



Title of report: Local Cycling, Walking and Wheeling Infrastructure Plan

Meeting:	Cabinet Meeting
Meeting date:	Thursday 26 March 2026
Cabinet member:	Cabinet member, transport and infrastructure;
Report by:	Corporate Director of Economy and Environment
Report author:	Transport Planning Services Manager

Classification

Open

Decision type

Key

This is a key decision because it is likely to be significant having regard to: the strategic nature of the decision; and / or whether the outcome will have an impact, for better or worse, on the amenity of the community or quality of service provided by the authority to a significant number of people living or working in the locality (two or more wards) affected.

Notice has been served in accordance with Part 3, Section 9 (Publicity in Connection with Key Decisions) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

Wards affected

(All Wards);

Purpose

To seek Cabinet approval for the adoption of the updated Local Cycling and Walking Infrastructure Plan (LCWWIP) for Herefordshire, following public consultation. The LCWWIP sets out a strategic approach to improving walking and cycling infrastructure across the county, supporting active travel and travel choice, reducing carbon emissions, and enhancing public health.

Recommendation(s)

That:

- (a) the new Local Cycling and Walking Infrastructure Plan (LCWWIP) for Herefordshire be adopted;
- (b) delegated authority be given to the Chief Operating Officer for Economy and Environment in consultation with the Cabinet Member for Transport and Infrastructure to take all operational decisions to deliver the LCWWIP

Alternative options

1. Do not adopt the LCWWIP – This would mean the council lacks a strategic framework for walking and cycling infrastructure, potentially missing future funding opportunities, and failing to meet the council's climate and health objectives.
2. Delay adoption – This could allow for further consultation but risks losing momentum and delaying implementation of priority schemes.

Key considerations

3. The Local Cycling and Walking Infrastructure Plan (LCWWIP) is a strategic document developed in accordance with Department for Transport (DfT) guidance. It identifies priority walking, wheeling, and cycling routes and infrastructure improvements across Herefordshire. Having an adopted LCWWIP is increasingly a prerequisite for securing central government funding for active travel schemes. Programmes such as Active Travel England's capital grants and other DfT-led initiatives require councils to demonstrate a clear, evidence-based plan for infrastructure delivery.
4. Without an adopted LCWWIP, Herefordshire risks being ineligible or deprioritised in competitive funding rounds, potentially missing millions of pounds in investment for sustainable transport.
5. The LCWWIP supports wider council objectives including carbon reduction, public health improvement, and inclusive mobility. It also aligns with the County Plan and national strategies such as Gear Change and the Cycling and Walking Investment Strategy.
6. The LCWWIP provides a framework for prioritising schemes, engaging stakeholders, and monitoring progress. It enables the council to respond proactively to funding opportunities and ensures that infrastructure investment is targeted and effective. The consultation process demonstrated strong public support for improved infrastructure, with over 760 contributions from 199 respondents. Key priorities included off-highway routes, Quiet Lanes, junction upgrades, and safer routes to school.
7. The LCWWIP has been developed in line with Department for Transport guidance and reflects local priorities identified through stakeholder engagement and public consultation. The consultation was hosted via the Commonplace platform and attracted 1,648 visitors, with a 14% conversion rate, exceeding industry averages by 5%. A total of 760 contributions were received from 199 respondents, including 675 comments and 85 agreements.
8. Respondents highlighted the need for infrastructure improvements such as off-highway routes, Quiet Lanes, junction upgrades for safety and accessibility, traffic calming improved footways and enhancements to routes to school, signage, modal filters, and cycle parking. Feedback on

proposed routes showed the majority were supportive of the plans and routes that were presented; the updated plan presented today includes additional routes suggested by the consultees. When asked if the proposed routes would encourage walking or cycling, the responses were confirmed this would be the case

9. Respondents also identified missing elements, including better links to Hereford County Hospital, improved connections to Lugwardine, Stretton Sugwas, and Ledbury, removal of barriers and chicanes, and additional pedestrian and cycle crossings. These have been included in the revised LCWWIP presented here. Adopting an LCWWIP that is supported by the public will ensure the council can show confidence to grant providers that the projects being progressed meet community needs.
10. Scrutiny have reviewed the LCWWIP and have provided comments and recommendations such as ensure it is highlighted that the prioritisation criteria is based on Department for Transport criteria and a recommendation that the prioritised schemes are shared with members for review. Appendix 3 details the recommendations and officer responses from the recent scrutiny.

Community impact

11. The adoption of the LCWWIP will have a significant positive impact on communities across Herefordshire. It directly supports the council's corporate plan and health and wellbeing strategy by promoting active travel, improving access to green spaces, and encouraging healthier lifestyles, while at the same time enhancing travel choices. The plan is aligned with national and local strategies aimed at reducing carbon emissions and enhancing mobility for all residents.
12. The LCWWIP has been informed by the integrated evidence base, including the Understanding Herefordshire needs assessment, and shaped by extensive community engagement. Feedback from the public consultation has been instrumental in identifying priority routes and infrastructure improvements that reflect the needs and aspirations of local communities. The plan isn't a commitment to deliver all projects it is a list to support the council in prioritising these projects when funding becomes available.
13. The plan also considers the needs of children in care, care leavers, and care-experienced young people. By improving walking and cycling routes to schools and community facilities, the LCWWIP contributes to safer, more inclusive environments that support the council's responsibilities as a corporate parent.
14. Partnership working is a key element of the LCWWIP with collaboration across public, private, and voluntary sectors to deliver shared outcomes. The plan will help foster stronger community connections and ensure that infrastructure investments are responsive to local needs and aspirations.
15. Herefordshire Councils Plan (2024 – 28) states that "We want to provide more homes, reduce congestion and increase employment opportunities. We will work with others to create the transport network that the county needs. This will include active travel, rail connectivity and improved road infrastructure." The LCWWIP ensures that we have an operation plan to achieve that objective.
16. The 2025/26 Delivery plan commits the council to Adopt the Local Cycling, Walking and Wheeling Infrastructure Plan and provide residents with different travel choices through integrated networks

Environmental Impact

17. The adoption of the LCWWIP aligns strongly with Herefordshire Council's environmental policy and the County Plan's success measures. It supports efforts to reduce carbon emissions, improve air quality, and increase the number of short-distance trips made by sustainable modes of travel such as walking, cycling and wheeling. By encouraging and enabling – rather than demanding - modal shift away from car use, the LCWWIP contributes to reducing congestion and pollution, while promoting healthier lifestyles.
18. The plan also enhances access to green spaces and integrates green infrastructure into route design, supporting biodiversity and improving the overall environmental quality of public spaces. Infrastructure improvements proposed within the LCWWIP have been designed to minimise waste and resource use, with consideration given to sustainable materials and construction practices.
19. Where delivery is delegated to contractors, environmental requirements have been embedded into service specifications. These include commitments to reduce energy and carbon emissions, adopt the council's carbon reduction targets, and use local suppliers where possible. Contractors will be expected to report on environmental performance as part of ongoing contract management.
20. Although the LCWWIP is primarily a strategic planning document, its implementation will have tangible environmental benefits. The development of the plan has sought to minimise adverse impacts and identify opportunities to enhance environmental performance throughout the lifecycle of infrastructure projects.

Equality duty

21. The LCWWIP is expected to have a significant positive impact on equality and inclusivity across Herefordshire, particularly for those with protected characteristics who are often disproportionately affected by transport inequalities.

Positive Impacts on Specific Groups

22. Disability: The plan prioritises creating an inclusive network that is accessible for all. This includes ensuring routes are suitable for a variety of users, including people with mobility impairments, wheelchair users, and those on adapted cycles. By improving walking and "wheeling" infrastructure, the LCWWIP will enhance independence and access to essential services, employment, and social opportunities for disabled people, reducing their reliance on cars.
23. Age: The LCWWIP offers particular benefits to both the young and the old. Children and young people, who are less likely to drive, will gain safer routes to school, recreational areas, and friends, promoting independent travel and physical health. For older people, who may walk more frequently but be less likely to drive, the plan's focus on comfortable and safe walking routes will support physical activity, social connection, and access to local amenities, helping to combat loneliness and isolation.
24. Socioeconomic Status: Low-income households often have lower rates of car ownership and are more reliant on walking and cycling. By providing safe and convenient active travel options, the LCWWIP offers a low-cost, zero-emission alternative to private vehicles, reducing household

travel costs and providing greater access to employment, education, and health services. This directly addresses transport poverty and helps to reduce inequalities.

25. Race and Gender: Data shows that some ethnic minority groups and women are more likely to use public transport or walk and less likely to drive. By creating safer, more pleasant, and well-lit walking and cycling routes, the LCWWIP will address safety concerns and promote a sense of security for all users. Increased active travel can also improve air quality, which disproportionately affects communities in more deprived and densely populated areas.

Fostering Good Relations

26. The LCWWIP fosters good relations by designing shared spaces that encourage positive interactions between different user groups—pedestrians, cyclists, and motorists. The consultation process for the LCWWIP, which engaged a wide range of community stakeholders, has ensured that the plan reflects the diverse needs and concerns of Herefordshire residents. The long-term objective is to create a more connected and cohesive community where active travel is seen as a universal benefit, contributing to better public health, a cleaner environment, and a more equitable transport network for everyone.

27. All projects identified in the LCWWIP will require their impact to be assessed individually

Resource implications

28. The adoption of the LCWWIP has been assessed in terms of its impact on council resources, including finance, ICT, human resources, and property. Funding to support the development and initial implementation of the LCWWIP is included within the council's medium-term financial strategy. Where additional infrastructure projects are proposed, these will be subject to future funding bids, including capital programme allocations and external grant opportunities.
29. At this stage, no significant impact on revenue budgets is anticipated. The LCWWIP provides a strategic framework rather than committing to specific capital expenditure, allowing flexibility in how and when schemes are delivered. As projects progress, detailed business cases will be developed to assess financial viability, and any associated costs or savings will be incorporated into the council's budget planning processes.
30. The plan does not require additional staffing resources for its adoption, but delivery of infrastructure schemes may involve coordination across departments and with external partners. ICT and property implications are expected to be minimal, although digital mapping and data management tools may be used to support monitoring and reporting.

Legal implications

31. The council is the local highway authority for the purposes of the relevant legislation.
32. As identified above, producing and adopting an LCWWIP is required by the Department for Transport and Active Travel England (ATE) and is essential for accessing future funding streams and improving the Council's standing as an active travel authority.
33. The Transport Act 2000 requires the Council to produce and keep under review a Local Transport Plan setting out its transport policies and plans. The Council's Local Transport Plan 2016-2031 details, at Policies LTP AT1 and LTP AT2 the Council's commitment to maintaining,

improving, extending and prioritising the active travel network in Herefordshire. Production of the LCWWIP therefore appears to be a logical and natural step towards implementing the policies of the Local Transport Plan.

Risk management

34. The strategic and operational risks associated with the Local Walking and Cycling Infrastructure Plan (LCWWIP) have been reviewed and are being managed in accordance with the Council's Risk Management Strategy. Oversight of risk mitigations will continue through established governance arrangements to ensure risks are appropriately monitored, escalated, and addressed as part of the council's commitment to sustainable and active travel outcomes

Risk / Opportunity	Mitigation
Lack of funding for implementation	Prioritisation of schemes and proactive bidding for external funding
Public opposition to specific schemes	Continued engagement and transparent communication. Willingness to be flexible, as long as similar outcomes are still delivered
Improve active travel rating of council	Adoption of plan and deliver projects in the plan will help improve the rating
Failure to meet climate targets	Adoption of LCWWIP provides opportunities for modal shift and emissions reduction

Consultees

35. The consultation process for the LCWWIP was designed to be inclusive and accessible, combining digital engagement with in-person events. The online consultation was hosted via the Commonplace platform and attracted 1,648 visitors, achieving a 14% conversion rate—well above industry benchmarks. This resulted in 760 contributions including 675 comments and 85 agreements, reflecting strong public interest in active travel improvements across Herefordshire.
36. To complement the online engagement, two in-person consultation events were held—one in Hereford City and one in Ledbury. These events provided valuable opportunities for residents to speak directly with officers, share local insights, and discuss specific concerns or ideas in more detail. The face-to-face format helped reach individuals who may not have participated online and ensured a broader representation of views.
37. In addition to the LCWWIP-specific consultation, the council received a substantial volume of feedback through the Local Transport Plan (LTP) consultation. Due to the scale and relevance of the comments received, many of these have been incorporated into the review and refinement of the LCWWIP. This approach ensures that the final plan reflects a broader range of transport-related concerns and aspirations expressed by the community.
38. Feedback from both online and in-person engagement highlighted a range of priorities, including the need for safer off-highway routes, improved junctions, Quiet Lanes, and better connections to schools and healthcare facilities. Respondents also identified missing elements such as links

to Hereford County Hospital, connections to Lugwardine, Stretton Sugwas, and Ledbury, and the removal of barriers that hinder walking and cycling.

39. The consultation findings have directly informed the final version of the LCWWIP, with several new routes and design features added in response to public input. Ward members and stakeholder groups were also consulted throughout the process, and their feedback has been incorporated into the plan. The council will continue to engage with consultees and provide updates on implementation through its website and other communication channels.

40. In addition a PGC was held with members with the following comments

- a. Ensure that it is clear in the documents that the list of prioritised routes is not a commitment to deliver all of the schemes as there is limited funding
- b. Ensure that ward members can influence the priorities and will be regularly kept informed
- c. It was noted that the document can be regularly updated, particularly the priorities, and can be added to and taken off when completed, but all priorities need to meet DfT / ATE guidelines
- d. Some members raised that for very rural locations, it was unlikely that schemes would be delivered and that road safety in order safely walk, wheel and cycle is more of a priority
- e. Accessibility of the documents was raised as the documents are large and are split into parts and not all people can download the full document - this will be raised with IT to ensure as much access as possible can be achieved

Appendices

Appendix 1 Local Walking and Cycling Infrastructure Plan part 1

Appendix 2 Local Walking and Cycling Infrastructure Plan part 2

Appendix 3 Summary of recommendations to the executive and executive responses for Scrutiny Committee: Environment and Sustainability 02/03/2026

Background papers

Please include a glossary of terms, abbreviations and acronyms used in this report.

LCWWIP – Local Cycling Walking and Wheeling Infrastructure Plan

LTP – Local Transport Plan

ATE - Active Travel England

PJA – Phil Jones Associates

DfT – Department for Transport