Transport and developer contributions
- 2.2 Consultation on the draft LCWIP will ensure that Warwickshire residents, people who use local services, communities, organisations, and partners, are informed, involved and able to influence the final plan.

3. Background information

- 3.1 Walking and cycling are ideal modes of transport for short local trips. They are low-cost, accessible, healthy, environmentally friendly and efficient. Nearly two thirds of Warwickshire residents live in urban areas; where distances to key destinations

are often short; and combining walking and cycling with bus or rail travel offers opportunities for longer distance journeys. Both urban and rural areas provide a range of attractive recreational settings for walking and cycling.

- 3.2 The Government published a Cycling and Walking Investment Strategy in May 2017, setting out its ambition to make walking and cycling the natural choices for shorter journeys or part of a longer journey. The Strategy included guidance for local authorities on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIP). In July 2020, the Government set out a further commitment to walking and cycling with publication of Gear Change and cycle infrastructure design guidance.
- 3.3 The aim of the Warwickshire LCWIP 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'.
- 3.4 Warwickshire's first LCWIP builds on previous improvements to walking and cycling infrastructure, supports our current programme of safe and active travel initiatives and responds to recent feedback from local communities. The LCWIP reviews, updates and formalises the walking and cycling network development plans for each of the main urban areas, and sets out a prioritised programme of delivery for cycling schemes for the next 10 years. This will ensure that high quality infrastructure is in place - to encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities - meeting the demands of a growing population and supporting a vibrant economy.
- 3.5 The draft Warwickshire LCWIP is structured as follows:
 - Part 1: Introduction – this sets out the aim and objectives, challenges and opportunities and describes local aspirations and types of walking and cycling infrastructure. It includes a review of the wider policy framework.
 - Part 2: District/ Borough reports – these review the local data and provide a narrative to support the identified improvements. The evidence base includes analysis of road traffic collisions, physical barriers, existing facilities, local viewpoints, potential for walking and cycling, travel demand for short trips and the propensity to cycle. This evidence was used to identify and prioritise schemes. The Part 2 reports outline the future proposals including focus areas for walking improvements and network plans for cycling schemes.
 - Part 3: Implementation: integration, prioritisation, activation and evaluation. This section includes a prioritised programme of cycling infrastructure improvements for future investment.
- 3.6 Underpinning the LCWIP is the identification of physical improvements to create a safe and attractive environment for walking and cycling – which means designing high quality infrastructure in line with latest guidance and replicating good practice, in order to make Warwickshire the best it can be.

- 3.7 The purpose of the consultation on the draft LCWIP is to provide local people with an opportunity to comment on various aspects of the plan, including refinement of the walking and cycling scheme proposals. The consultation will ask people for views on the overall aim of the document and the information provided, as well as feedback on schemes and priorities in their local area. This will add to the thousands of comments received in 2021 as part of early engagement on the LCWIP, and will enable the final LCWIP, and Warwickshire's future walking and cycling programme, to accurately reflect the views of local communities.
- 3.8 The consultation process will involve an online survey which will be communicated to a wide range of individuals and organisations. Discussions will take place with established groups such as the district cycle forums. Opportunities will also be sought to engage with disability groups, young people and businesses, in online meetings and face-to-face events.
- 3.9 Feedback from the consultation will be used to produce an amended LCWIP. It is intended to progress this to formal adoption later in 2022. The LCWIP will then form a delivery plan for the Warwickshire Local Transport Plan and will be closely integrated with the Local Transport Plan's Active Travel Strategy.

4. Financial implications

- 4.1 The Warwickshire LCWIP identifies and prioritises 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.
- 4.2 The LCWIP identifies core zones and routes for focussed walking improvements and shows indicative cycling networks, including upgrades of existing facilities as well as new infrastructure. The types of infrastructure, progress of schemes and pace of development will be subject to further modelling, feasibility, design work and consultation with local communities. All of these tasks will have financial implications. The publication of the LCWIP will raise expectations over the delivery of cycling and walking infrastructure, but it does not commit the Council to any additional expenditure.
- 4.3 However, the publication of a Warwickshire LCWIP will support the case for future funding for walking and cycling infrastructure. LCWIPs are a key requirement for active travel funding from the Department for Transport and are referenced in the National Planning Policy Framework.

5. Environmental implications

- 5.1 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 modes, thereby contributing to reduced carbon emissions as well as lower levels of congestion and improved air quality.

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Urgent matter?	<i>No</i>
Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

List of background papers
None

Members and officers consulted and informed
Portfolio Holder – Councillor Wallace Redford
Corporate Board – Mark Ryder
Legal – Ian Marriott
Finance – Virginia Rennie and Andrew Felton
Equality – n/a
Democratic Services – Isabelle Moorhouse and Deborah Moseley
Councillors – Clarke, Chilvers, D’Arcy and Fradgley
Local Member(s): n/a