

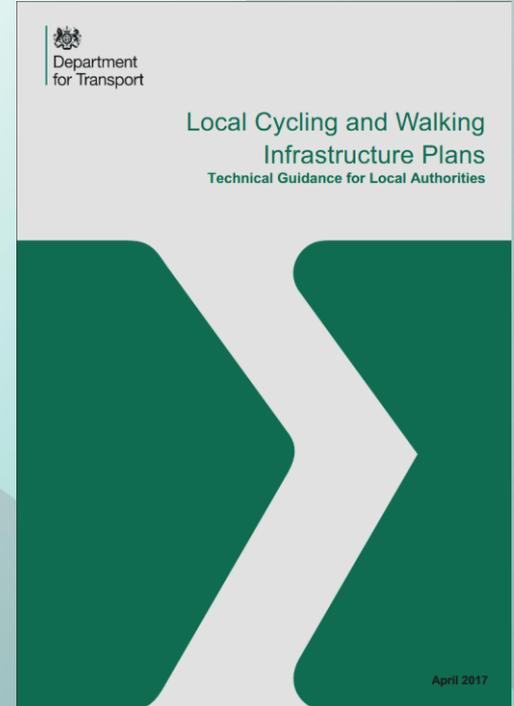
Local Cycling and Walking Infrastructure Plan

EDTCE Scrutiny

23 April 2025

What is an LCWIP?

- Local Cycling and Walking Infrastructure Plan
- Strategic document that outlines how to develop walking and cycling infrastructure within the authority, to promote more journeys by walking, cycling, or wheeling.
- Developed using the framework guidance issued by the Department for Transport



What the LCWIP is...

- A list of future schemes, ranked and prioritised, that can support future funding.
- A requirement from government to enable us to access walking and cycling funding.
- A means of supporting and recognising key corridors for multi-modal journeys.

...and what the LCWIP isn't

- A compendium of fully designed and costed schemes, each project will need individual design, development and appropriate consultation
- A static document, it requires updating as the transport picture of the city and region changes.
- An isolated document, it is supported by other plans, documents, and strategies.

LCWIP Process

Determining Scope

Establish geographic extent

Confirm governance arrangements



Gathering Information

Identify existing travel patterns

Review existing infrastructure and barriers

Collate transport policies and strategies



Network Planning for Cycling

Develop a network of cycle routes

Determine type and location of improvements



Network Planning for Walking

Identify core walking zones and key trip generators

Audit key areas and determine necessary improvements



Prioritising Improvements

Prioritise improvements to develop an implementation plan



Integration and Application

Integrate into local planning policy and transport strategies

Seek funding and deliver identified improvements

Why?

Health

£1B a year cost to the NHS due to inactivity

32.5% of Leicester adults considered physically inactive – some of the highest in the UK

Decarbonisation

29% of all domestic emissions are from road transport

Passenger cars alone are 16% of emissions, over 60% of car journeys are under 5 miles

Air quality

66% of NO2 emissions in the city attributable to motor traffic

Up to 36,000 deaths a year can be attributed to poor air quality, nationally

Congestion

Traffic volumes expected to grow by between 8 to 54% in Leicester by 2060. Road capacity unable to cope with this demand

Only solution for urban congestion is more efficient modes. Walking, wheeling, cycling, passenger transport

Economy

Up to 30% increase in footfall and sales from areas with well connected cycle infrastructure

Regular cyclists or walkers take 1.3 fewer sick days annually, annual productivity benefit of £100m from this group alone.

Safety

245 pedestrian killed or seriously injured between 2016 and 2021; 103 cyclists killed or seriously injured for the same period

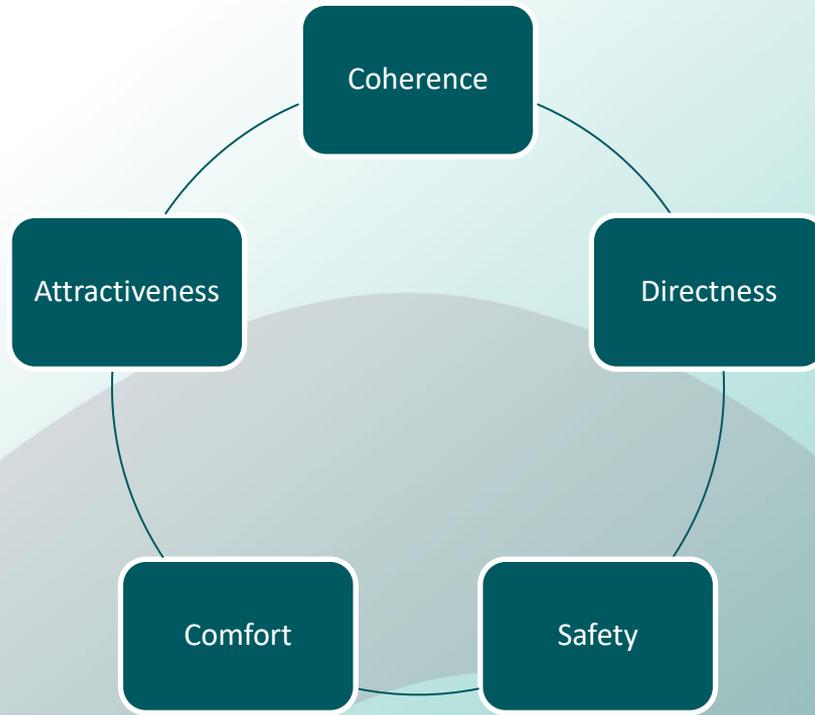
Safety and perception of safety the primary barrier to people opting to walk or cycle for journeys

Equality

33% of households have no access to a car or van

64% of disabled cyclists found cycling easier than walking, and identified poor infrastructure as a primary barrier

Principles of the LCWIP



Elements

Walking Zones

- Areas of high density, that support multiple origin and destination trips

Walking Routes

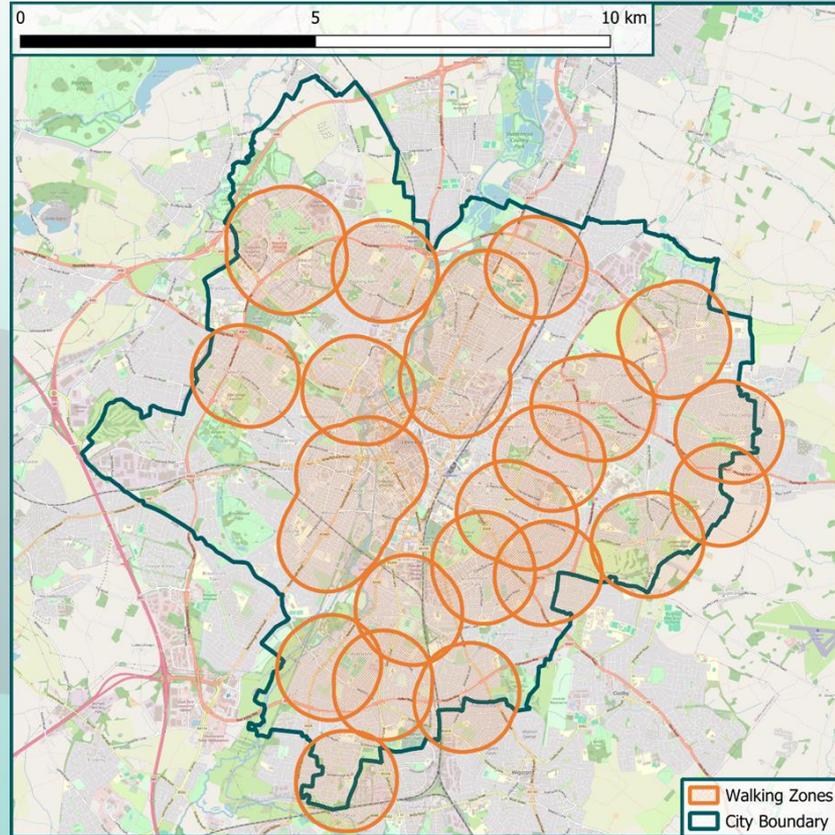
- Defined routes between multiple origins and destinations

Cycling Routes

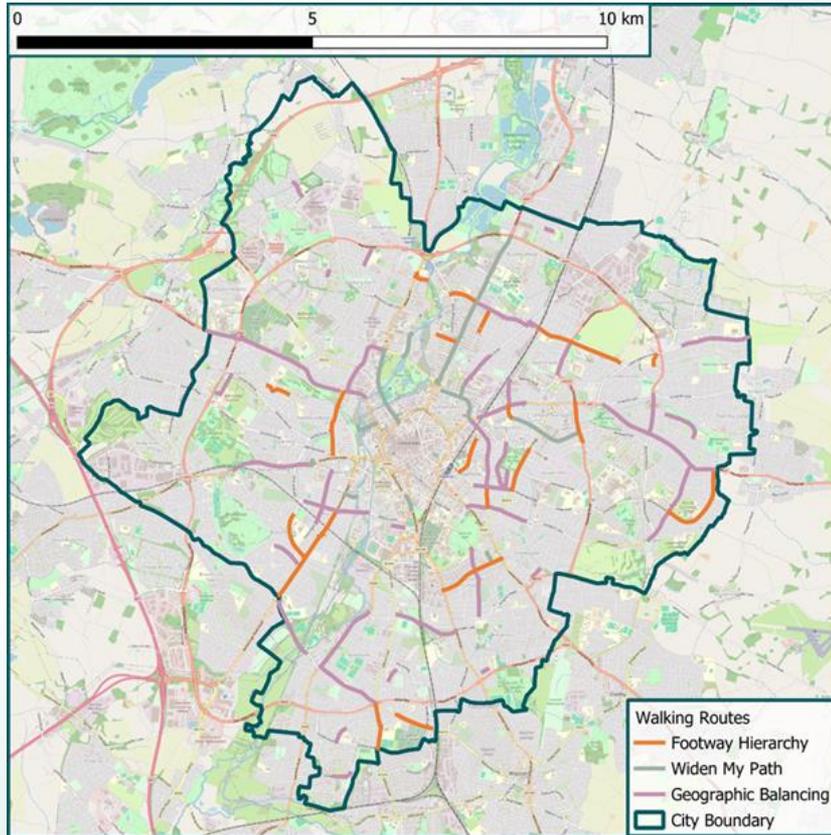
- Key routes that have the potential of supporting a large volume of journeys between multiple origins and destinations

Walking Zones

- 800m (five minute walk at average pace) around local centres.
- Ranked based on:
 - Residential and workplace population
 - Types of amenities available within the zone
 - Number of schools
 - Number of bus stops



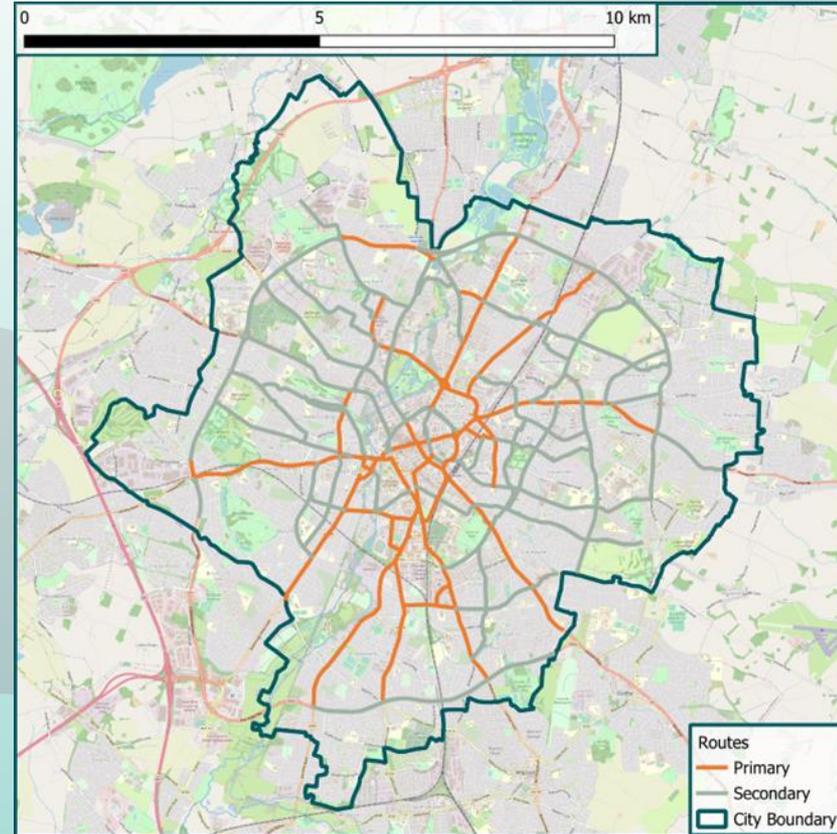
Walking Routes



- 74 routes identified across all zones.
- Routes identified based on a variety of criteria:
 - Inspection hierarchy and frequency
 - Usage
 - Previous or historical requests
 - Key link on school journeys

Cycling Routes

- 102 total routes identified, 34 priority (top 3rd after audit)
- Routes audited based on existing infrastructure and scored against the 5 LCWIP principles



Consultation

- Will be hosted on a map based platform to enable responders to comment against specific areas or points of concern.
- Feedback from the consultation will be used to ensure priorities are appropriate and areas of concern are identified.
- Consultation on individual schemes will only take place when they come forward for design or delivery.

Next stages

- Members of the commission invited to an informal review session to provide feedback against identified zones and routes.
- Consultation is expected to begin within the next few months.
- Consultation will run for 8 weeks, officers will review responses over the summer and amend as necessary.
- LCWIP will be finalised in September.