



# East Herts Local Cycling and Walking Infrastructure Plan (LCWIP)

EXECUTIVE SUMMARY | SEPTEMBER 2025

# What is an LCWIP?

A Local Walking and Cycling Infrastructure Plan (“LCWIP”) is a transport planning process used to identify and prioritise ways to make it easier and more pleasant to walk and cycle in your local area.

According to the Department for Transport’s Cycling and Walking Investment Strategy (2017), the LCWIP’s aim is to **“make walking and cycling the natural choices for shorter journeys or as part of longer journeys”**.

East Herts District Council and Hertfordshire County Council have worked in partnership to produce this LCWIP for East Herts District, with a focus on the areas that have the greatest potential demand for walking and cycling.



Analysing existing travel patterns and the potential for new journeys

Identifying where people start and end their journeys



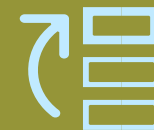
Mapping the most commonly used routes

Speaking to local people about barriers to walking/cycling



Checking the main walking and cycling routes by bike or on foot

Identifying what kind of improvements are needed



Prioritising potential improvements for future delivery

# Why are LCWIPs important?



## Health

Physical inactivity costs the NHS billions of pounds per year. Walking and cycling more will prevent illnesses and take the pressure off health services.



## Safety

Improving walking and cycling infrastructure will make it safer for residents to travel sustainably, reducing injuries and helping people of all ages feel comfortable.



## Climate

Transport is one of the biggest contributors to climate change. Helping people shift towards walking and cycling will reduce emissions in a very cost-efficient way.



## Clean air

Doubling walking and cycling trips would prevent 8,300 premature deaths every year, as lower levels of traffic will reduce congestion and cause less pollution.



## Local economy

Cycling contributes £5.4bn to the economy and supports 64,000 jobs. Having good walking and cycling links helps businesses hire staff and attract visitors.

Having an adopted LCWIP will help us to secure more funding for local walking and cycling projects, and make sure that our projects provide the best value for money by focussing on those areas likely to have the biggest increases in walking and cycling.

The LCWIP will also help us to coordinate other opportunities to carry out walking and cycling improvements, to build up a network of routes – for example, through new development or other works – and create healthier, safer and more pleasant streets.

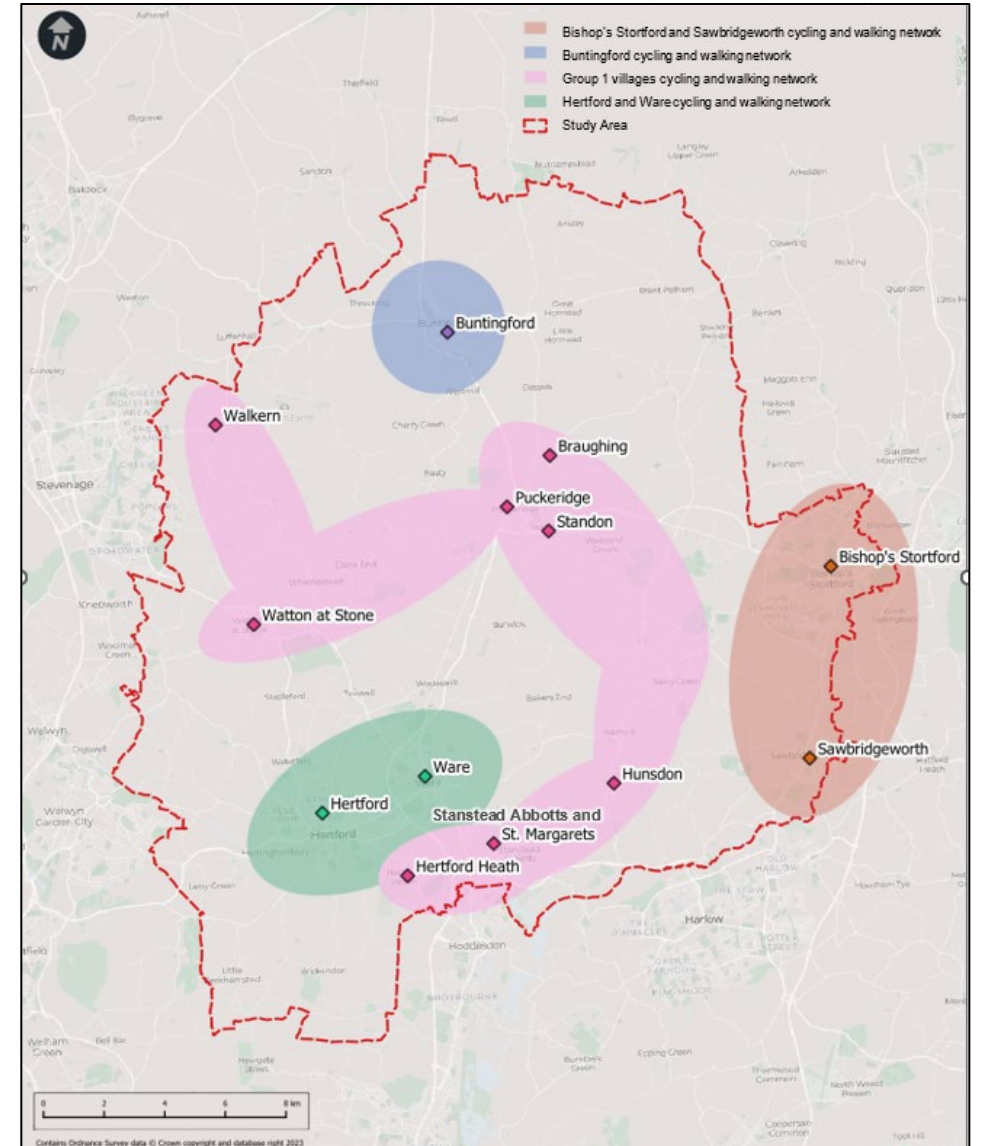
# Context

The district is served by three National Cycle Networks: NCN 61, NCN 12 and NCN 57, as well as several off-road walking and cycling routes:

- Cole Green Way
- River Lea Towpath
- River Stort Navigation

East Herts has the highest rates of walking in Hertfordshire. In the 2022 County Travel Survey, 36% of East Herts respondents reported that walking was their main mode of travel on their chosen travel day, compared to an average of just 26% elsewhere in the County. However, cycling levels were very low in comparison, representing just 2% of journeys.

12.5% of journeys **under 1 mile** in East Herts were carried out by car – a distance that can easily be walked or cycled by most people.



**Over 39.4%** of journeys in East Herts are currently made by car, but...

**33%** of journeys are less than 1 mile

Many of these journeys can be walked in **less than 20 minutes**...

... or cycled in just **6 minutes!**



**63%** of journeys are less than 5 miles

Right now, **over half** of these journeys are taken by car...

... or you could cycle for just **30 minutes!**

# Potential for more walking and cycling

Despite high levels of car ownership and car use, there is a strong potential for higher levels of walking and cycling for short journeys. East Herts already has one of the higher levels of cycling in Hertfordshire, and infrastructure improvements will support people to make this choice more often.

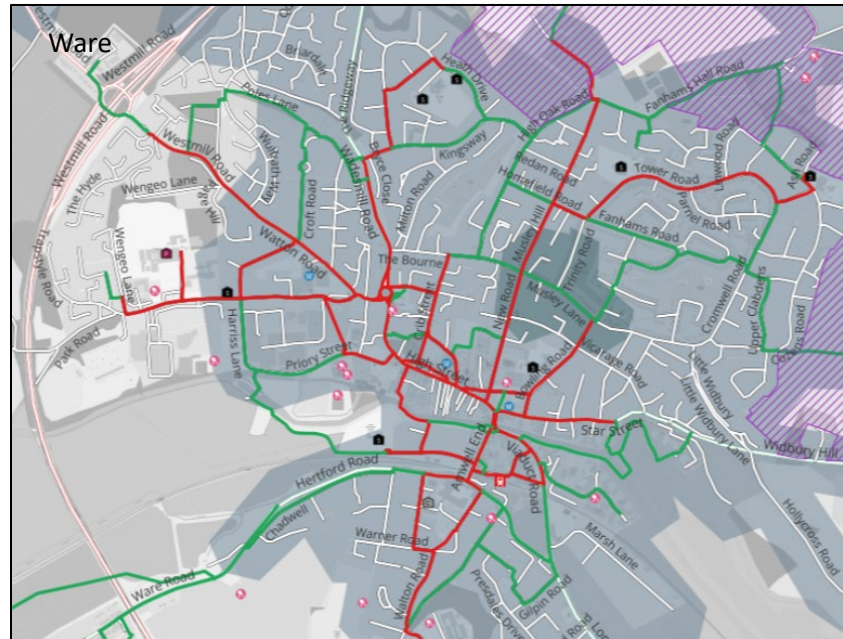
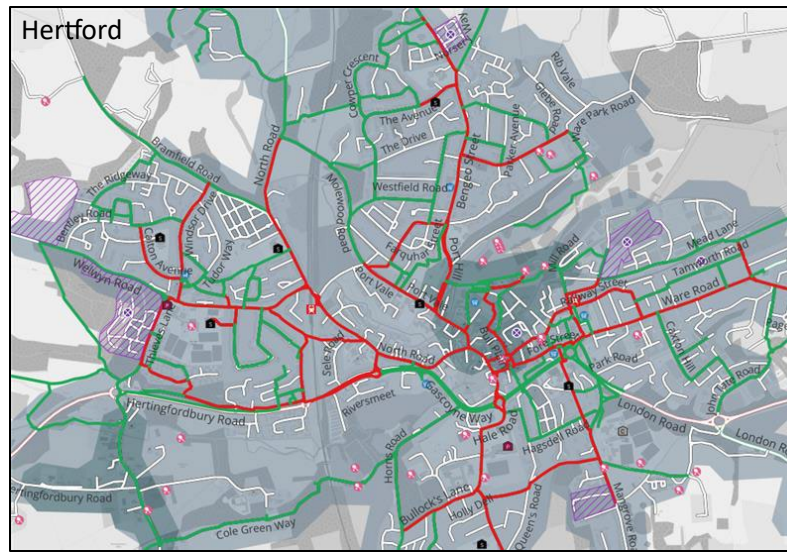
A recent travel survey also showed that there was a desire for improved walking and cycling routes with 20% of those who commented highlighting this need.

# Walking routes

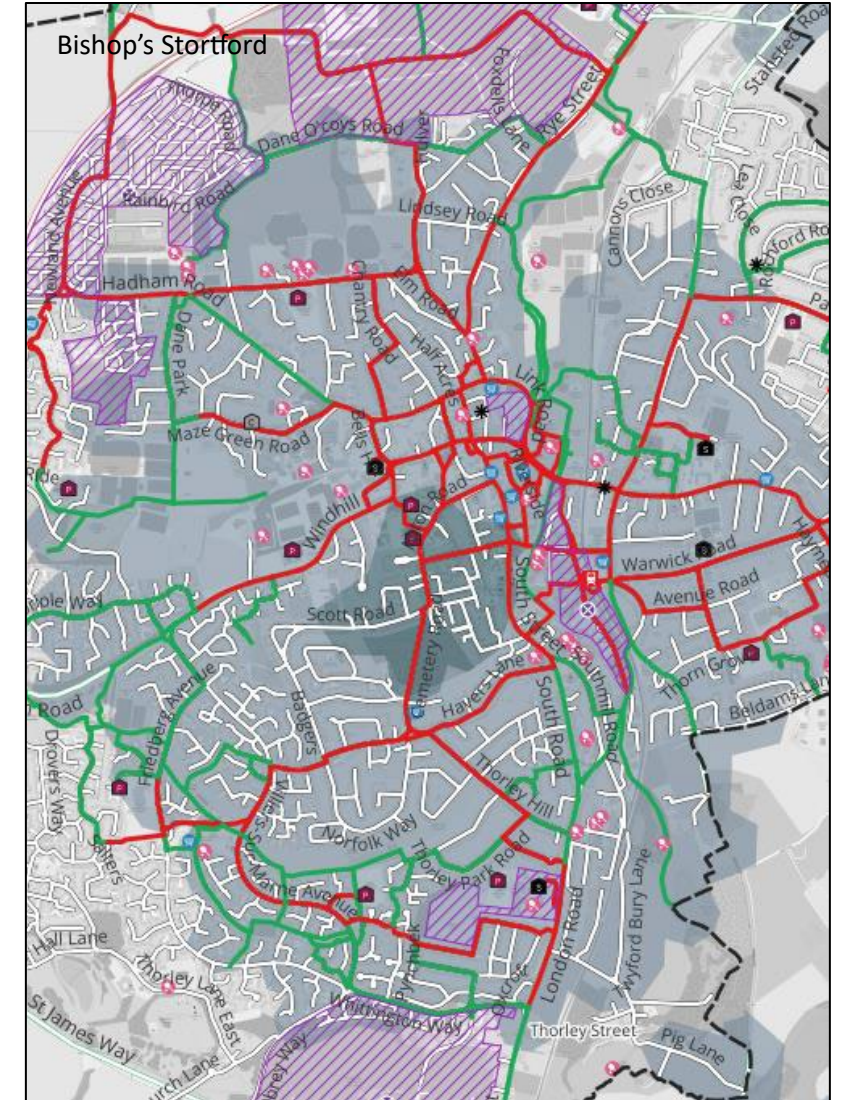
We have identified a key walking network across the district.

**Primary routes** are those with the most demand. These are the routes that connect people to key destinations, such as schools and employment sites.

**Secondary routes** are routes which connect smaller settlements and other destinations, as well as offering alternative routes to the primary network.



Want more detail?  
View the full maps in Appendix C

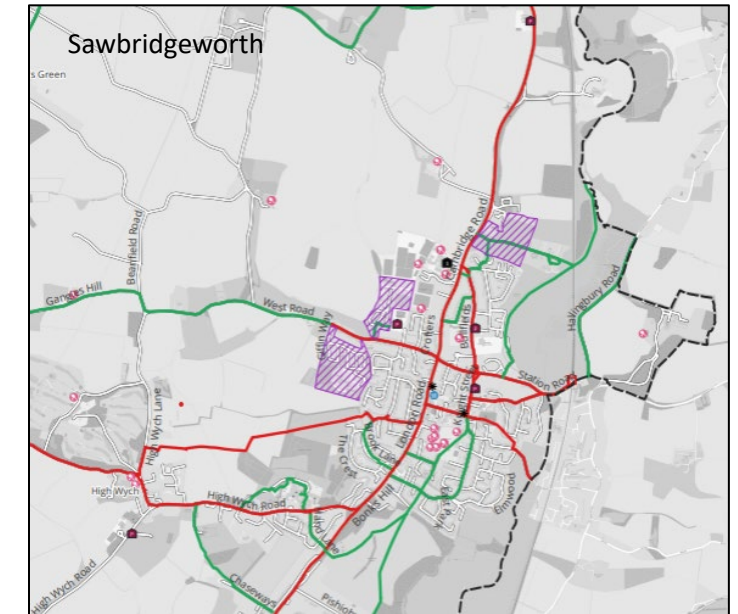
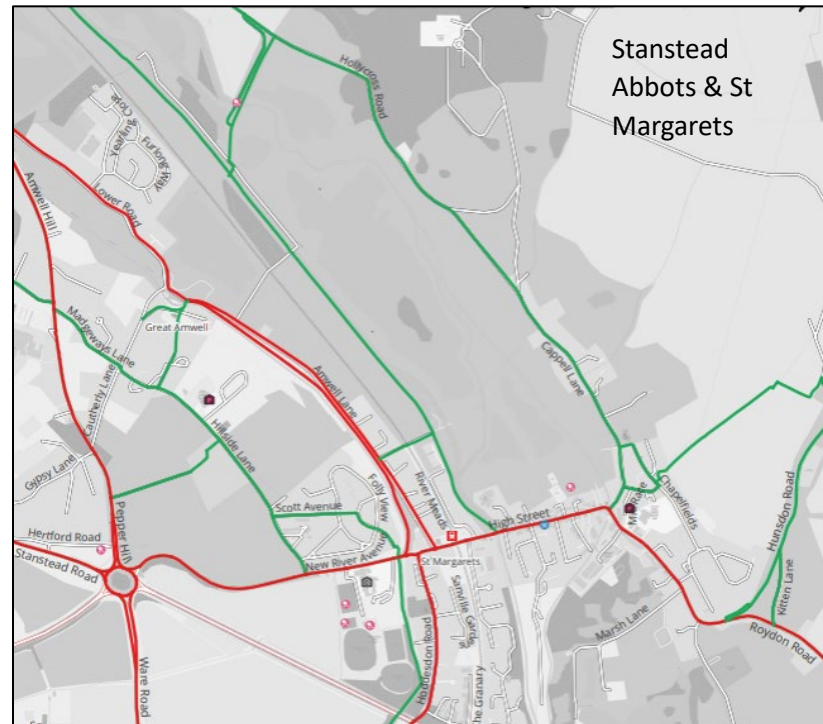
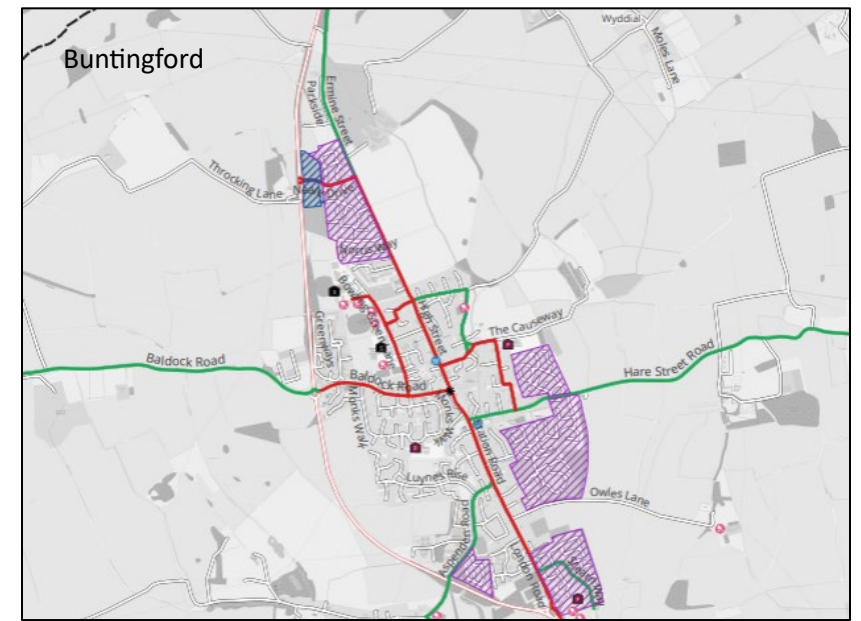
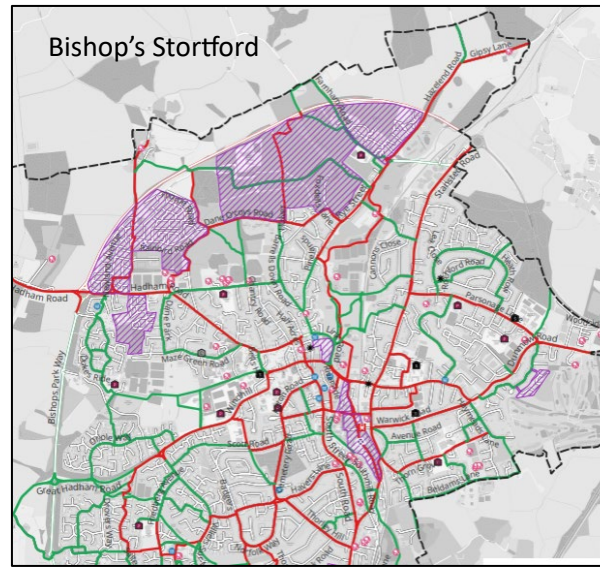


# Cycling Routes

We have identified a key cycling network across the district.

**Primary routes** are those with the most demand. They usually connect large residential areas with key destinations, such as town centres.

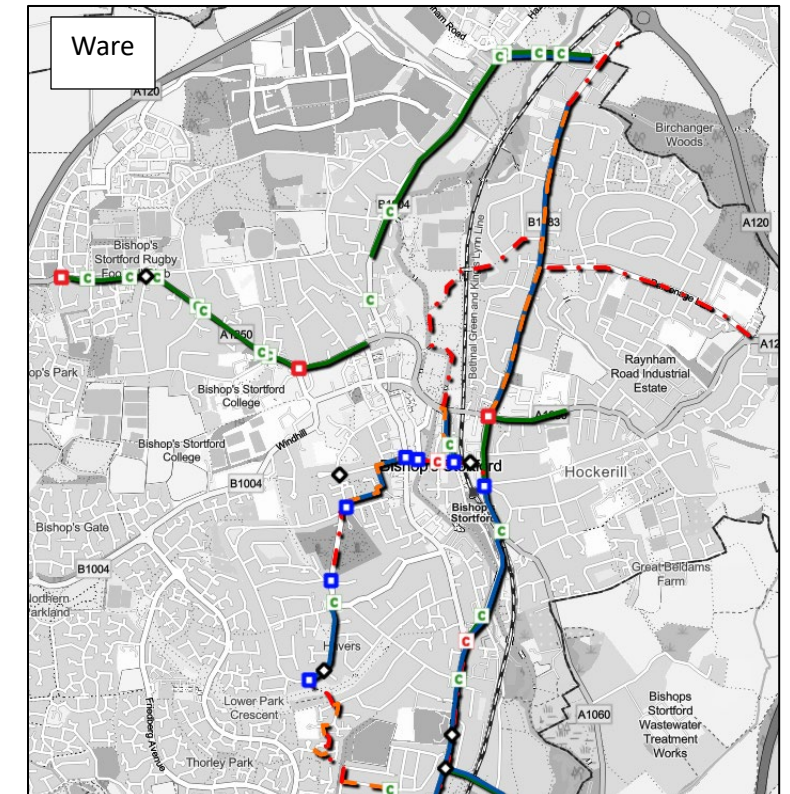
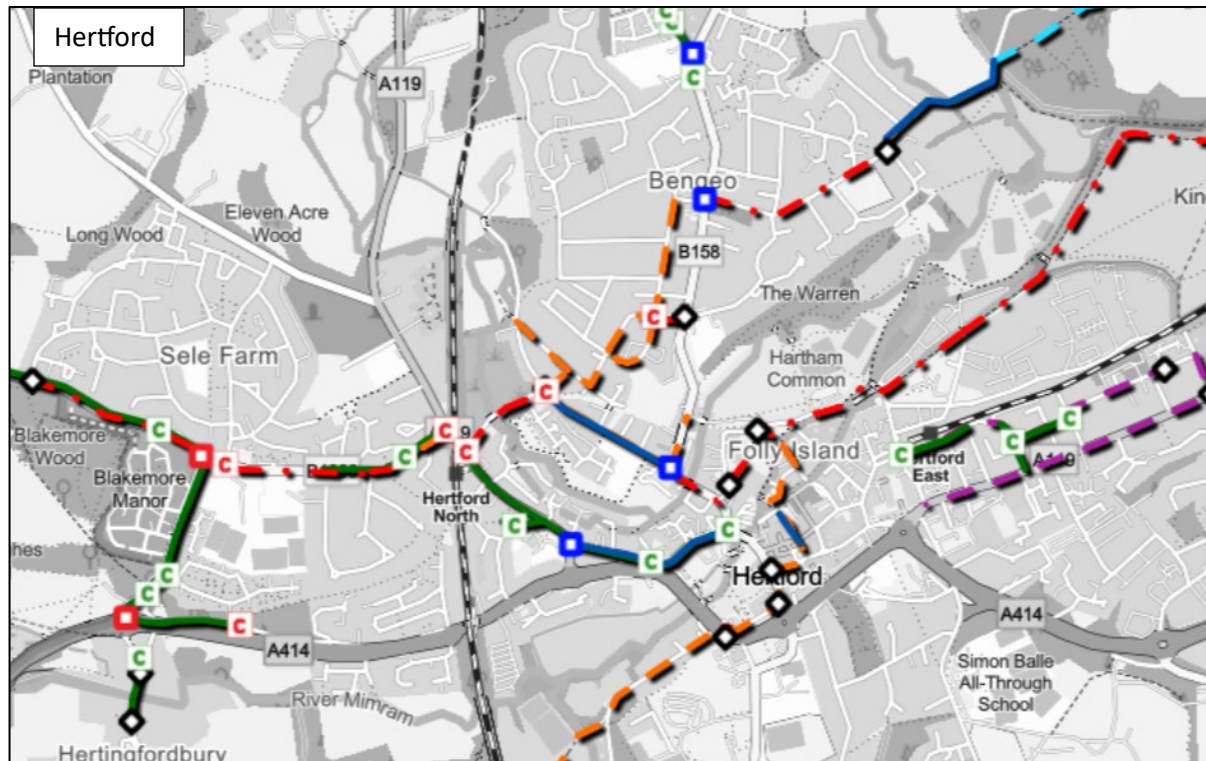
**Secondary routes** are routes which connect smaller settlements and other destinations, such as schools and employment sites.



# Priority walking and cycling routes

After identifying walking and cycling routes across the district, we used data and local knowledge to identify the routes with the greatest potential demand, where any changes will have the biggest benefits for local people. This is our priority network. All prioritised routes in East Herts are shown on the maps below and in the Technical Report, which is available on the website.

For this first version of the LCWIP, many of these routes are in East Herts, but we also recognise that connections between towns and villages are very important. You can read more about our work on rural connectivity in Technical Report.

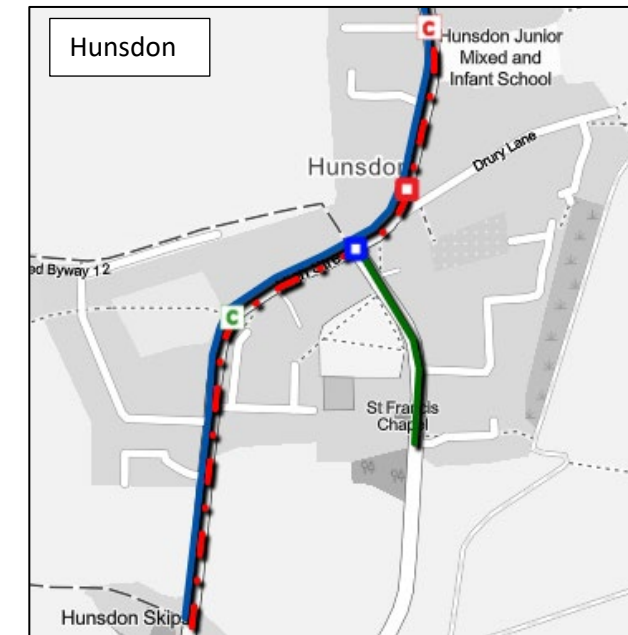
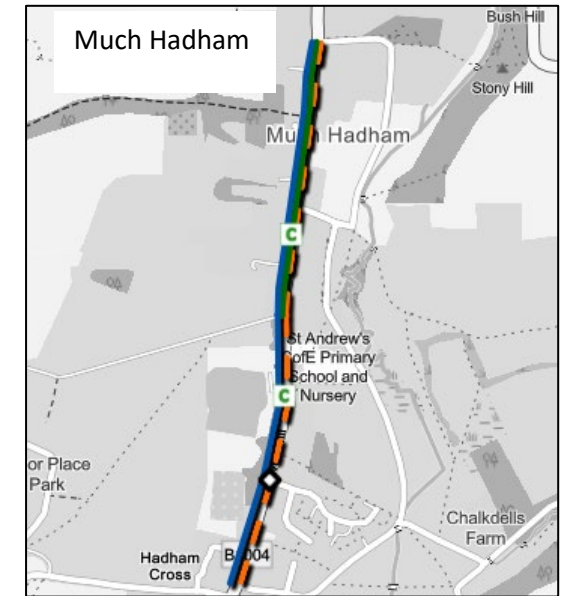
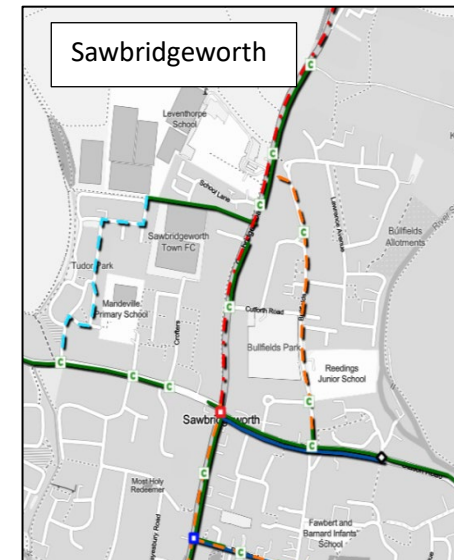
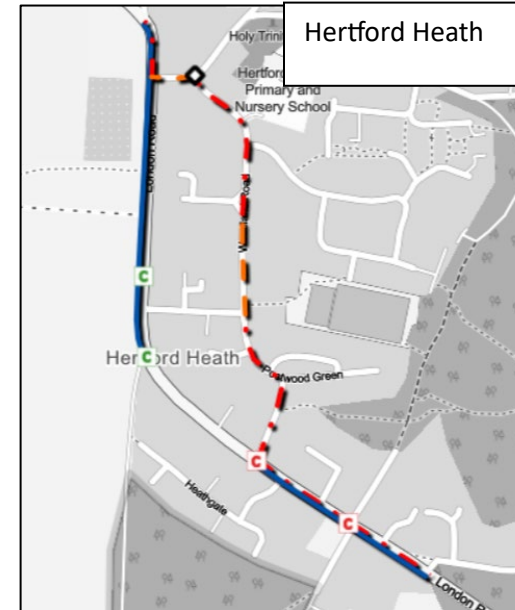
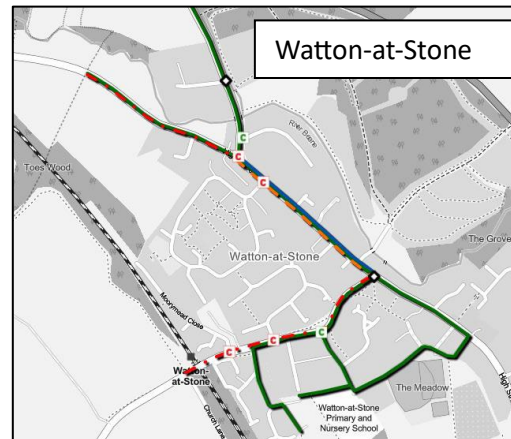


# Suggested improvements in villages

We have assessed all the priority routes, and suggested changes to make them better for people walking and cycling.

This map shows an overview of the proposed infrastructure improvements for the priority routes in East Herts villages which include traffic calming measures, junction upgrades, and new or improved crossing facilities.

The full map is available in Appendix H of the full report.



# Top 10 routes: overview

Want more detail?  
View the full table in the  
Technical Report

| Route                                                    | Mode Supported      | Total Cost  | Total Score |
|----------------------------------------------------------|---------------------|-------------|-------------|
| Bishop's Stortford (Bishop's Stortford – Sawbridgeworth) | Walking and cycling | £4,762,598  | 15          |
| Hertford 2b (Welwyn Road & North Road)                   | Walking and cycling | £3,685,459  | 15          |
| Hertford to Ware Tow Path                                | Walking and cycling | £4,455,562  | 15          |
| Stanstead Abbots 1 (High Street)                         | Walking             | £1,062,986  | 14          |
| Station Road (Puckeridge & Standon)                      | Walking             | £3,089,558  | 14          |
| Bishop's Stortford 2a (Stansted Road)                    | Walking and cycling | £2,504,865  | 14          |
| Dunmow Road – Bishop's Stortford                         | Walking             | £5,592,817  | 14          |
| Hertford 2a (Port Vale/Beane Road)                       | Walking and cycling | £3,402,662  | 14          |
| Bishop's Stortford 3 (Hadham Road)                       | Walking             | £13,392,817 | 14          |
| Sawbridgeworth 1 (Footpath 017)                          | Walking and cycling | £1,317,329  | 14          |



# Respond to the consultation

Visit [www.hertfordshire.gov.uk/lcwips](http://www.hertfordshire.gov.uk/lcwips) to read the full Technical Report, browse the proposal maps in full, log your comments on a map or respond to a short survey with your thoughts.

# Policy context

## National policy

**Gear Change (2020)**

**Local Transport Note 1/20 (2020)**

**Cycling and Walking Investment Strategy 1/2 (2017/2022)**

**Future of Mobility: Urban Strategy (2019)**

**Clean Air Strategy (2019)**

**Bus Back Better (2021)**

**Inclusive Transport Strategy (2018)**

**Future of Freight (2022)**

**Net Zero Strategy (2022)**

**National Disability Strategy (2021)**

**National Planning Policy Framework (2021)**

**Decarbonising Transport (2021)**

## County-wide policies

**Local Transport Plan (2018)**

**Eastern Growth and Transport Plan (2022)**

**South Eastern Growth and Transport Plan (2022)**

**Air Quality Strategy (2019)**

**Intalink Hertfordshire Bus Strategy (2020)**

**Sustainable Modes of Travel Strategy (2020)**

**Sustainable Hertfordshire Strategy (2022)**

**Accessibility Strategy (2019)**

**Speed Management Strategy (2020)**

**Rights of Way Improvement Plan (2018)**

## District/Borough policies

**East Herts District Plan (2018)**

**Neighbourhood Plans (various)**

**Supplementary Planning Documents – Particularly Sustainability Supplementary Planning Document (March 2021)**

**Environmental Sustainability Action Plan (live document)**

**Climate Change Strategy (2022)**

**Settlement specific walking & cycling studies & reports**

**Rural Transport Strategy (2019)**

**Maintenance for Active Travel (2019)**

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