

Appendix 2

Local Cycling and Walking Infrastructure Plans (LCWIP) – Summary

Local Cycling and Walking Infrastructure Plans (LCWIP) – Summary Note

This note explains the background information and summarises the Council's position on development of Local Cycling and Walking Infrastructure Plans (LCWIPs). This note sets out:

- What a LCWIP is;
- Why the Council are developing LCWIPs;
- What LCWIPs have been adopted to date;
- What new LCWIPs have been drafted;
- What the output of the LCWIPs is;
- Shows the draft LCWIP networks; and
- Sets out next steps.

What is a Local Cycling and Walking Infrastructure Plan (LCWIP)?

To assist local authorities in the development of LCWIPs, the DfT published guidance¹ which outlines the core elements and tasks that should be considered. The guidance provides a methodological approach to planning the delivery of walking and cycling infrastructure which can be adapted to a given local authority's context, geographic scope, and resources. The study approach used for each of the towns LCWIPs reflects the DfT guidance.

LCWIPs reflect on the current cycling and walking infrastructure provision, identify priorities for improvement, and outline strategies and implementation plans for improvements and active travel network development. The overarching objectives of an LCWIP are to promote active travel through the creation of safe, accessible, and sustainable infrastructure for pedestrians and cyclists. Fundamentally, an LCWIP is a strategic transport planning document developed as a tool for network planning, securing funding and collaborating with a range of stakeholders.

The core aim of an LCWIP is to facilitate and encourage active travel journeys to be taken. The specific aims and objectives for the LCWIPs include:

- Encourage active travel such as walking and cycling, reducing dependency on private vehicles;
- Create safe and accessible infrastructure for pedestrians and cyclists;
- Promote sustainability, health, and quality of life in communities;
- Enhance connectivity, accessibility, and mobility within the community;
- Reduce congestion and greenhouse gas emissions;
- Foster economic development and tourism; and
- Promote community involvement and engagement in the planning process.

The main output of the LCWIPs is a network plan for walking and cycling for each town, identifying key walking and cycling connections and routes.

¹ [Local cycling and walking infrastructure plans technical guidance \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/674242/local-cycling-and-walking-infrastructure-plans-technical-guidance.pdf)

Why are Cheshire East Council developing LCWIPs?

Local authorities were first encouraged to begin developing LCWIPs following the publication of the Department for Transport's (DfT) Cycling and Walking Investment Strategy (CWIS). Whilst the preparation of LCWIPs is not mandatory, local authorities which develop LCWIPs are better placed to make the case for future investment. Therefore, Cheshire East Council (CEC) have been working to deliver a prioritised list of walking and cycling routes across Cheshire East capable of attracting central government support and funding.

Importantly, Active Travel England (ATE) expect local authorities to complete an active travel capability self-assessment each year, which is then assessed by ATE to assign a level to which a local authority is performing, ranging from levels 0 (lowest) to level 4 (highest). Cheshire East is currently classified as level 1 and there is ambition and commitment to progress through the levels. Those authorities performing at a higher level have greater access to funding. Developing infrastructure plans is a key part of demonstrating our ambition and commitment, with clear recognition that increasing levels of active travel supports the delivery of wider strategic priorities, particularly health improvement and local action to tackle the climate change emergency.

Which LCWIPs are already adopted?

Cheshire East Council has published LCWIPs for all population centres over 20,000. This includes the towns of:

- Crewe;
- Macclesfield;
- Congleton; and
- Wilmslow.

These four areas were selected following an evidence-based review, which identified them as having the highest potential in the borough to increase walking and cycling. The LCWIPs for these areas can be found online at the [Agenda for Cabinet on Tuesday 9th March, 2021](#), item 97².

What towns have we drafted new LCWIPs for?

In addition to the above, in 2024, LCWIPs have been drafted for the following towns:

- Alsager;
- Handforth;
- Knutsford;
- Middlewich;
- Nantwich;
- Poynton; and
- Sandbach.

² [Agenda for Cabinet on Tuesday, 9th March, 2021, 1.00 pm | Cheshire East Council](#)

What is the output of the LCWIPs?

The LCWIPs include a prioritised list of walking routes and cycling routes for each town that can attract central government support and funding. Approximately three walking routes and a Core Walking Zone, and three cycling routes per town have been included in the proposed networks, following an evidence-based process.

What are the draft networks for the draft LCWIPs?

To support the creation of a network plan for walking and cycling, baseline data has been analysed through a review of local policy documents and background data, forming a robust evidence base. The future walking and cycling network plans have been developed by identifying links between areas designated as trip origins and destinations. As part of this process, corridors have been identified, incorporating the routes most frequently used by pedestrians and cyclists to access specific destinations. By creating a network plan of routes, the LCWIPs highlight the core routes for future investment. Meetings with local representatives, with valuable knowledge and understanding, were held to inform the routes created for each LCWIP during the technical process.

The draft walking and cycling network plans for each of the seven LCWIPs are available in Annex A. To identify areas needing improvements to walking and cycling infrastructure and determine the most suitable interventions, routes were audited using appropriate guidance. Audits were conducted using local knowledge, site visits to each route, and online research.

Suggested interventions for walking and cycling have been identified along each route with the vision to create a high-quality network. All schemes identified in LCWIPs will be subject to further detailed development and design work, with extensive public consultation necessary before schemes are implemented.

What are the next steps?

A report will be taken to Highways and Transport committee in June 2025 for approval to consult on the proposed walking and cycling route networks, which will occur over the summer. Following the consultation, where appropriate, routes will be refined and adjusted based on feedback before being formally adopted in due course.

Delivery of the LCWIP routes is not funded at this stage. They establish a plan for improvements that can help in securing future funding from a wide range of sources. As opportunities arise, bids for external funding will be prepared and where funding is secured, detailed scheme designs will be developed.

Annex A

Figure 1 to Figure 14 on of the pages below outline the walking and cycling routes for each LCWIP that has been drafted. Each town includes 1 x walking network plan and 1 x cycling network plan. The table below outlines the number of walking and cycling routes in each network plan.

Town	Number of walking routes	Number of cycling routes	Number of combined walking and cycling routes
Alsager	3	3	
Handforth	2	2	1
Knutsford	3	4	
Middlewich	3	3	
Nantwich	3	3	
Poynton	3	4	
Sandbach	2	3	1

Alsager

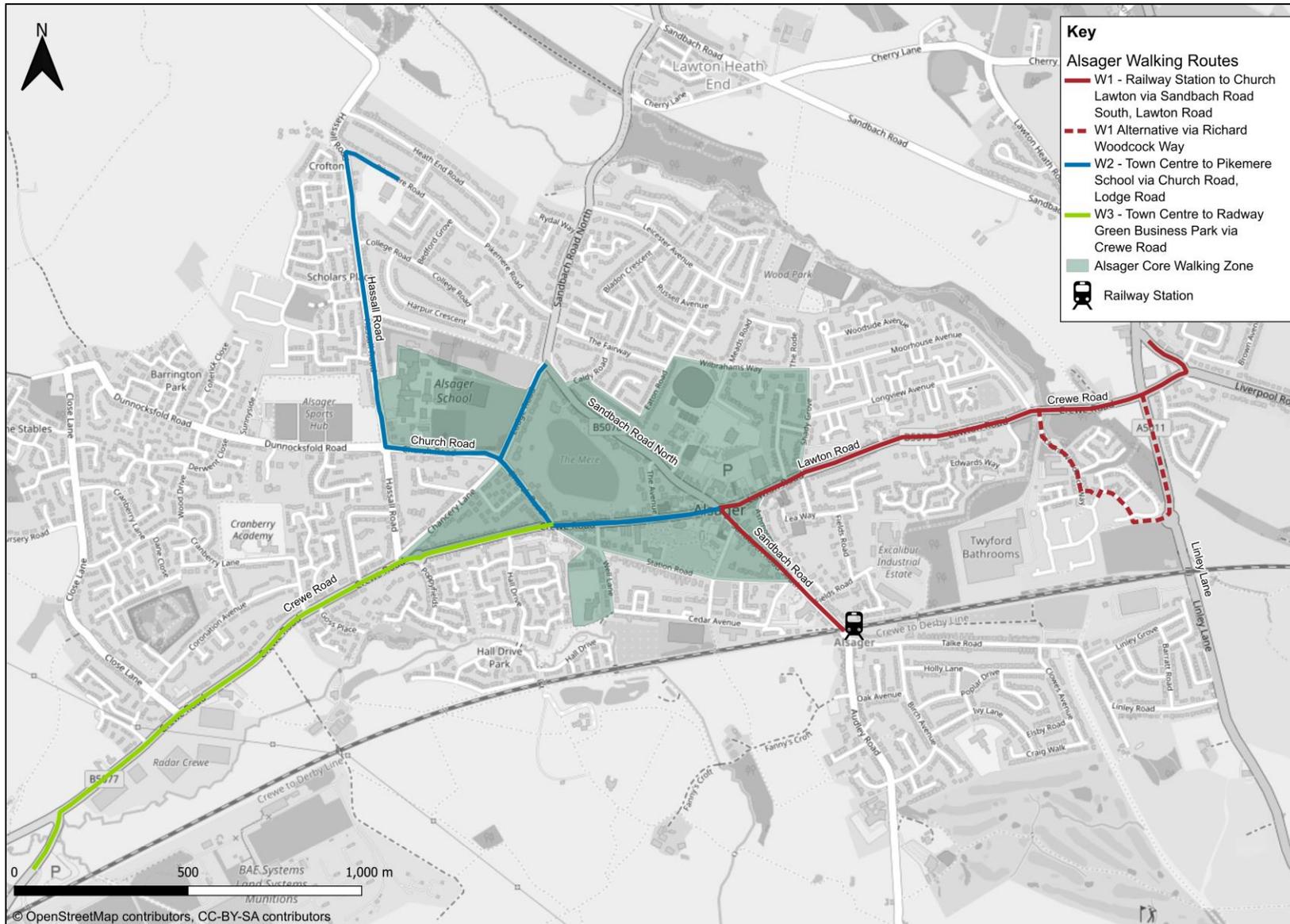


Figure 1 Alsager Walking LCWIP Routes

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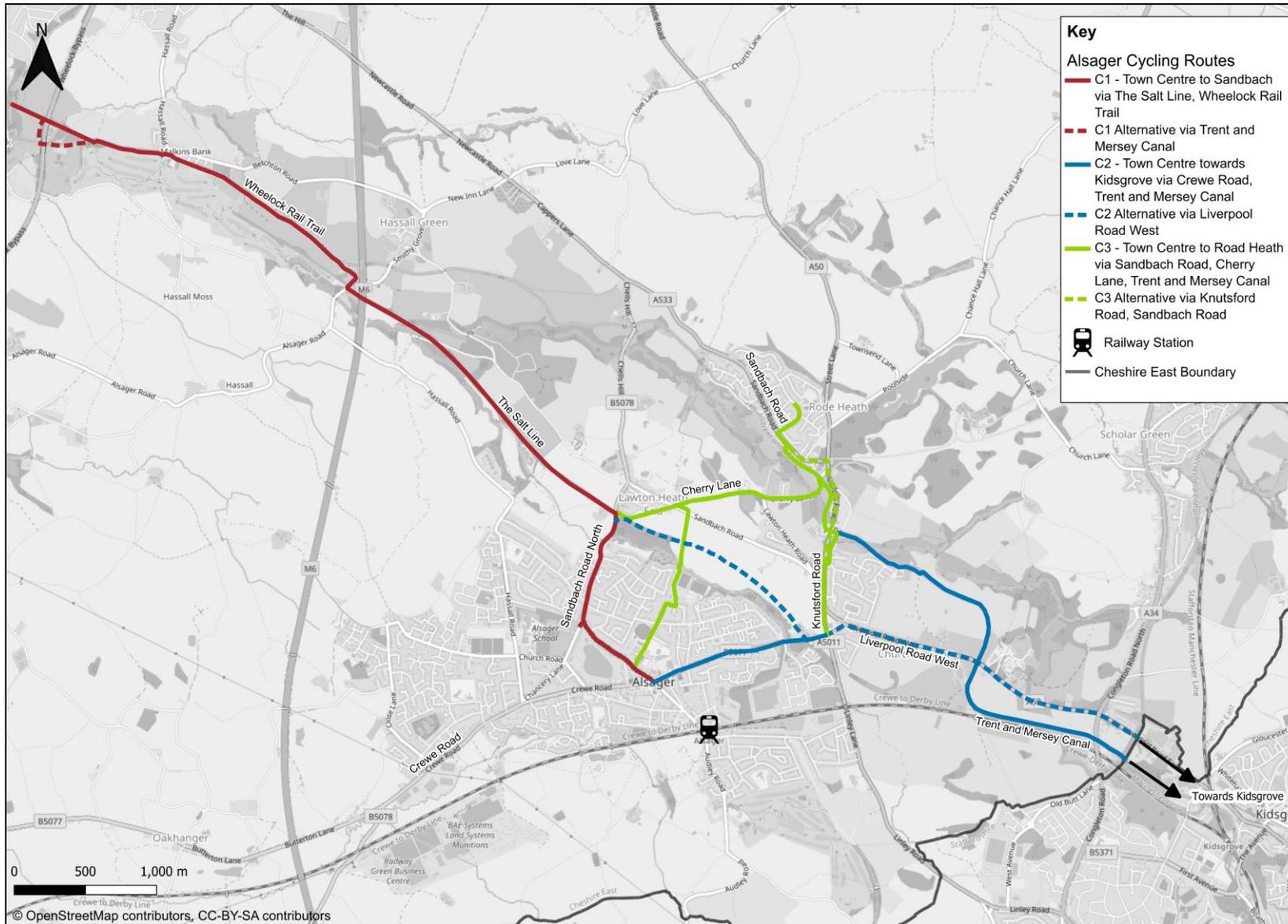


Figure 2 Alsager Cycling LCWIP Route

Handforth

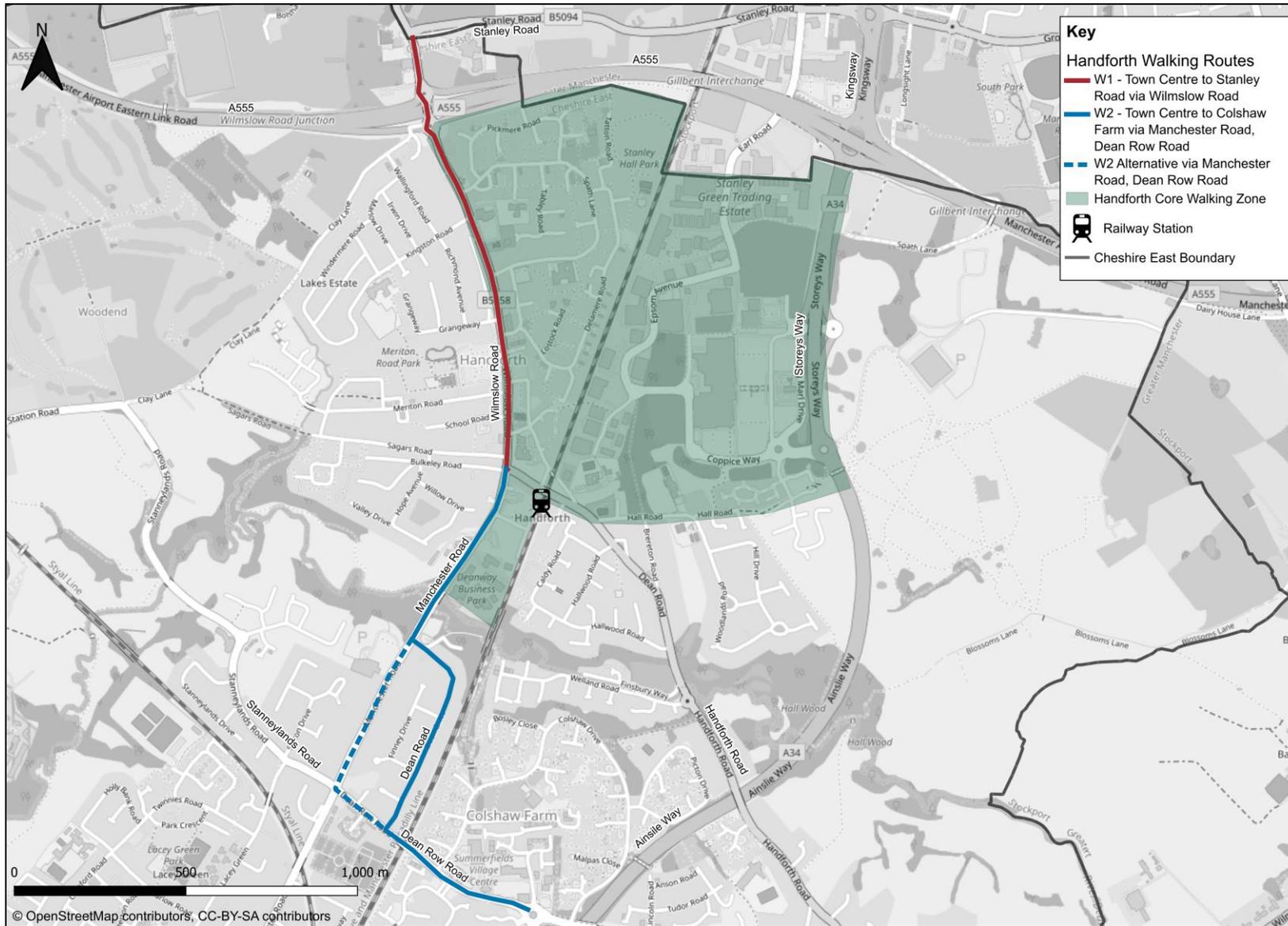


Figure 3 Handforth Walking LCWIP Routes

Handforth

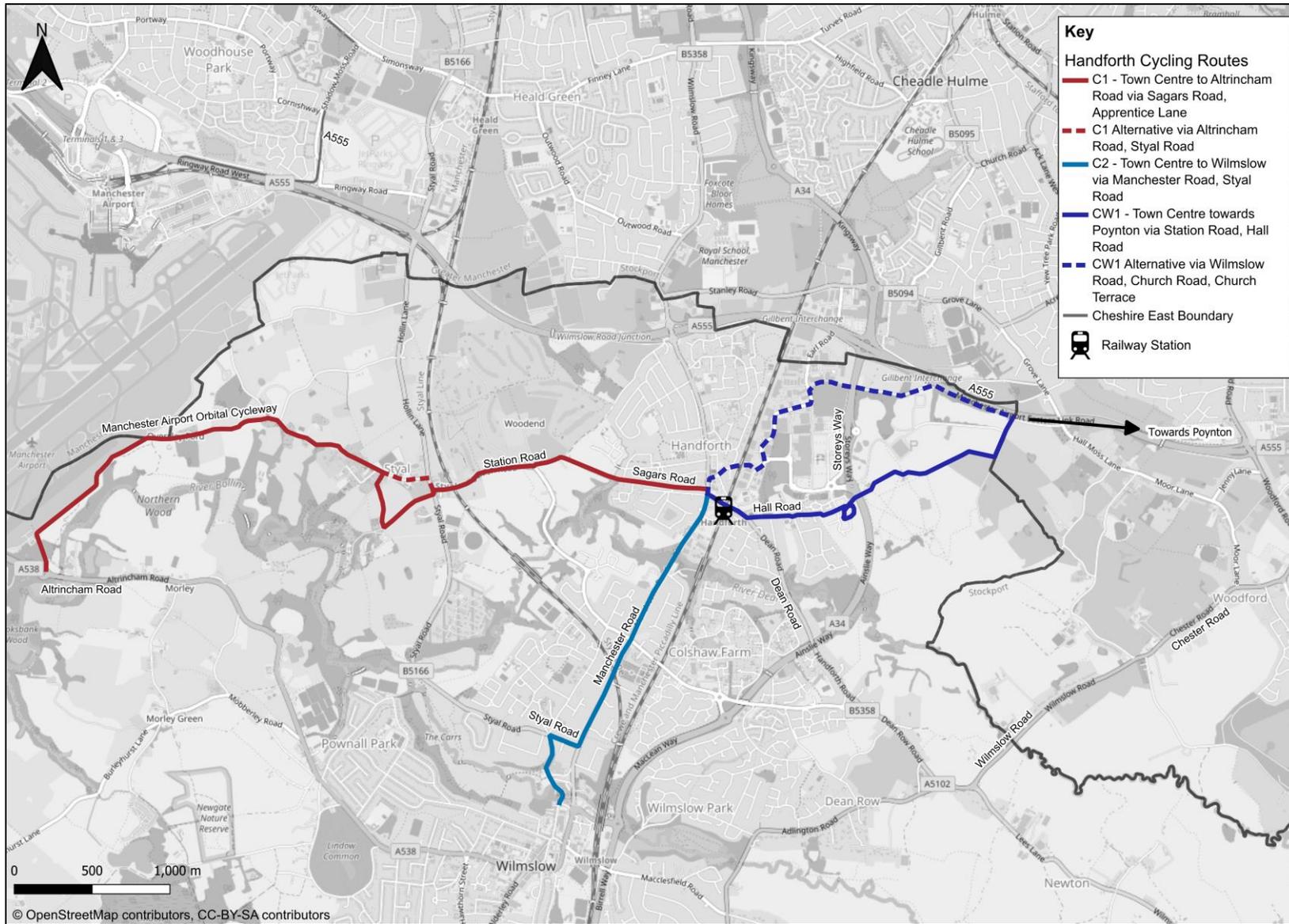


Figure 4 Handforth Cycling LCWIP Routes

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Knutsford

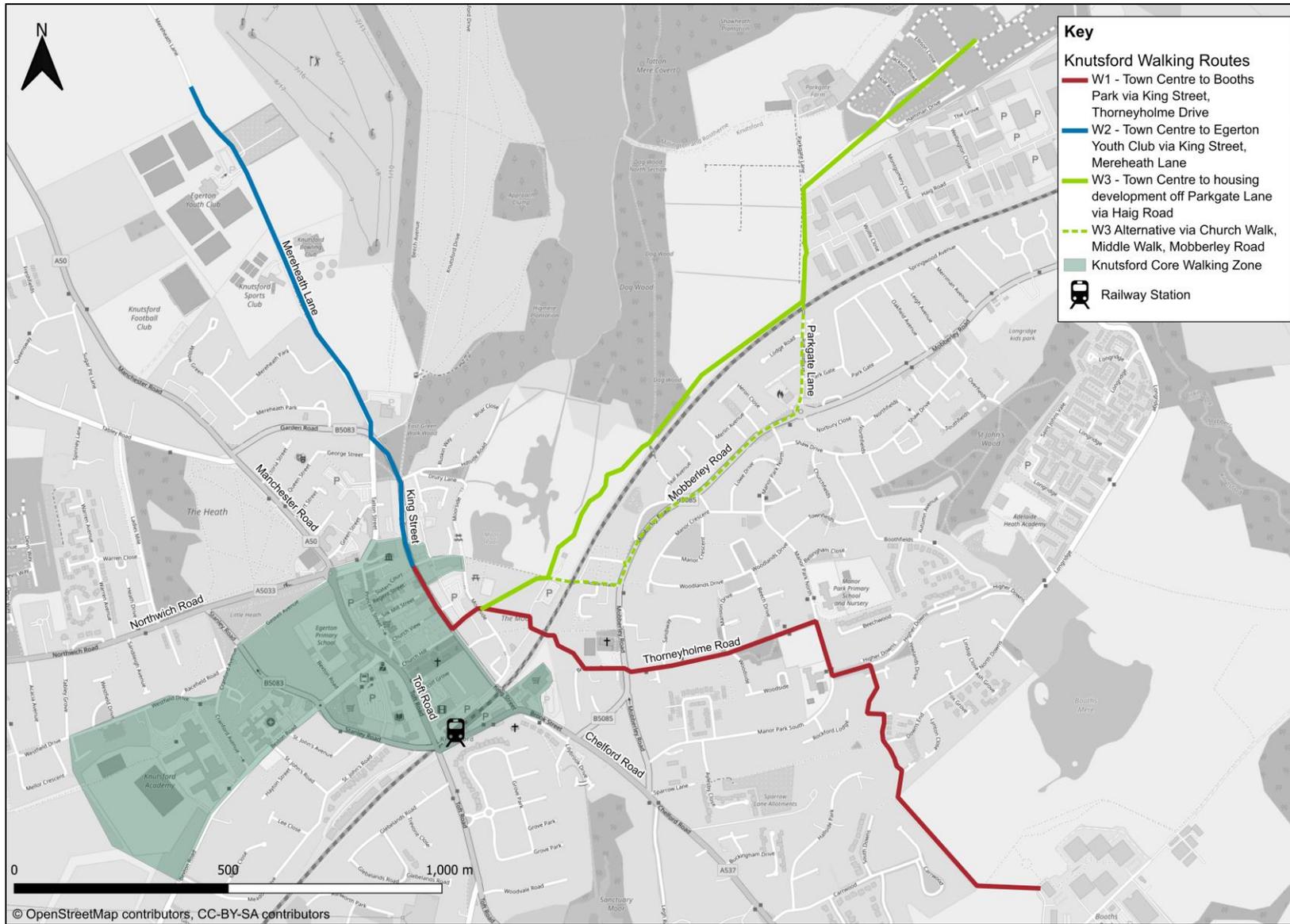


Figure 5 Knutsford Walking LCWIP Routes

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Knutsford

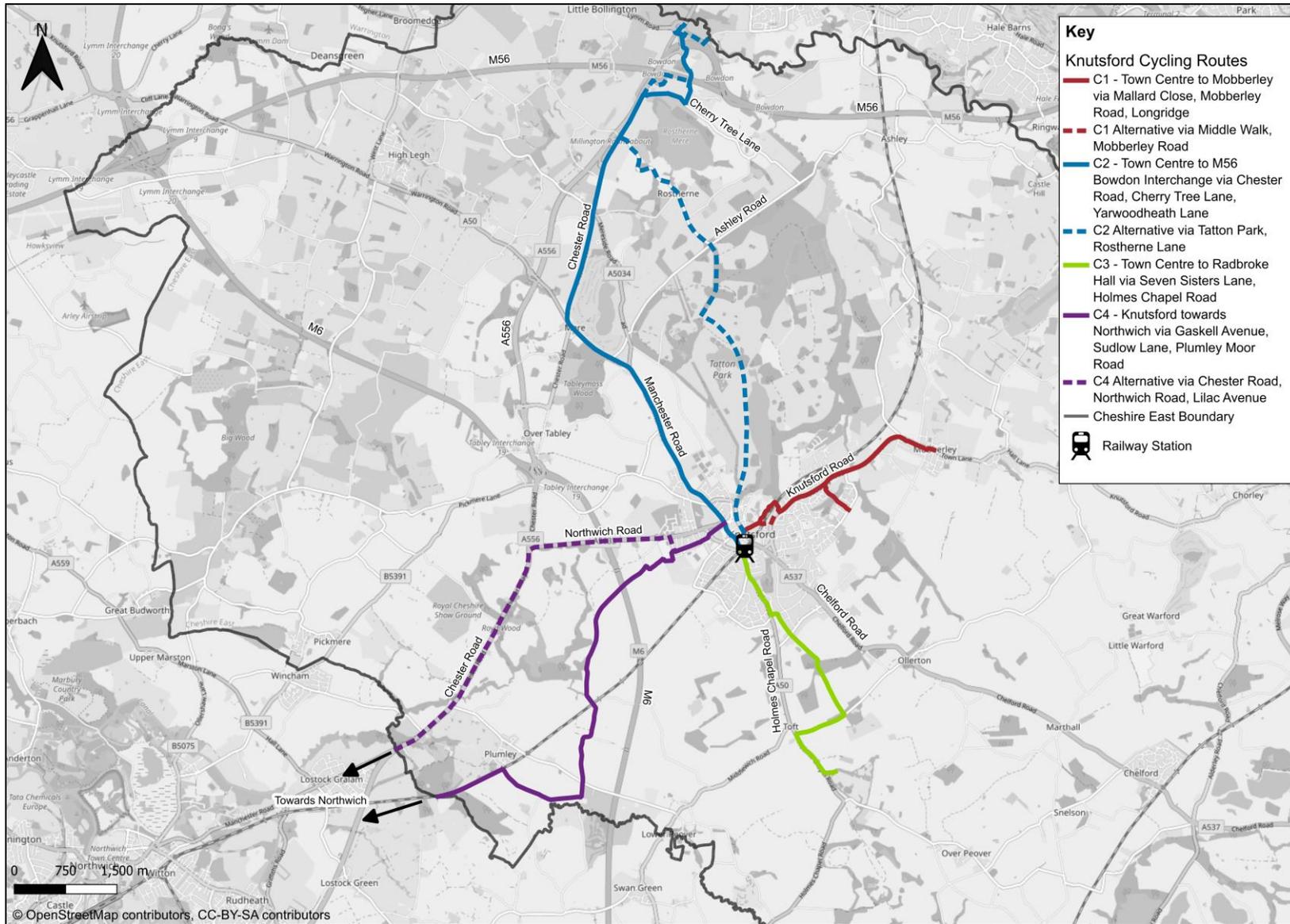


Figure 6 Knutsford Cycling LCWIP Routes

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Middlewich

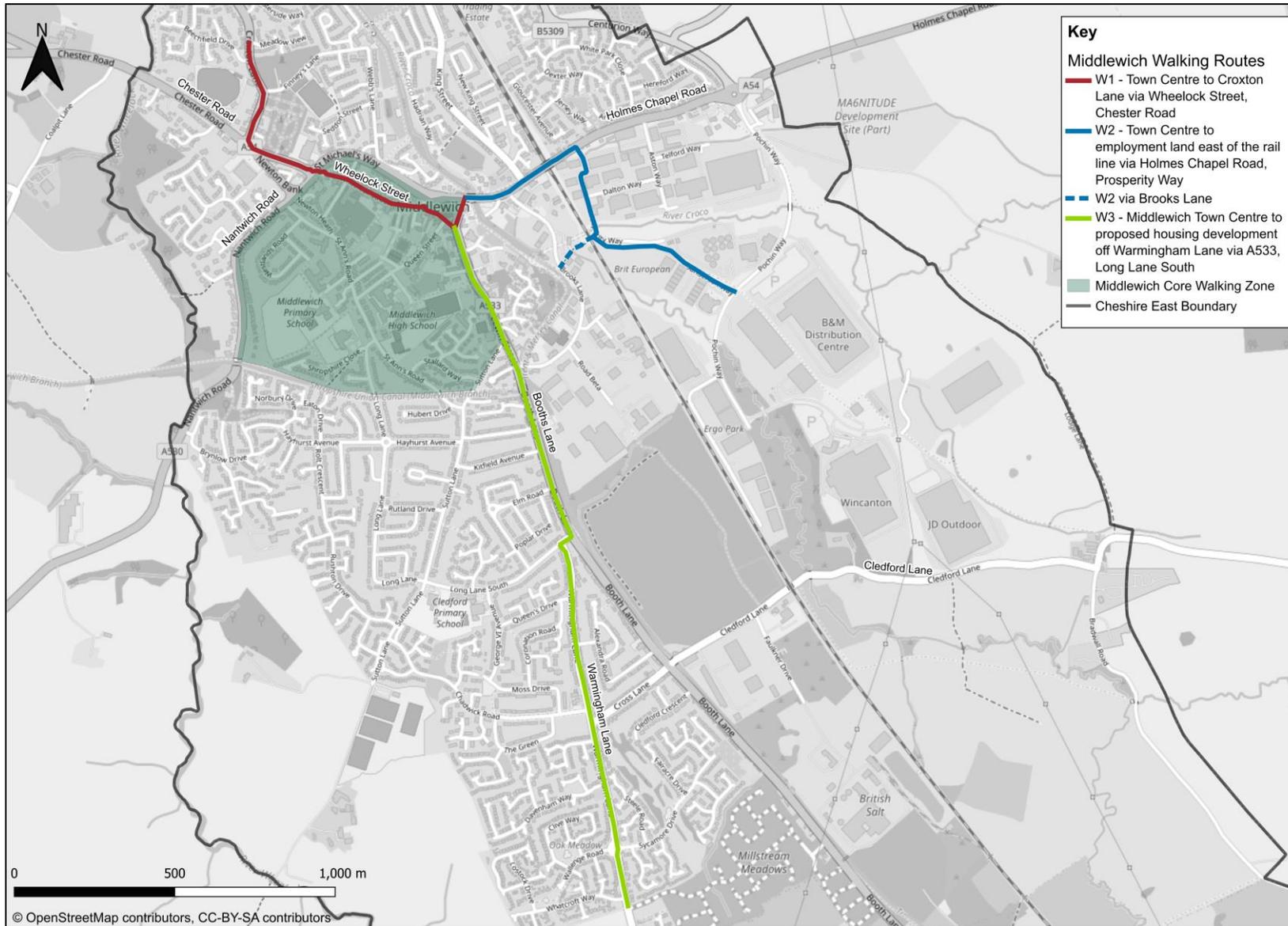


Figure 7 Middlewich Walking LCWIP Routes

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Middlewich

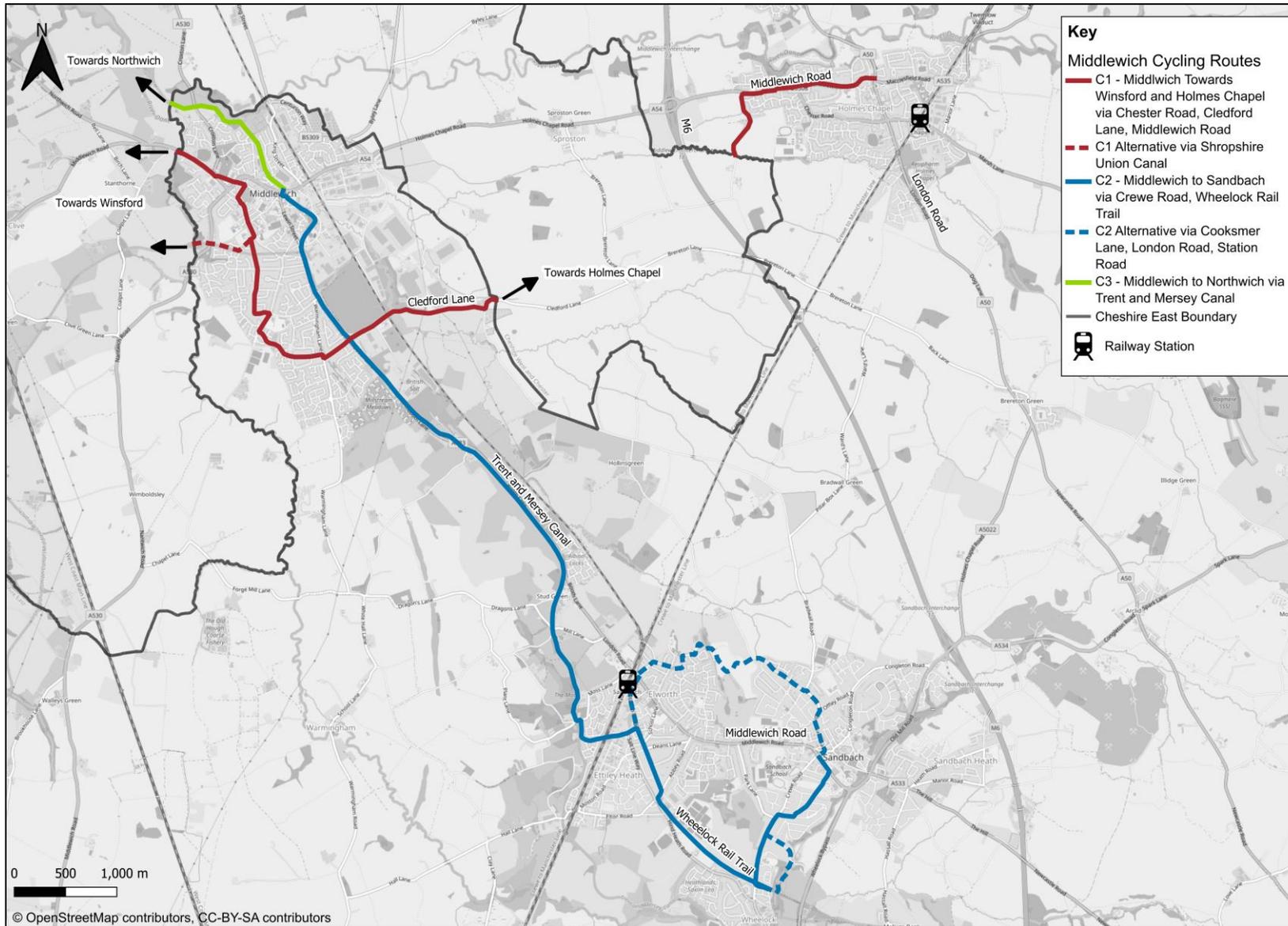


Figure 8 Middlewich Cycling LCWIP Routes

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Nantwich

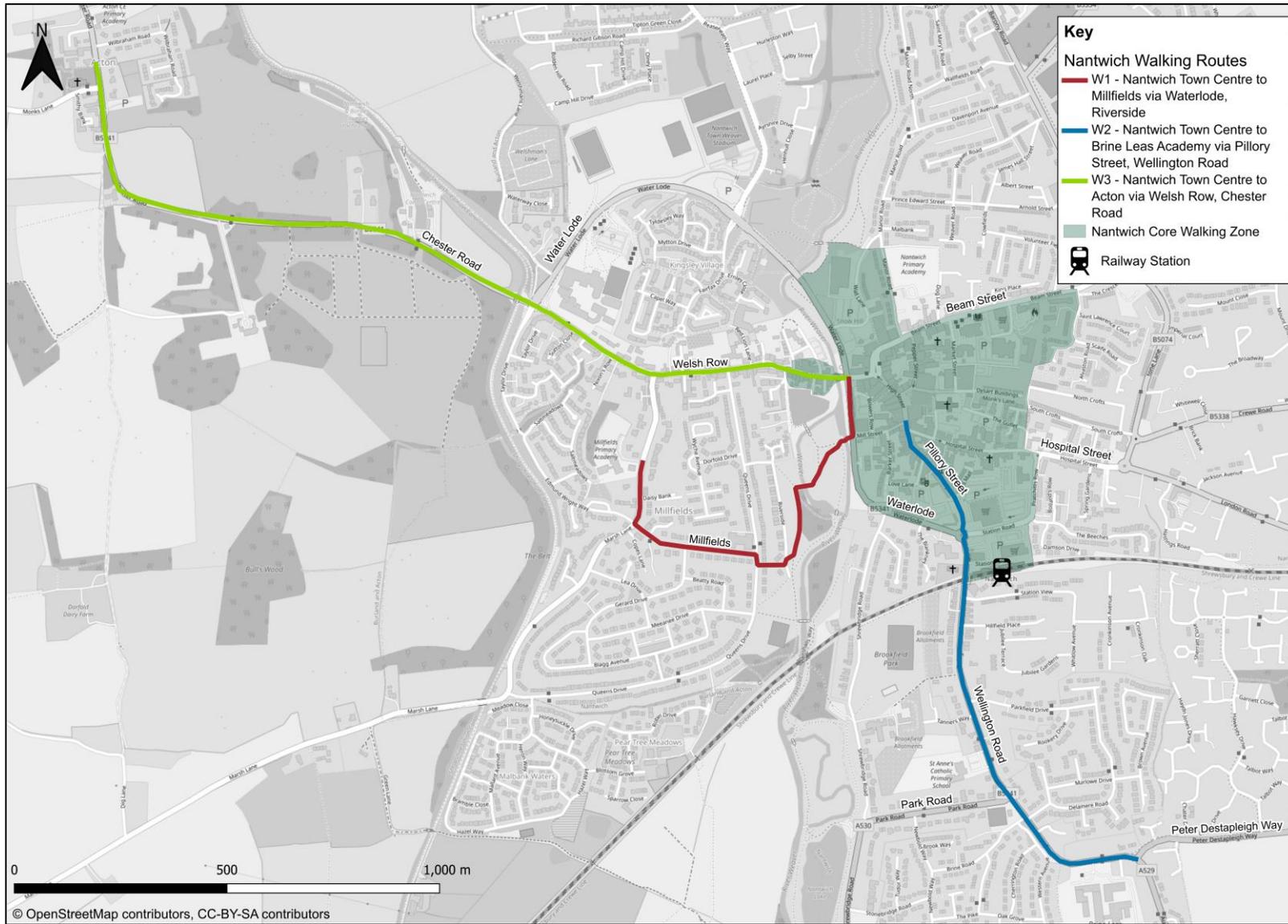


Figure 9 Nantwich Walking LCWIP Route

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Nantwich

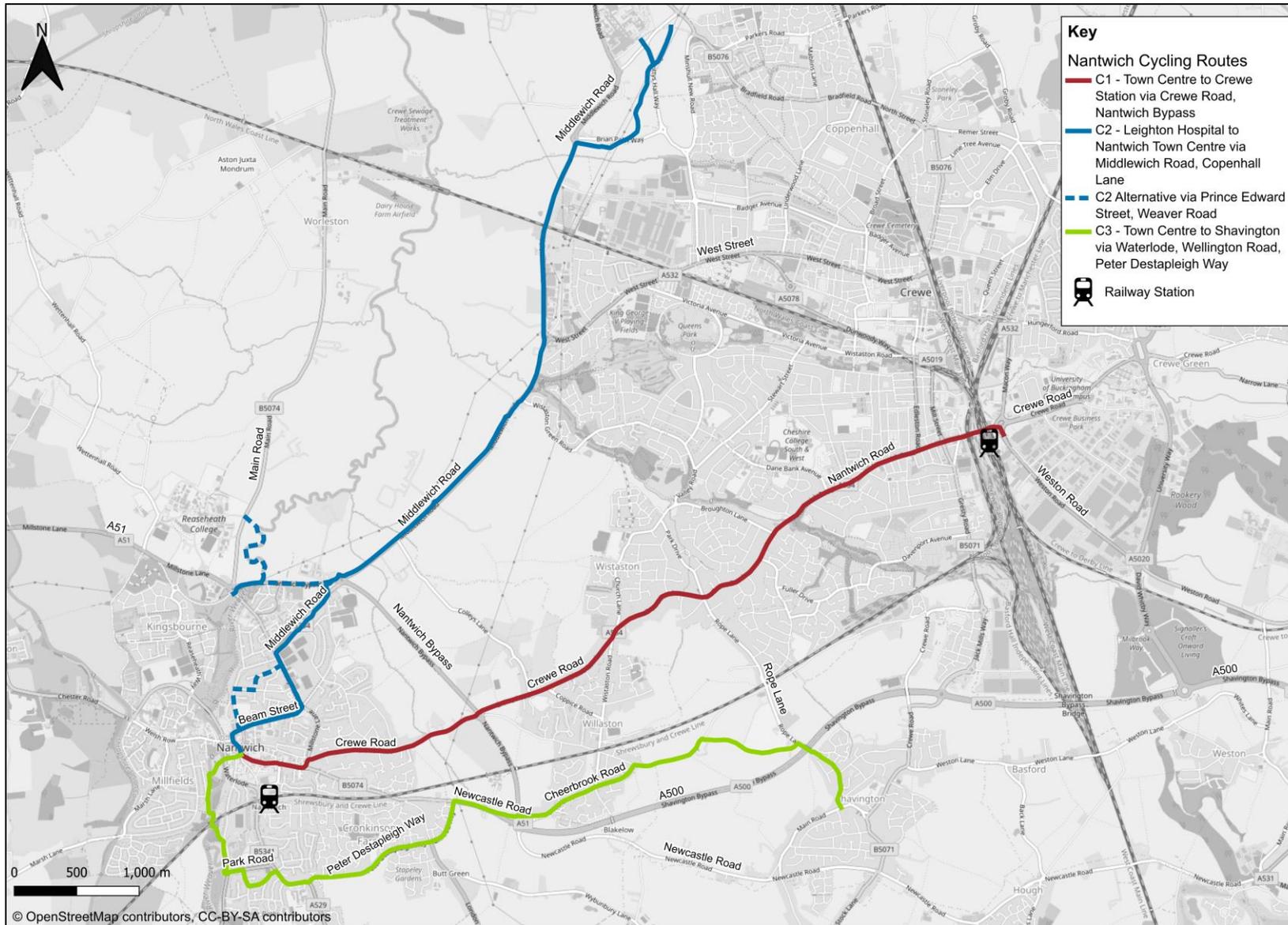


Figure 10 Nantwich Cycling LCWIP Routes

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Poynton

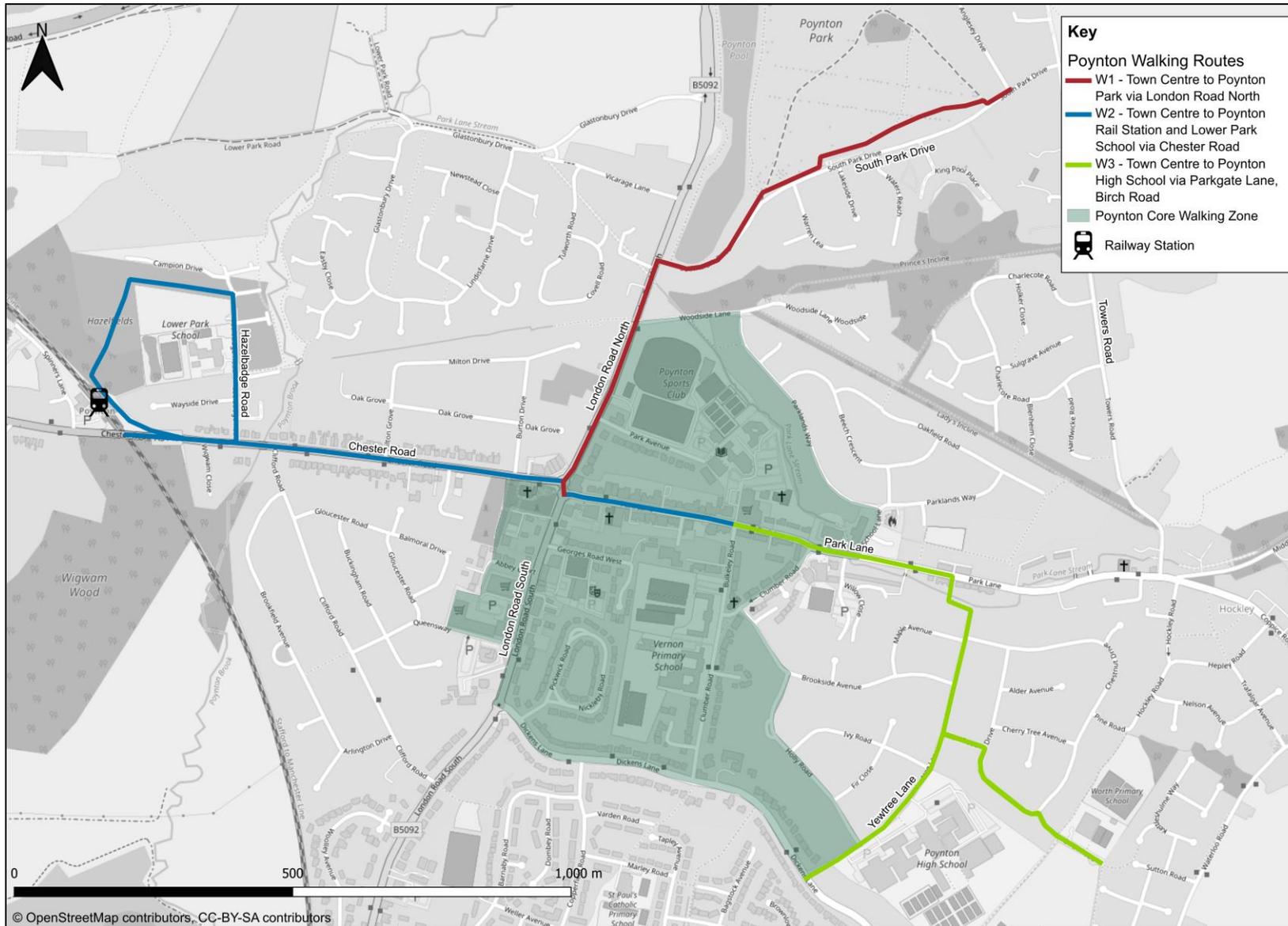


Figure 11 Poynton Walking LCWIP Routes

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Poynton

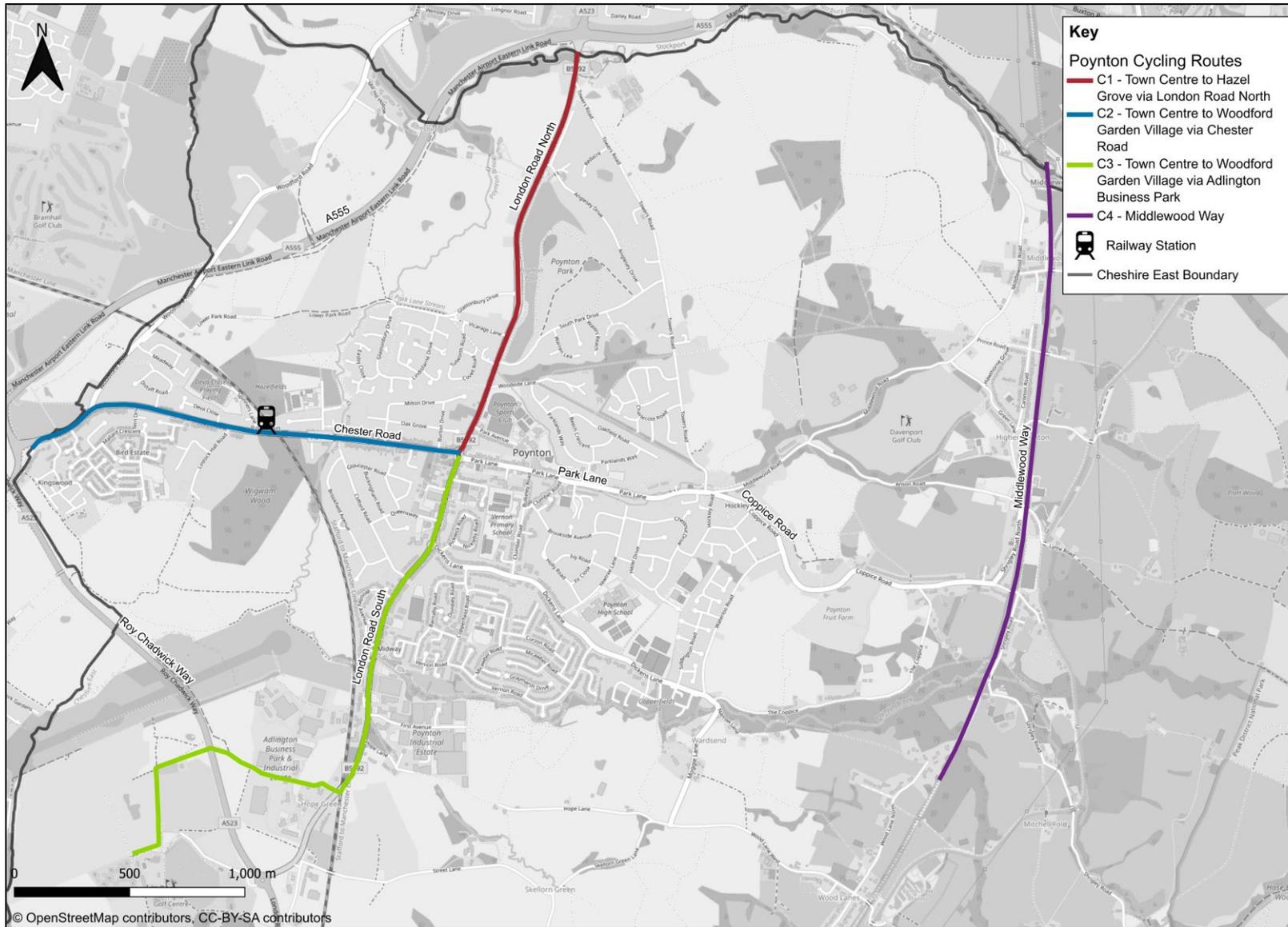


Figure 12 Poynton Cycling LCWIP Routes

Sandbach

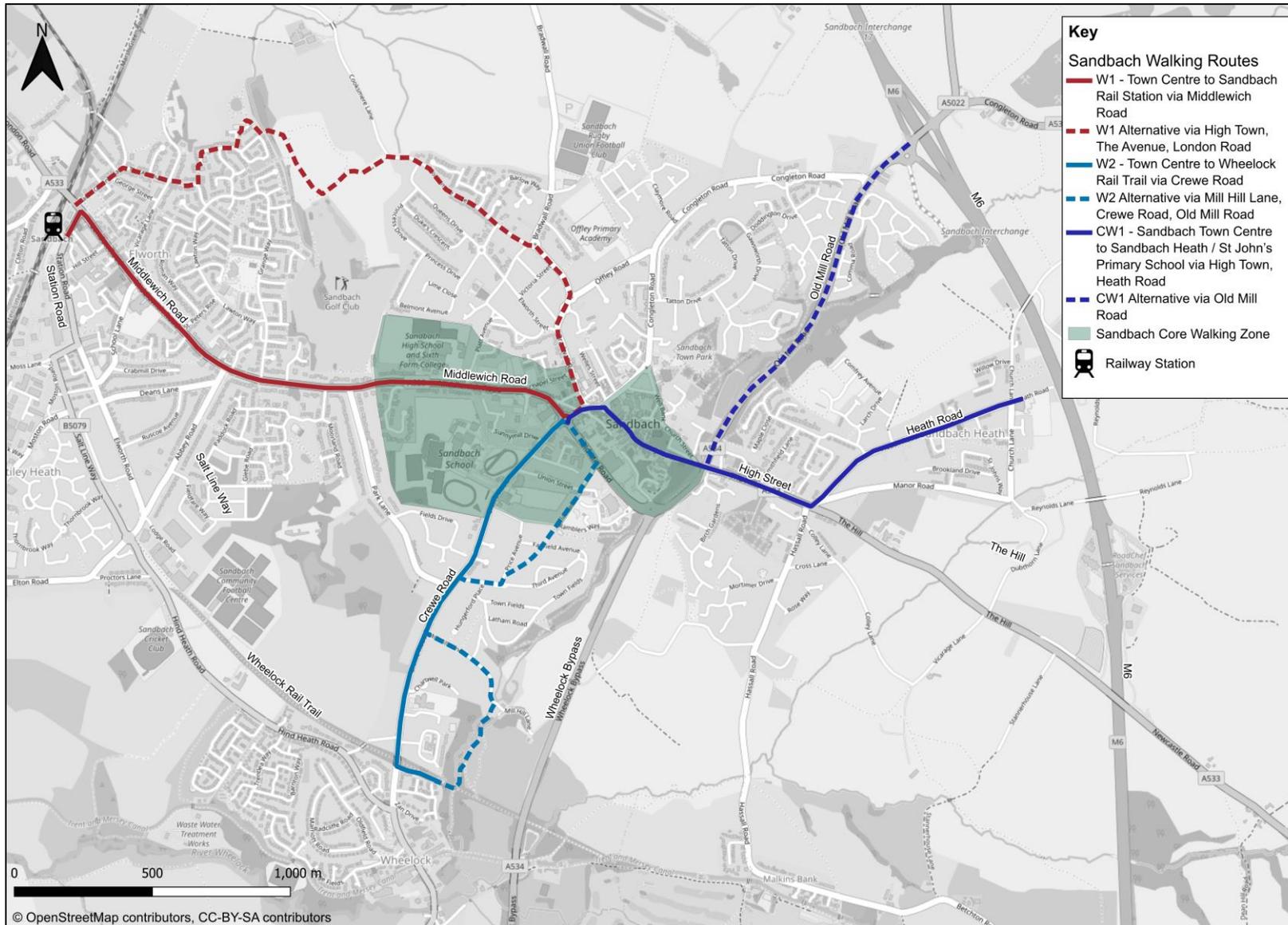


Figure 13 Sandbach Walking LCWIP Routes

Sandbach

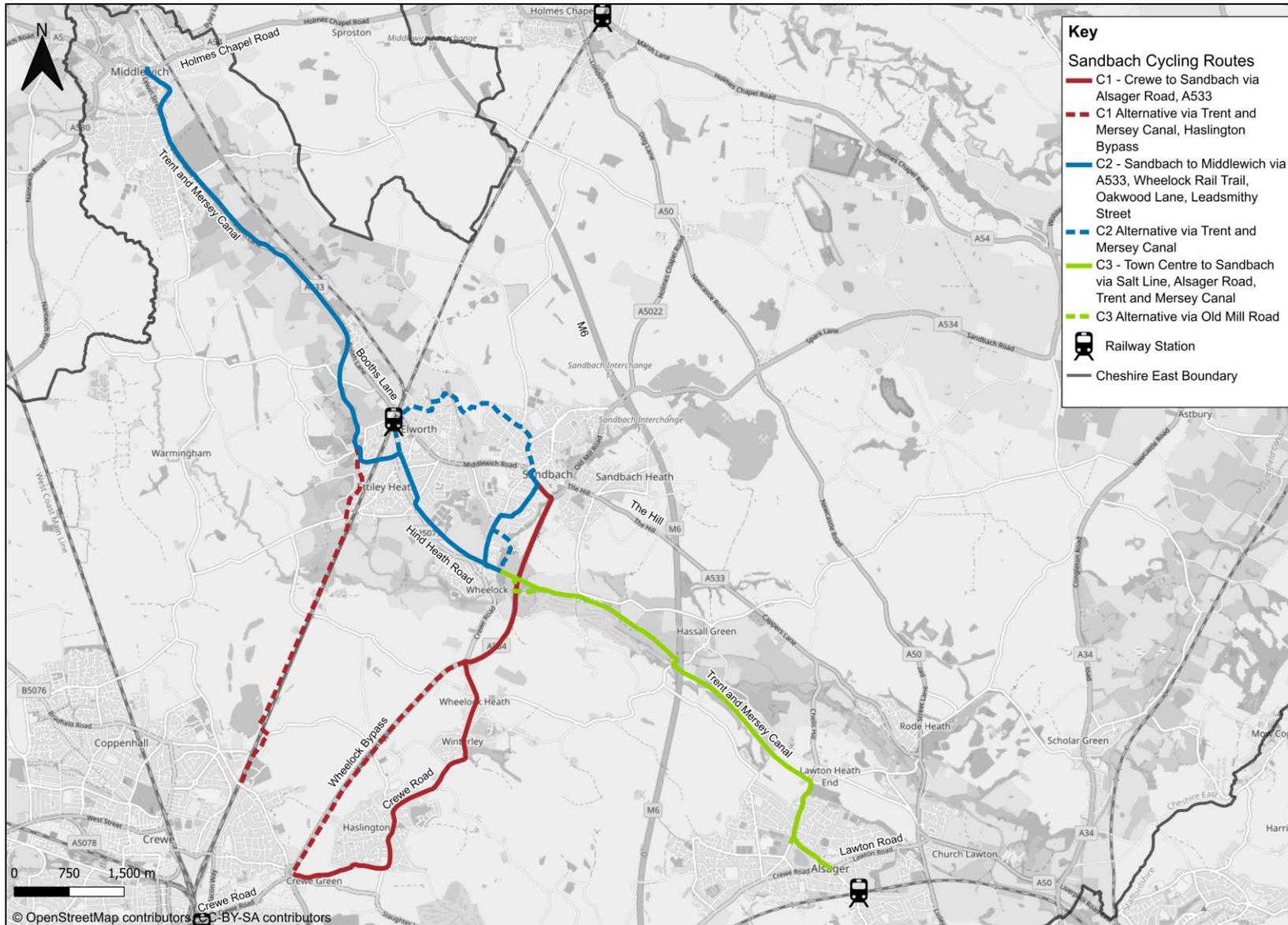


Figure 14 Sandbach Cycling LCWIP Route

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