

## Active and Healthy Travel - LCWIPs

**Local Cycling and Walking Infrastructure Plans** (LCWIPs) are a new strategic approach to identifying cycling and walking improvements. They enable a long-term approach to developing local cycling and walking networks, over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle, as set out in the Government's Cycling and Walking Investment Strategy (CWIS).

The Cycling and Walking Investment Strategy includes 2025 targets to:

- Double cycling from 0.8 billion stages in 2013 to 1.6 billion stages in 2025
- increase the number of walking stages to 300 stages per person in 2025
- increase the percentage of children aged 5-10 that walk to school from 49% in 2014 to 55% in 2025

Underlying the CWIS ambitions is that walking and cycling become "safe and reliable", "easy, normal and enjoyable" and places are designed with "cycling and walking at their heart". LCWIPs are seen as the way that these ambitions will be achieved at a local level. LCWIP guidance sets out a 6 stage recommended process for planning networks of walking and cycling. From this, key LCWIP outputs will be:

### Oxfordshire LCWIPs

Oxfordshire County Council has opted to initially produce LCWIPs focused on the 'Knowledge Spine' areas of Didcot, Bicester and Oxford. Further LCWIPs may cover other growth towns and links between them.

Oxfordshire LCWIPs have included extensive stakeholder engagement both in terms of initial planning and consultation as the plans have progressed. For example, in Oxford the Pedestrian Association has undertaken audits of walking routes and a dedicated survey allowed cyclists to identify any issues and state their preferences in terms of cycling routes and infrastructure. There were nearly 4000 responses, identifying over 7000 issues.

The LCWIPs have also been developed using an extensive evidence base including 2011 census data, Active Lives Survey, Oxford inner and outer cordon data, Strava data, PCT (propensity to cycling tool) and casualty data. The main purpose of the data collection was to identify and assign cycle and pedestrian flows to routes and to assess the potential for increasing cycling along these routes.

The LCWIPs have identified a core cycle network for each of the towns, with the assistance of cycle groups. The underlying assumption in identifying a cycle network is to provide residents in every area with an easily accessible path to the town or city centre and to major employment sites. There are four different strategic cycle ways:

**Quick Ways** Designed for commuter cyclists with a minimum design speed of 15 mph and optimum design speed of 20 mph. Quick Ways typically follow strategic or main roads so are shared with relatively heavy traffic.

**Quiet Ways** Designed for cyclists who have less traffic competence or find sharing with traffic a deterrent (children, disabled, older cyclists, a higher proportion of women and cyclists in low cycling areas).

**Connecting routes** Connecting routes are shorter routes within towns which do not fit into the core orbital or radial cycle network. Connecting routes will typically meet the criteria of Quiet Ways.

**Access routes** Access routes are the first or final leg of the journey.

The following policies will be implemented in the cycle network in the LCWIP towns:

- Residents will have an easy and realistic choice both between a Quick Way and a Quiet Way near (under 1 km) their home to the town centre, railway station and major employment hubs.
- Where Quiet Ways use main roads, measures will be taken to ensure that they meet the criteria of Quiet Ways, without losing the criteria of Quick Ways. If necessary, a dual solution will be followed.
- Designs along Quick Ways will adhere to the key criterion of flow, whilst improving as far as possible their comfort.

### **Each Oxfordshire LCWIP will consist of:**

- A document setting out the evidence base including targets related to increasing cycling
- A cycle network for each town, with numbered cycle routes, including linkages to villages and towns within easy cycling distance
- Measures to improve walking particularly accessing the main shopping centres (as well as local centres in Oxford)
- Policies related to developing an implementation programme, including process and design parameters
- Design concepts for cycle route improvements with indicative costs and prioritisation. These will include Cycle Streets and Low Traffic Neighbourhoods where appropriate.

## **Question 3**

### **Active and Healthy Travel: LCWIPs - What do you think?**

Where else should have an LCWIP? What improvements would you like to see to your cycling or walking network? How can cycling and walking be made safer and more attractive for all?

To respond please use the online consultation form.