

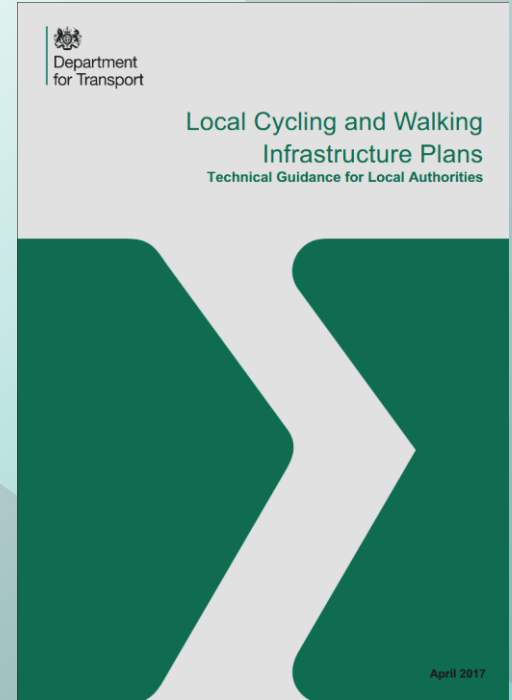
# Local Cycling and Walking Infrastructure Plan

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



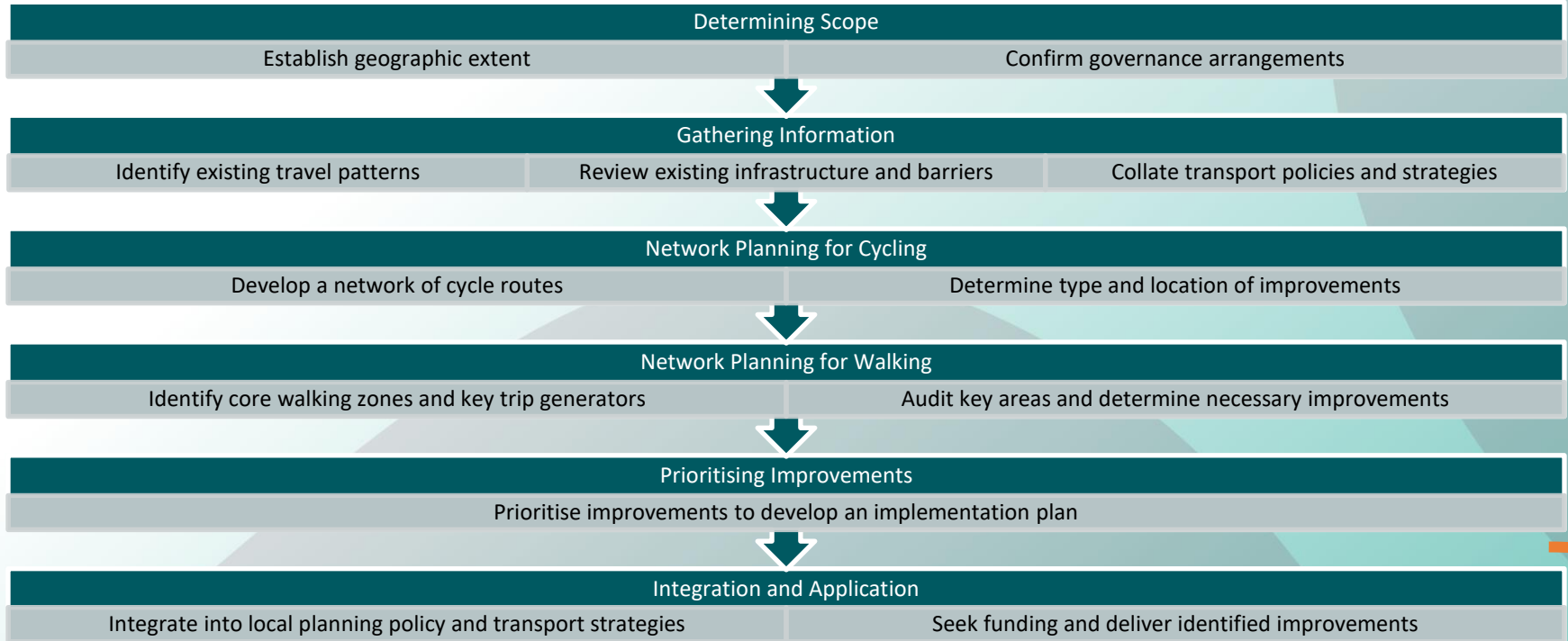
# What the LCWIP is...

- 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



# 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

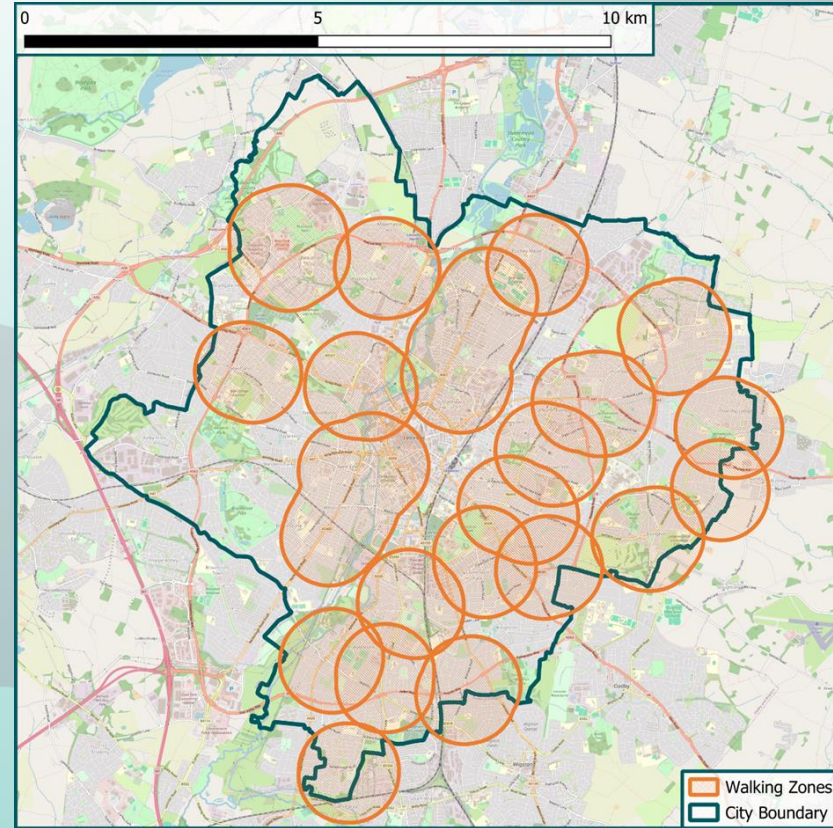
## Cycling Routes

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

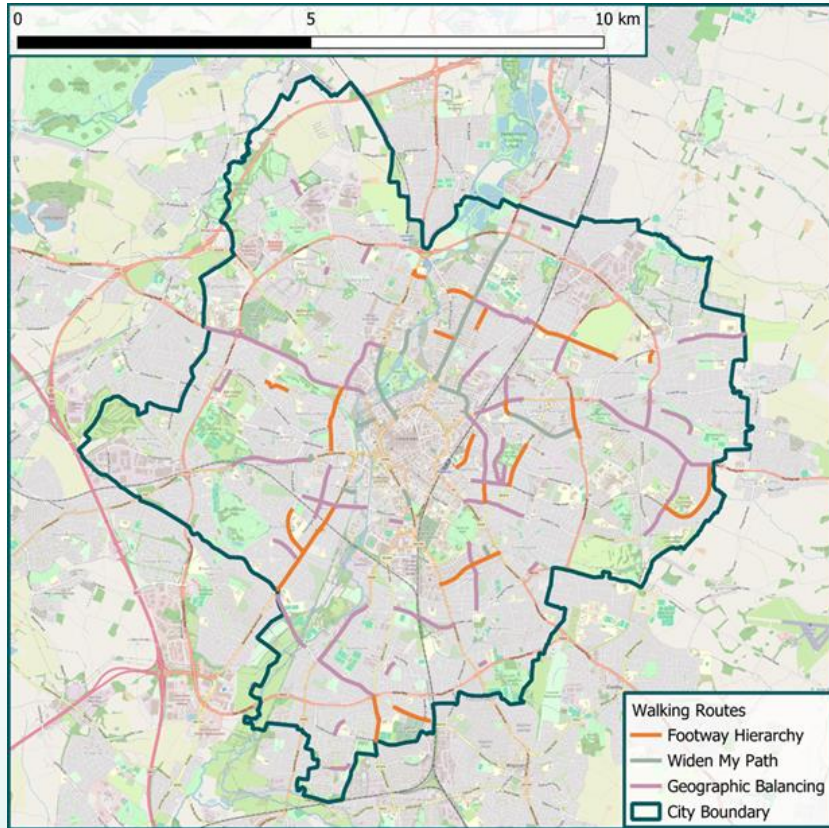


# Walking Zones

- 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



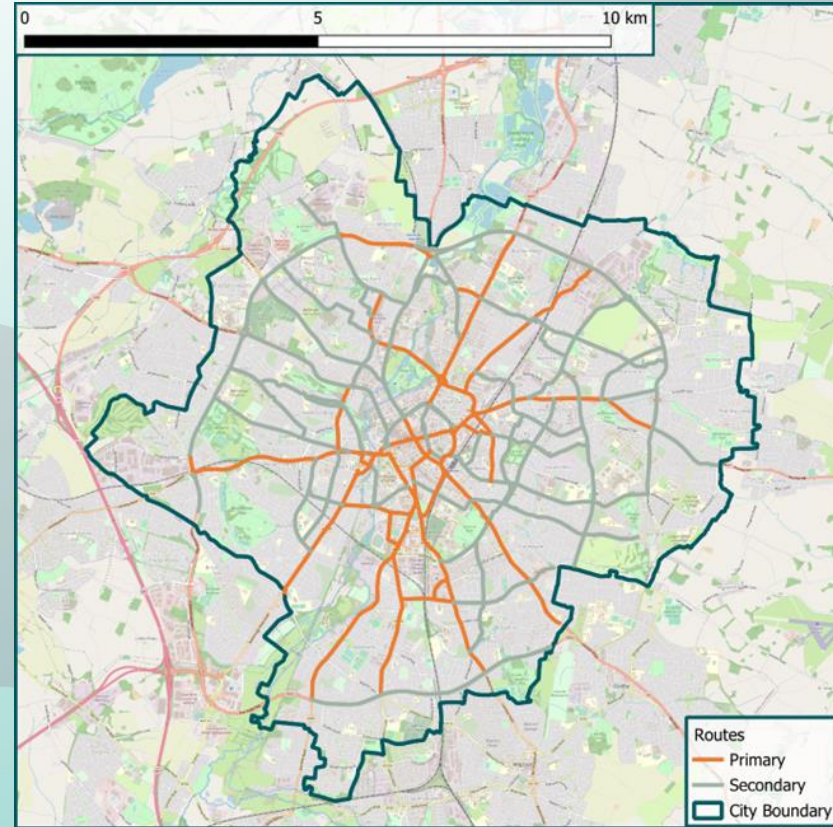
# Walking Routes



- 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 3<sup>rd</sup> 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.