

---

# **Local Cycling and Walking Infrastructure Plan**

## **EDTCE Scrutiny**

Date of meeting: 23 April 2025

Lead director/officer: Daniel Pearman

---

## Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: 0116 454 3061
- Report version number: 01

### 1. Purpose of Report

- 1.1 To provide members of the commission with details on the proposed Local Cycling and Walking Infrastructure Plan
- 1.2 To make members of the commission aware of the forthcoming consultation, and provide details for how they may contribute to the plan.

### 2. Summary

- 2.1 A Local Cycling and Walking Infrastructure Plan (LCWIP) is a strategic document that outlines potential improvements to walking and cycling networks, and is a government requirement to access walking and cycling funding.
- 2.2 This provides an opportunity for early public and stakeholder engagement in the development of cycling and walking schemes.
- 2.3 The development process is held in government guidance issued in 2017, that was condensed into LTN 1/20 *Cycle Infrastructure Design*.
- 2.4 The council has previously maintained a number of documents that have operated, collectively, as an LCWIP – the Cycle City Action Plan, Walk Leicester Action Plan, Covid-19 Transport Recovery Plan, and the Local Transport Plan.
- 2.5 Given the progress on the Connecting Leicester and Transforming Cities Fund programmes, there is now a need to establish a plan for the next generation of cycling and walking schemes.
- 2.6 The LCWIP will be taken through a public consultation exercise in the coming months, the outcomes of which will be used to amend the document prior to publication.
- 2.7 This consultation will use an interactive platform that allows people to make comments simply using an online map – they can place points on specific locations to make suggestions or comments specific to the area.
- 2.8 Individual projects will follow the usual level of public engagement and consultation at the appropriate stage of delivery.
- 2.9 Delivery will be dependent on funding from central government or other sources, given the complexity of many schemes within the plan.

### **3. Development of the LCWIP**

- 3.1 As noted, the LCWIP uses an evidence based approach, specified by government guidance, to identify where infrastructure to support walking or cycling would generate the most benefit.
- 3.2 The LCWIP has been built along five principles and outcomes, as outlined in government guidance:
- i Coherence
  - ii Directness
  - iii Safety
  - iv Comfort
  - v Attractiveness
- 3.3 Route and infrastructure options included within the LCWIP should deliver on these outcomes.
- 3.4 The LCWIP uses two different digital models, one for walking and one for cycling, that identifies areas and locations that can be most beneficial to enabling trips. The models account for population density, destinations, travel patterns, existing infrastructure, and other metrics.
- 3.5 Once established from the digital models, high priority walking zones, walking routes, and cycling routes were taken through detailed audit processes.
- 3.6 Audits were undertaken by transport officers using advice from government guidance:
- 3.7 Walking zone and route audits identify current opportunities to enhance the walking environment, such as the provision of new seating, greenery, crossings, or improvements to junctions or other concerns along the route.
- 3.8 Cycling audits scored the existing environment for cycling, identifying current issues that would need to be resolved as part of the design for any future cycling schemes.
- 3.9 The priority walking zones, walking routes, and cycle routes identified through this process will be the subject of the forthcoming consultation.
- 3.10 It is proposed that we undertake a separate informal engagement and review process is undertaken with the members of the scrutiny commission during this phase.
- 3.11 Following consultation, priorities will be confirmed and the document finalised. There will still need to be detailed design work to undertaken for individual projects, which will include the usual levels of public engagement and consultation.
- 3.12 The LCWIP is intended to be a 'living document' and will be reviewed regularly to ensure that delivered routes or improvements are removed and priorities are updated as necessary.

## **4. Financial, legal, equalities, climate emergency, and other implications**

### **4.1 Financial Implications**

Development of the LCWIP has been funded via dedicated grants from Active Travel England. Schemes and projects within the plan are subject to future funding and prioritisation within capital transport workstreams and will be value assessed at point of design.

Finance Capital 3 April 2025

### **4.2 Legal Implications**

No legal implications identified following legal services review

7 April 2025

### **4.3 Equality Implications**

Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which requires us to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic as defined by the Equality Act 2010 (sex, sexual orientation, gender reassignment, disability, race, religion or belief, marriage and civil partnership, pregnancy and maternity, age) and those who do not.

In keeping with our PSED, we are required to pay due regard to any negative impacts on people with protected characteristics arising from our decisions (and this would include decisions on how we deliver our services) and put in place mitigating actions to reduce or remove those negative impacts.

The report provides details on the proposed Local Cycling and Walking Infrastructure Plan and the forthcoming consultation. The plan aims to create more accessible, safer and attractive environments for walking and cycling for everyone, which in turn can for example help to address health inequalities, improve accessibility and safety, and promote social inclusion.

We need to ensure that the consultation on the plan is accessible and includes engagement with a wide range of stakeholders. Walking and cycling schemes will be implemented across the city and we need to ensure due regard is given to equality considerations and larger schemes may warrant the need for an Equality Impact Assessment.

Sukhi Biring, Equalities Officer 3 April 2025

### **4.4 Climate Emergency Implications**

Increasing the proportion of journeys made by active travel - which produces no, or minimal, carbon emissions - is an important part of the council's strategy for working towards a 'climate ready' net zero city. Hence, the new Local Cycling and Walking Infrastructure Plan will be an important document in the council's overall work to tackle the climate emergency. When it gets to the stage of implementing the plan, then wherever the effect of infrastructure improvements on raising walking and cycling levels can be

monitored post-completion of schemes, the resulting impact on carbon emissions may also be able to be measured.

Duncan Bell, Change Manager (Climate Emergency). 4 April 2025

4.5 **Other Implications**

None

**5. Appendices and other papers**

5.1 Presentation – LCWIP.pptx