

**Identifying the programme and geographical scope of our LCWIPs**

It was recognised that developing a single LCWIP covering the entire County would not be appropriate to manage the diverse needs of market towns, urban areas adjoining Leicester City, and rural areas. Instead, an LCWIP development programme was developed, driven by the LCWIP guidance, evidence, and the differing natures of the areas themselves.

The LCWIP Department of Transport (DfT) guidance states that the distance within which cycling, walking and wheeling have the potential to reduce private car travel should be considered when developing the geographical scope of LCWIPs. These distances are typically up to 10km for cycling, and up to 2km for walking. The guidance also states that local authorities should consider the density and number of services and facilities to which people want to travel when defining the geographical boundary of the LCWIP.

In counties such as Leicestershire, the greatest amount of cycling, walking and wheeling takes place in urban areas, rather than rural settlements and villages. This is because towns and urban areas are more densely populated and have a greater number of services and facilities within a short distance conducive to choosing active travel. Therefore, we focused on developing LCWIPs for the towns and urban areas in Leicestershire.

The LCWIP boundaries for the towns and urban areas were defined according to the Office of National Statistics Lower Super Output Areas<sup>1</sup> (LSOAs). In some places, the close proximity of adjoining urban areas was considered to have the potential to influence active travel. The boundaries of these areas were expanded to maximise the benefits of LCWIPs to communities. This included expanding the Urban Fringe boundaries around Leicester City, to create North of Leicester and South of Leicester LCWIP areas.

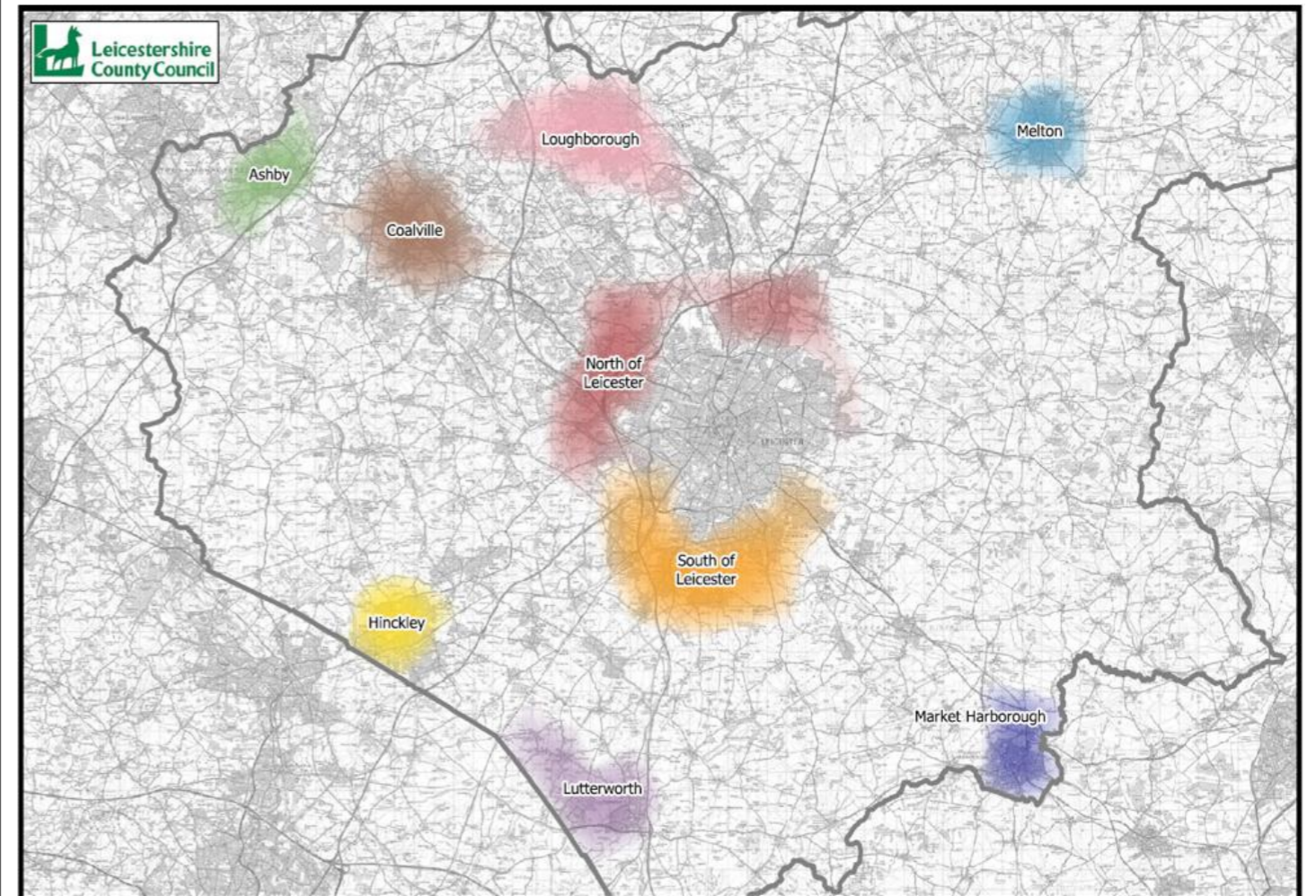
**This identified the following priority areas for consideration (in alphabetical order):**

- Ashby-de-la-Zouch
- Coalville
- Hinckley
- Loughborough and Shepshed
- Lutterworth
- Market Harborough
- Melton Mowbray
- North of Leicester
- South of Leicester

**LCWIP's currently in development are:**

LCWIP Area	Stage of Development	Cabinet
Loughborough area LCWIP	Advanced draft stage - subject of this report and current engagement.	Autumn 2023
South of Leicester area LCWIP	Advanced draft stage - subject of this report and current engagement.	Autumn 2023
North of Leicester area LCWIP	Mid-stage of development.	Spring 2024
Melton Mowbray area LCWIP	Mid-stage of development.	Spring 2024
Market Harborough area LCWIP	Early-stage of development.	Autumn 2024
Coalville area and Ashby-de-la-Zouch area LCWIPs	Early-stage of development. North West Leicestershire District Council (NWLDC) is developing an NWL LCWIP, which will cover Coalville and Ashby-de-la-Zouch. Development follows DfT's guidance. Currently in discussion with NWLDC colleagues with a view to assisting NWLDC to align their LCWIP to same stage as the Council led LCWIP. It provides an opportunity of a cost-effective way of delivering LCWIPs for those two market towns.	To be confirmed

Subject to the ongoing availability of funding through refreshes of the Authority's Medium Term Financial Strategy (MTFS), the current identified programme will be completed with development of LCWIPs for the remaining two market towns, i.e., Hinckley area and Lutterworth area. Beyond the current programme, the development of LCWIPs for other areas of the County may come forward subject factors including budget availability and levels of planned future growth emerging in the future Local Plans.



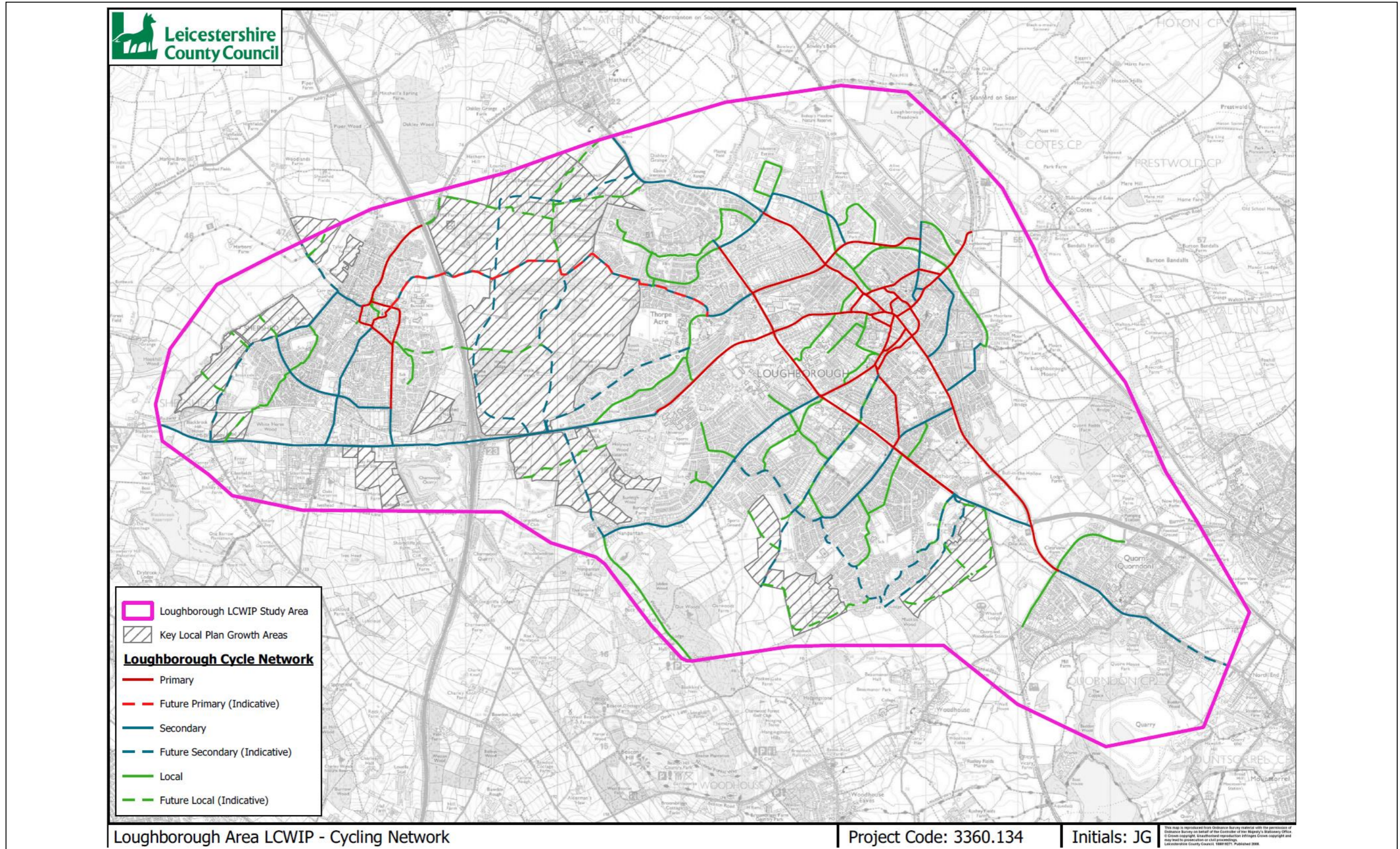
**Initial identified LCWIP Locations** – Note: LCWIP area boundaries are subject to change for those LCWIP at early stage of development or have yet to begin development.

<sup>1</sup> Lower Super Output Areas are areas which comprise between 400 and 1,200 households and have a usually resident population of between 1,000 and 3,000 people.

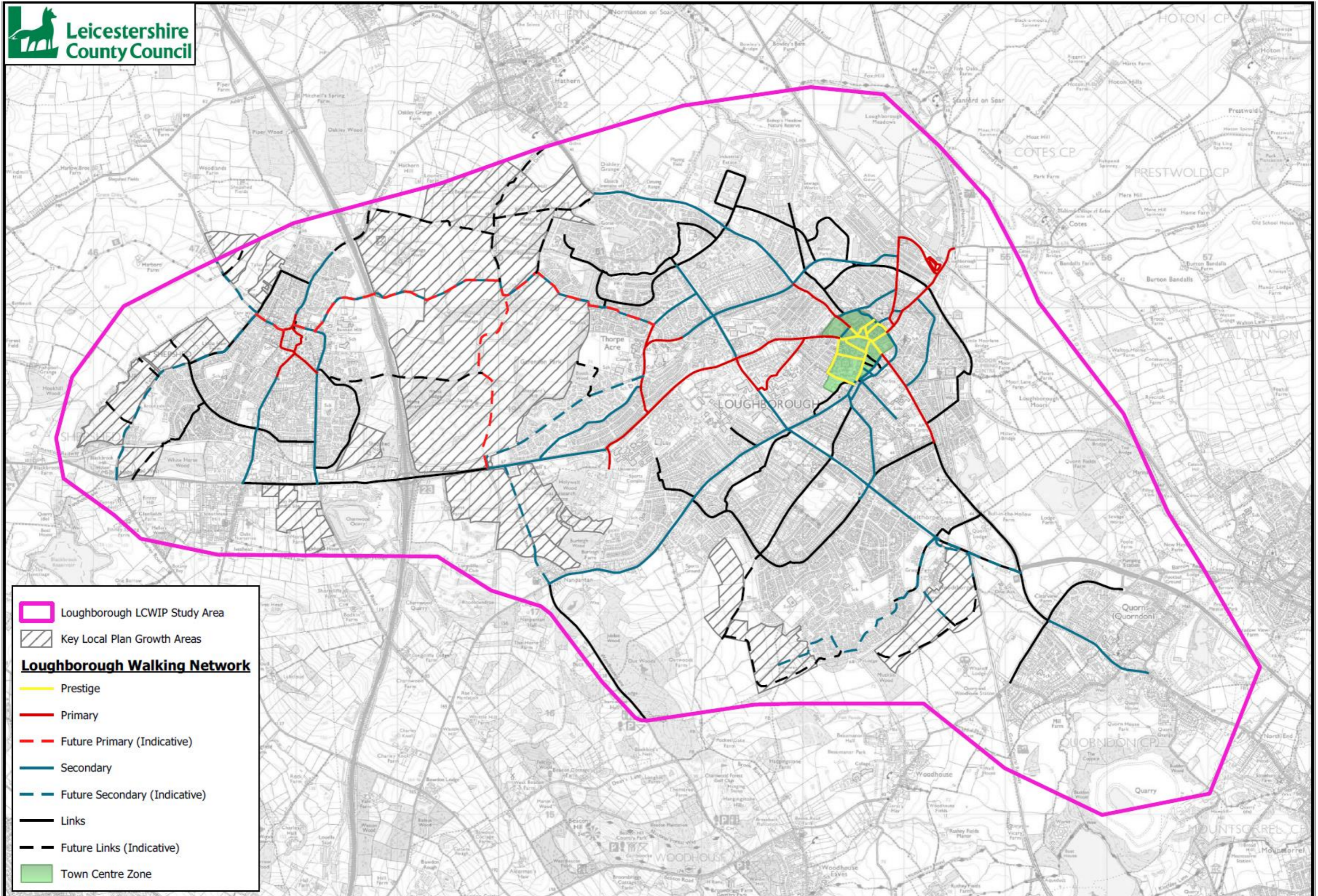


**Loughborough area LCWIP**

The Loughborough area LCWIP boundary was defined by the principle urban area of Loughborough town and the proximity of the key settlement of Shepshed in view of the opportunities for active travel between the areas, particularly in consideration of development growth west of Loughborough. The A6 corridor is also an important sustainable travel corridor extending from Loughborough towards the key trip attractor of Leicester City through the Soar Valley, and as such, the village of Quorn was also included in the LCWIP area, which takes into consideration potential for development of a future Soar Valley LCWIP.





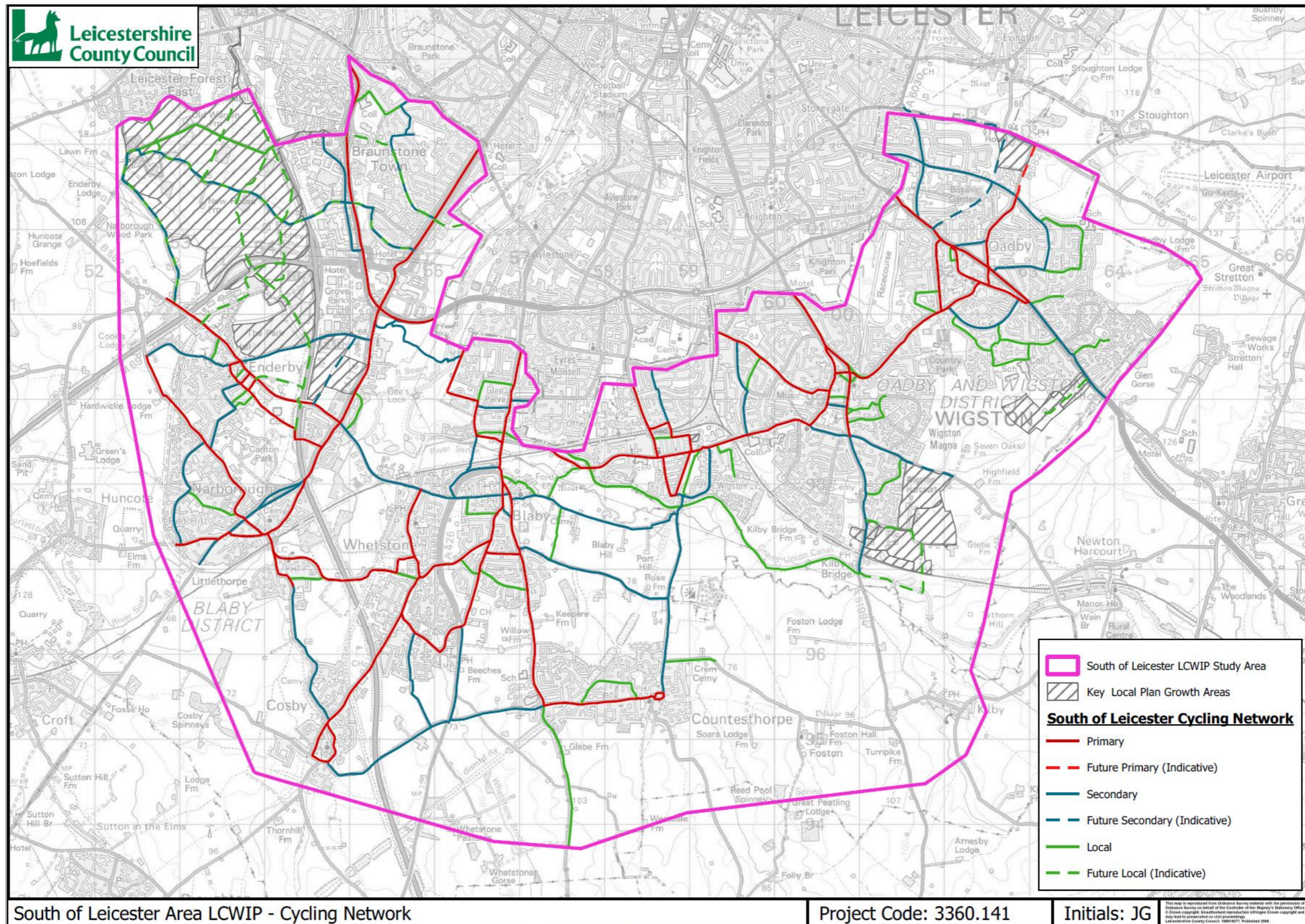


 Loughborough LCWIP Study Area  
 Key Local Plan Growth Areas  
**Loughborough Walking Network**  
 Prestige  
 Primary  
 Future Primary (Indicative)  
 Secondary  
 Future Secondary (Indicative)  
 Links  
 Future Links (Indicative)  
 Town Centre Zone

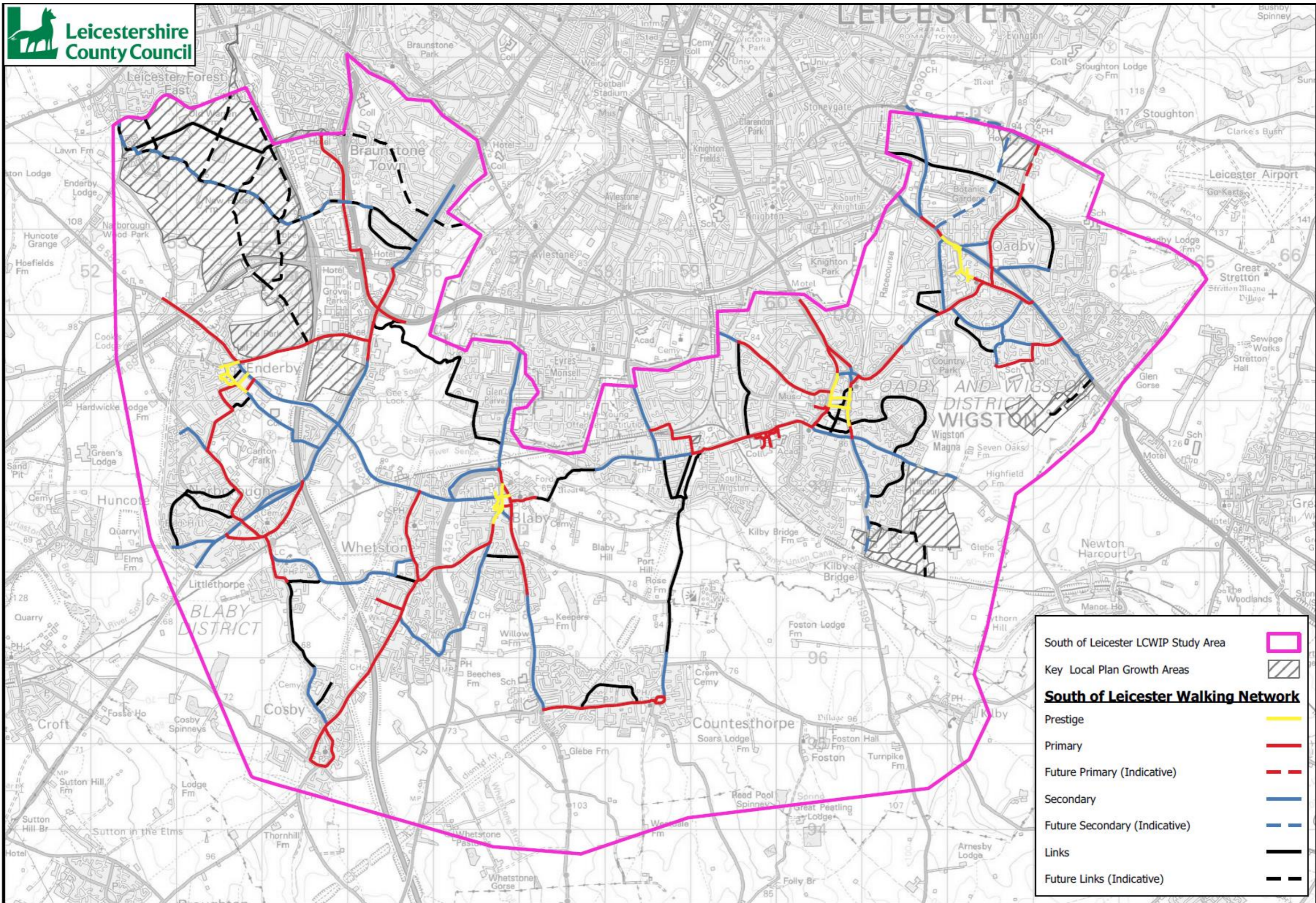











## South of Leicester LCWIP

The South of Leicester LCWIP boundary was defined by the principle urban area surrounding Leicester City. The area broadly covers the southern half of the urban fringe surrounding the Leicester City authority area, and includes the key settlements of: Oadby, Wigston, South Wigston, Blaby, Narborough, Cosby, Countesthorpe, Whetstone, Enderby, new Lubbethorpe and Braunstone Town, which are all within active travel distance. The boundary of the LCWIP area encompasses the key opportunities to develop sustainable travel corridors both in and out of the City, such as along the A6, A5199, A426 and B4114, and also the improved east-west links between the market towns and villages which provide opportunities to reduce severance for active travel between these urban areas and their key services centres.







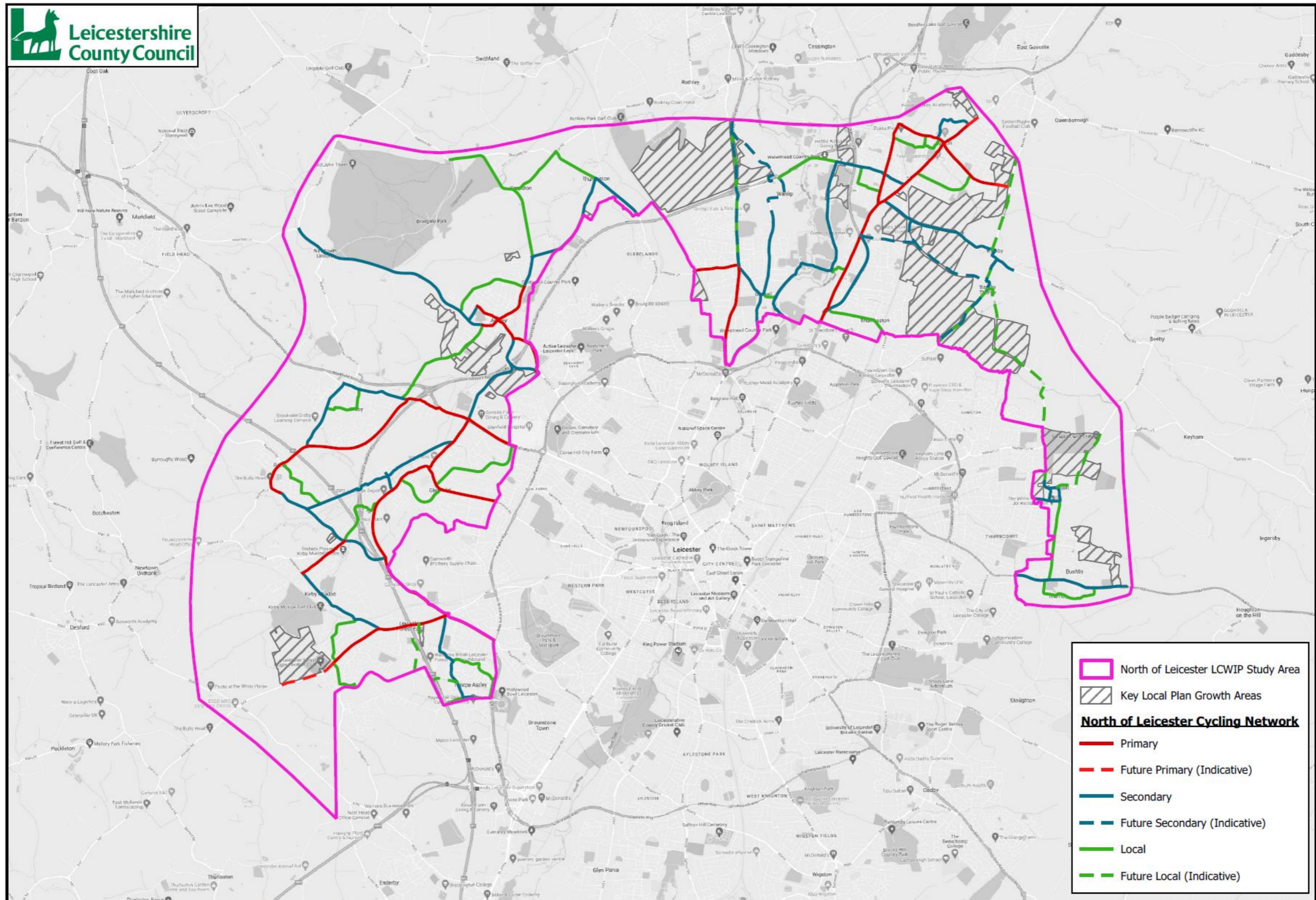
South of Leicester LCWIP Study Area	
Key Local Plan Growth Areas	
<b>South of Leicester Walking Network</b>	
Prestige	
Primary	
Future Primary (Indicative)	
Secondary	
Future Secondary (Indicative)	
Links	
Future Links (Indicative)	



**Upcoming LCWIP in Development:**

The next two LCWIP, currently at a mid-stage of development in the priority programme, are the North of Leicester area LCWIP and Melton Mowbray area LCWIP. Based on evidence led approach and use of DfT tools, the initial draft cycling, walking and wheeling networks have been developed for each of these areas. The maps below have been subject to the first round of public engagement and are currently being developed and updated further following engagement feedback, which will be followed by detailed route auditing and concept scheme designs being drawn up.

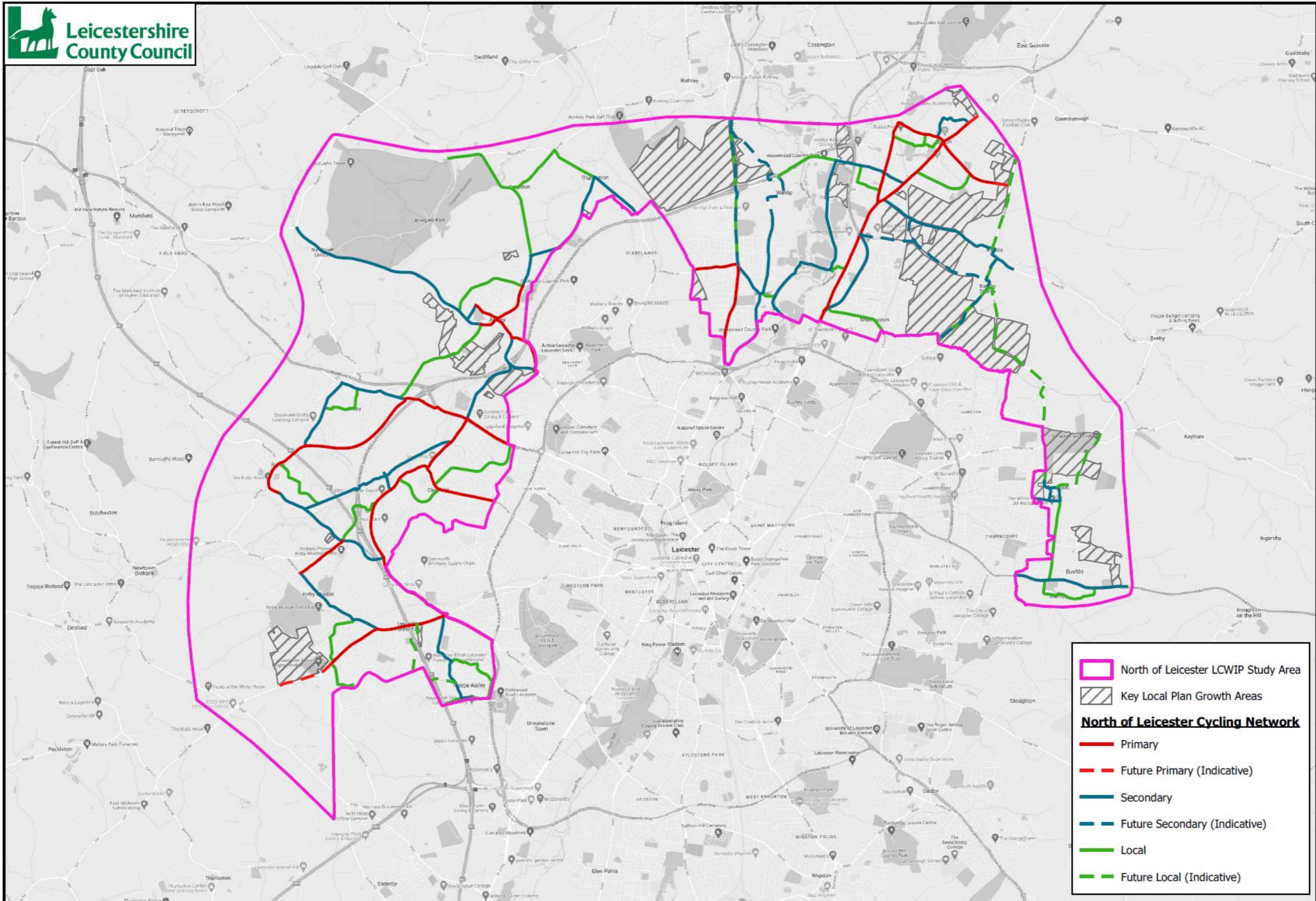
**North of Leicester Area LCWIP – DRAFT network maps**



North of Leicester Area LCWIP - Draft Cycling Network

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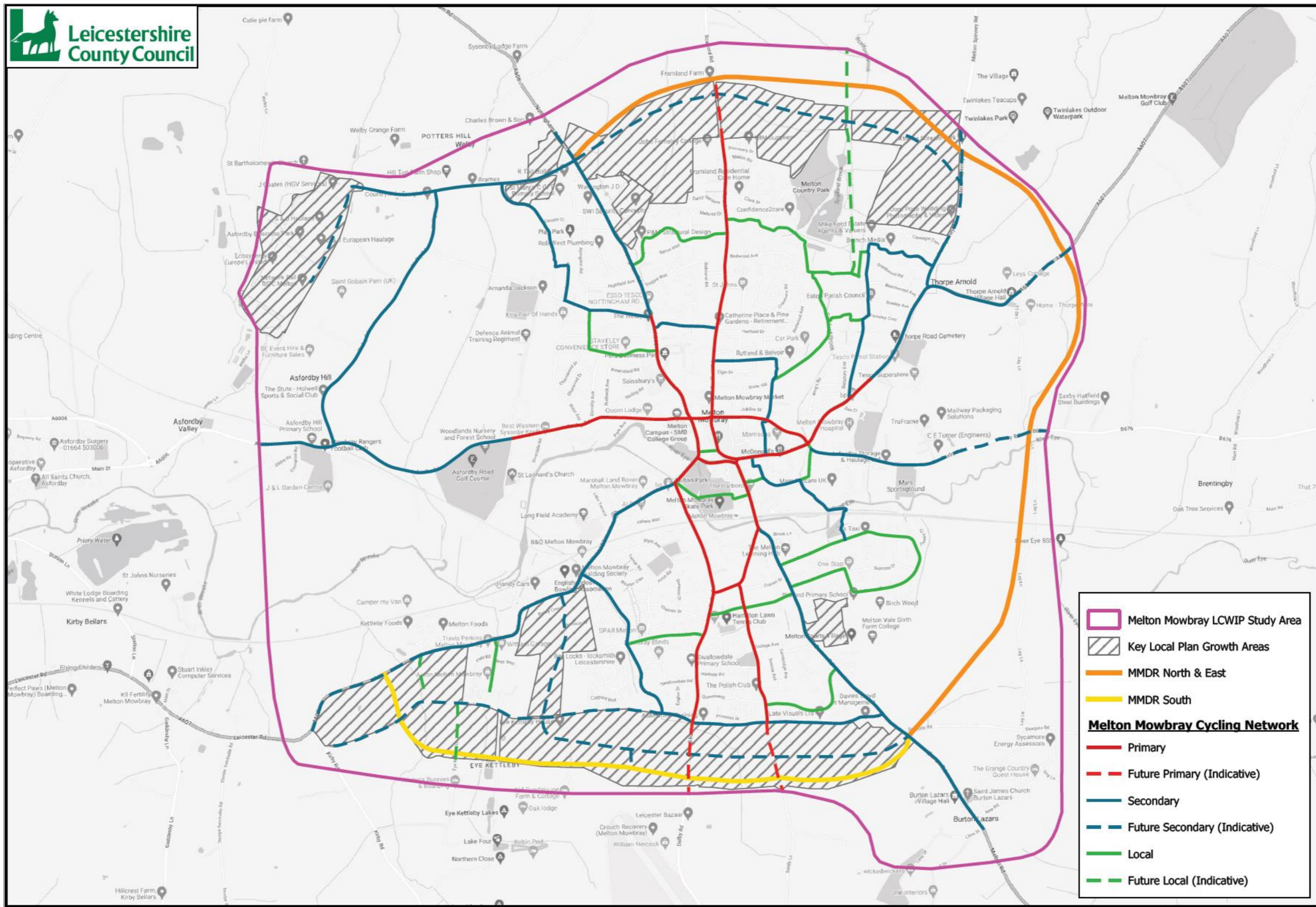


North of Leicester LCWIP Study Area  
 Key Local Plan Growth Areas  
**North of Leicester Cycling Network**  
 Primary  
 Future Primary (Indicative)  
 Secondary  
 Future Secondary (Indicative)  
 Local  
 Future Local (Indicative)

North of Leicester Area LCWIP - Draft Cycling Network

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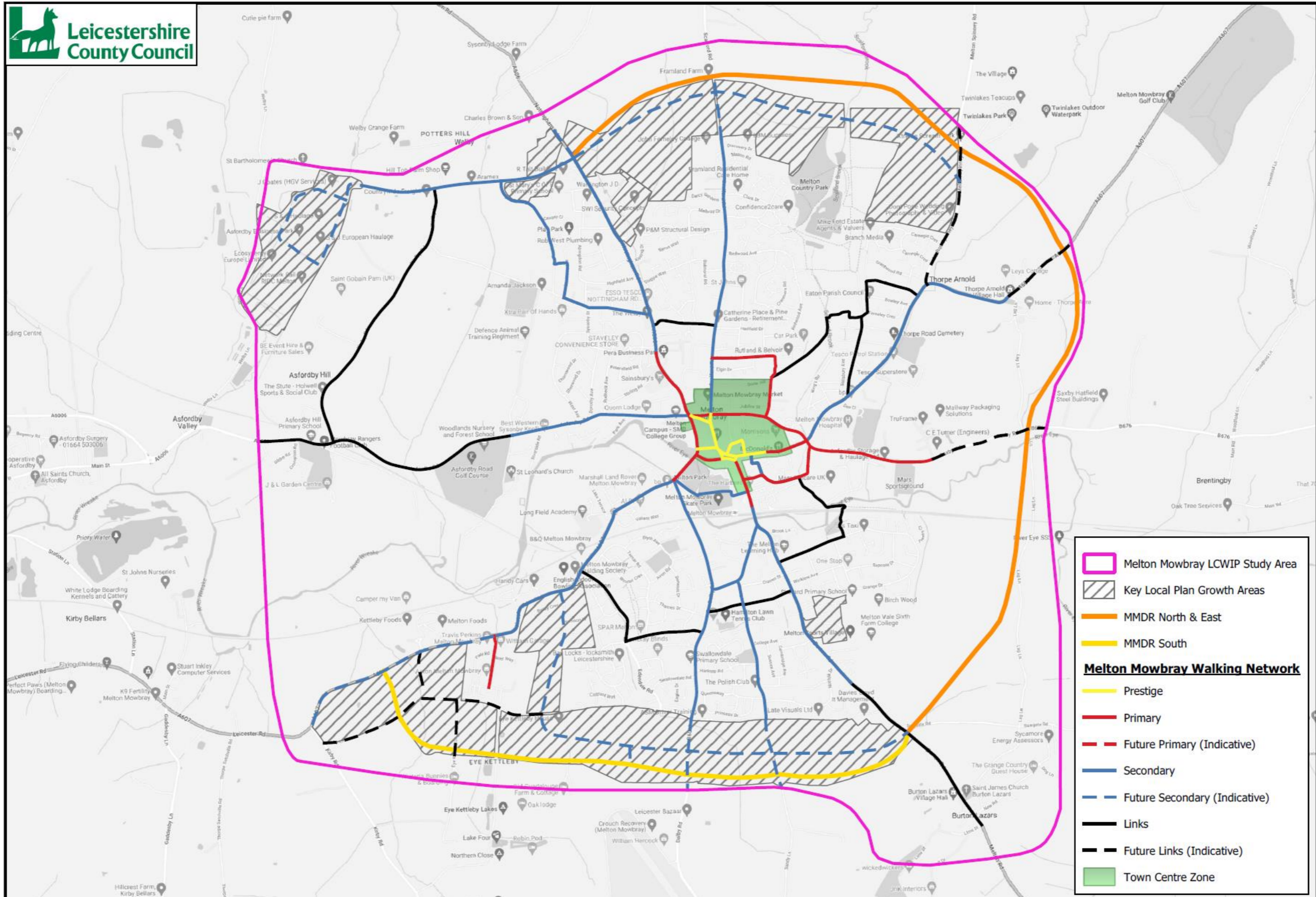
















Melton Mowbray Area LCWIP - Draft Cycling Network

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-  Melton Mowbray LCWIP Study Area
-  Key Local Plan Growth Areas
-  MMDR North & East
-  MMDR South
- Melton Mowbray Walking Network**
-  Prestige
-  Primary
-  Future Primary (Indicative)
-  Secondary
-  Future Secondary (Indicative)
-  Links
-  Future Links (Indicative)
-  Town Centre Zone

Melton Mowbray Area LCWIP - Draft Walking Network

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## Guide to route hierarchy and how it is identified and assigned

### Cycling

The Government's LCWIP technical guidance sets out criteria for prioritising the routes which make up the cycling and walking networks in LCWIPs. Cycling routes are split into three categories as set out below:

1. **Primary:** High flows of cyclists are forecast along desire lines that link large residential areas to trip attractors, such as a town or city centre.
2. **Secondary:** Medium flows of cyclists are forecast along desire lines that link to trip attractors, such as schools, colleges, and employment sites.
3. **Local:** Lower flows of cyclists are forecast along desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines.

The routes are identified and categorised according to the LCWIP technical guidance. Cycling routes which will serve future developments are identified separately as indicative routes, due to the fact that many of these developments still need to go through the planning process:

- **Future Primary (Indicative),**
- **Future Secondary (Indicative), and**
- **Future Local (Indicative).**

### **Producing the draft network map**

Once all of the above steps are complete, the current and indicative Primary, Secondary, and Local cycling routes in the LCWIP area are brought together into a draft priority network map.

### Walking and Wheeling

The Government's LCWIP technical guidance advises that key walking and wheeling routes should be defined according to the Footway Maintenance Classification as set out in the Code of Practice for Highway Maintenance Management<sup>2</sup>.

There is a greater range of categories for walking routes, reflecting the fact that they are significantly larger in number and often more diverse than the cycling network, these are:

- 1(a). Prestige walking zones:** Very busy areas of towns and cities, with high public space and street scene contribution.
- 1. Primary walking routes:** Busy urban shopping and business areas, and main pedestrian routes.
- 2. Secondary walking routes:** Medium-usage routes through local areas feeding into primary routes, local shopping centres etc.
- 3. Link footways:** Linking local access footways through urban areas and busy rural footways.
- 4. Local access footways:** Footways associated with low usage, short estate roads to the main roads, and cul-de-sacs.

As with the cycling routes, a series of indicative routes which are likely to serve significant future developments are also identified. These are then given the categories of:

1. **Future Primary (Indicative)**
2. **Future Secondary (Indicative), and**
3. **Future Links (Indicative).**

### **Producing the draft walking and wheeling network map**

Following completion of the analysis and ranking of routes, a draft walking and wheeling network map is produced. Local access footways are not included in the network map, as the density of the network would make it illegible.

<sup>2</sup> <https://www.ciht.org.uk/ukrlg-home/code-of-practice/>