

Appendix C- Goring Gap LCWIP

Why Have an LCWIP?

Strategic/funding value

- Having an LCWIP puts a council in a stronger position to obtain funding, either from central government, other grant-giving bodies, or when negotiating settlements with developers through the planning system, since it gives funders confidence the council is delivering against an agreed set of priorities.
- It also makes it harder for developers to challenge infrastructure requests as unfounded, because the full network plan is clearly set out — useful leverage in Section 106/planning negotiations.
- An adopted LCWIP puts the authority in the strongest position to make the case for future funding for walking and cycling projects, drawn up in line with DfT's 2017 technical guidance and the LTN1/20 cycle infrastructure design standard.

Health and NHS savings

- One committee paper cites evidence that switching short motor vehicle trips to active travel could save £17bn in NHS costs nationally over 20 years, with benefits starting within 2 years for some conditions, the largest driven by reduced type 2 diabetes cases (which cost the NHS £9bn a year).

Local economic benefits

- Investment in cycling/walking infrastructure can stimulate local economies by attracting tourists and businesses, increasing footfall in town centres, and separately, making the walking environment more pleasant has been shown to have a beneficial economic effect on local businesses.

Social and wellbeing value

- Enabling people to walk and cycle increases social interaction in neighbourhoods, which has been shown to positively affect loneliness and build trust in communities.

Key Benefits

1. Credibility to bid for Active Travel England / county / developer funding,
2. A defensible, mapped case for specific schemes so they're prioritised rather than ad hoc,
3. Longer-term NHS/economic savings that are well-evidenced at national level but hard to attribute precisely to one small plan.

Active Travel – Active England: the third cycling and walking investment strategy (CWIS3)

<https://www.gov.uk/government/publications/the-third-cycling-and-walking-investment-strategy/active-travel-active-england-the-third-cycling-and-walking-investment-strategy-cwis3>

Total financial resources available, 2025 to 2026 and 2029 to 2030:

Table 1: Total financial resources available, 2025 to 2026 and 2029 to 2030

Funding source	Projected investment (£ million)
ATE funding	£1,107
Funding streams within DfT and other government departments	£3,448
Total	£4,555

Email from Rosie Lawrence:

“Since we have acquired the funding for this a lot sooner than I had expected, I think that the very generous offer of the group assisting with the steps in the LCWIP (action 2 on the list) can be modified. The service provider will be doing this for us and for ease, it's best to just let them collect and collate the information as per the guidance. **This means that the group to be involved can just focus on the steering group aspect of the LCWIP.**

As part of the guidance put together by the Department for Transport for the LCWIPs, a key aspect is putting together a steering group and keeping them involved throughout to ensure that the end result is reflective of local needs. This involves confirming the final geographic scope; engaging with a "map and pin" exercise to say exactly where infrastructure is missing or damaged etc.; feed into the development of the network for auditing; ratify the actual outputs and help with the prioritisation of routes. We try to do this in a way that doesn't take too much time from the group but has enough engagement to create a meaningful output. Even though we will be having a service provider undertake the bulk of the LCWIP work, officers at OCC (likely me) will retain the stakeholder management aspect and so I'll be sure to get the right people in the room when it comes to it (in conversation with those on this thread!). “

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