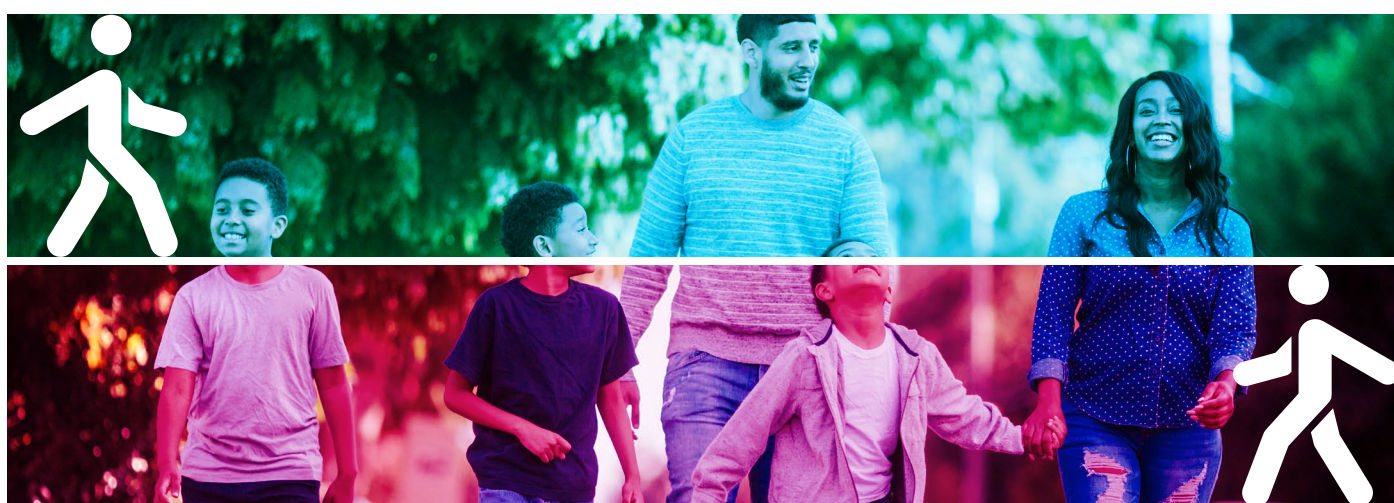


# Local Cycling and Walking Infrastructure Plan



## Executive Summary



2023-2033

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# Introduction

## What is an LCWIP?

As set out in government's Cycling and Walking Investment Strategy (2017) and Gear Change policy (2020), a Local Cycling and Walking Infrastructure Plan (LCWIP) is a strategic, long-term plan to enhance local cycling and walking networks. The LCWIP identifies improvements to our cycling and walking network over a 10-year period (2023-2033).

## Why do we need an LCWIP?

We want Luton to be a healthy, fair and sustainable town, which is carbon-neutral by 2040. More people travelling by active travel is front and centre to realising this ambition. Increasing the number of people cycling and walking in Luton will have a transformational impact. It will:

- improve air quality
- increase health and wellbeing
- strengthen social cohesion
- stimulate economic growth

## Who is this LCWIP for?

Everyone benefits from living or working in a cycling and walking friendly town. Active travel improves individuals' health and wellbeing, but it also leads to:

- increased trade for street-front shops
- less noise
- safer and more interesting streets
- more wildlife

As such, this plan is for everyone, regardless of cycling and walking abilities, whether they are a resident, employee, business owner or visitor of our town. The LCWIP covers the Luton Unitary Authority boundary.

## How does this LCWIP work?

The plan is consistent with the latest government policy that underpins cycling and walking infrastructure. This means all proposed improvements take account of the latest cycle design guidance (Cycle Infrastructure Design. Local Transport Note 1/20 (2020)). The plan is strategic, covering the whole of Luton over a ten-year planning horizon. Consequently, we aren't able to produce exact designs or costings for each improvement we are proposing.

Instead, we have undertaken audits of each route along which improvements are located. This has made sure improvements are feasible and provide value for money. Schemes will be subject to consultation and detailed design before they're delivered. The plan will be updated every four years.



# Aims and objectives

## Aim

A greener, healthier more sustainable town with a connected, safe and inclusive active travel network that integrates effectively with wider sustainable transport options to create a town with cleaner air, increased mobility and more opportunities for all.

## Objectives

1. Provide routes to key locations that are direct and convenient to decrease the number of journeys by private vehicles
2. Plan active travel infrastructure that delivers high quality access to jobs and services
3. Create an attractive network that makes active travel the natural choice for journeys under 5km
4. Deliver inclusive infrastructure that protects those who are most vulnerable whilst improving the safety and security of all road users
5. Enhance Luton town centre by connecting it with the surrounding borough through permeable active travel infrastructure
6. Enable every child, young person and student to travel to their educational setting in an inclusive, safe and sustainable way

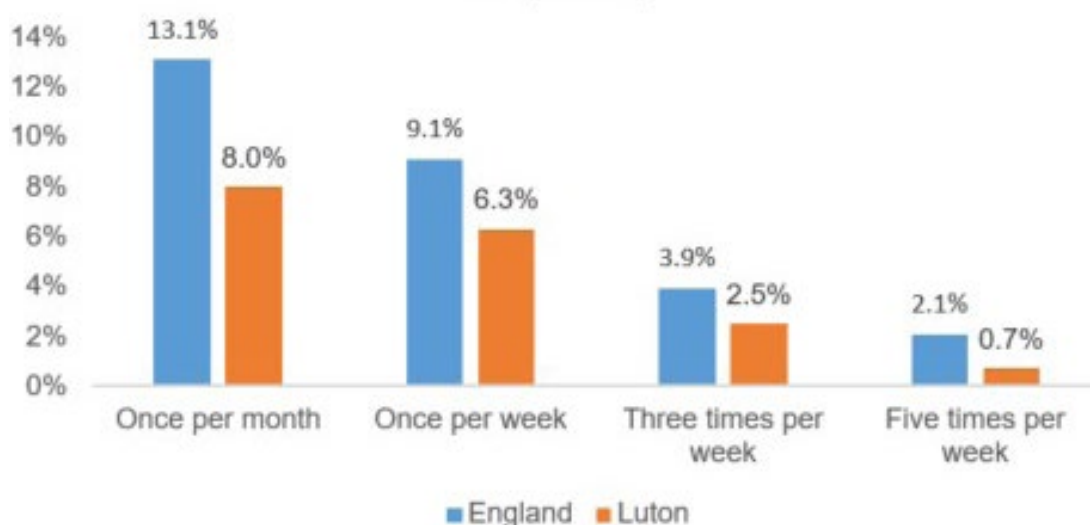


# Cycling and walking conditions in Luton

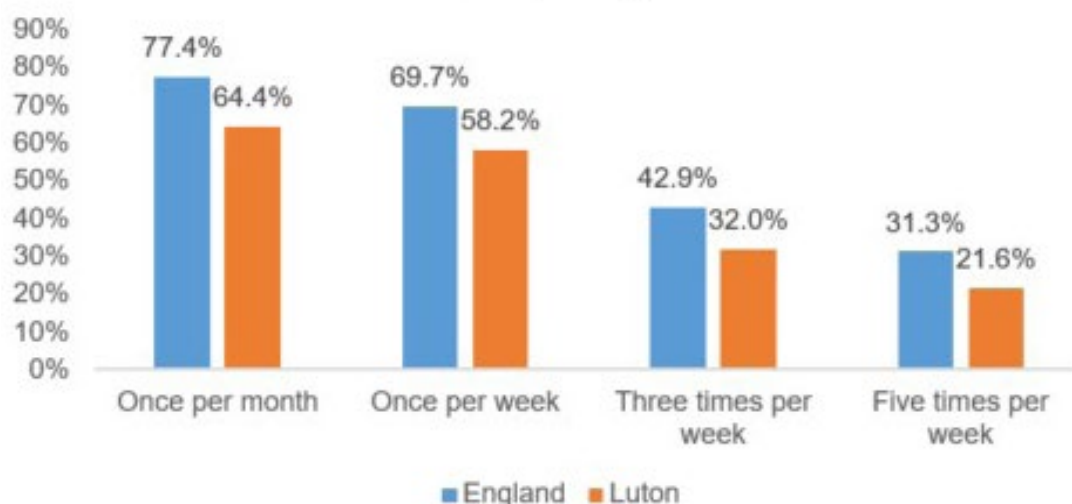
## Existing travel patterns

Luton is a highly populated, dense, urban town connected by a network of roads that radiate out from the town centre. Its compact mesh of streets is highly conducive to more cycling and walking, but in reality the opposite is true. Most of Luton's streets and spaces offer little sanctuary for pedestrians and cyclists to enjoy the town safely. This imbalance in our transport network, biased towards motorised travel, has manifested itself in the way people choose to move around, to the detriment of the town's urban quality. Our research has told us that people drive or are driven for almost all types of trips.

Proportion of adults in Luton that cycle by frequency



Proportion of adults in Luton that walk by frequency



# Walking and cycling network appraisal

## Public perceptions of Luton's active travel network

Attitudes and perceptions of our active travel network have been gathered to understand views on cycling and walking in Luton. This adds a layer of richness to the data, building on the local conditions and assessment of the network explored previously. To understand views, we undertook a travel perception survey. The survey asked people what discouraged them to cycle or walk and what would encourage them to do it more. The strengths and weaknesses of cycling and walking are shown below.

### Strengths

- Many residential areas have high population density and low car ownership, conducive to active travel
- The topography of the town is generally flat in the town centre and north and west of the borough
- The town centre is compact and mixed use, containing a high number of key locations within a 20 minute cycle
- National Cycle Network 6 and 606 provide high quality interurban cycle connections

### Weaknesses

- Existing cycle network is fragmented and sections do not meet LTN 1/20 standards
- Lack of direct, protected cycle routes between places people want to go
- Fear of intimidation and theft prevents people from cycling
- Inner ring road constrains access to the town centre
- Pavement parking prevents people from walking freely

### Threats

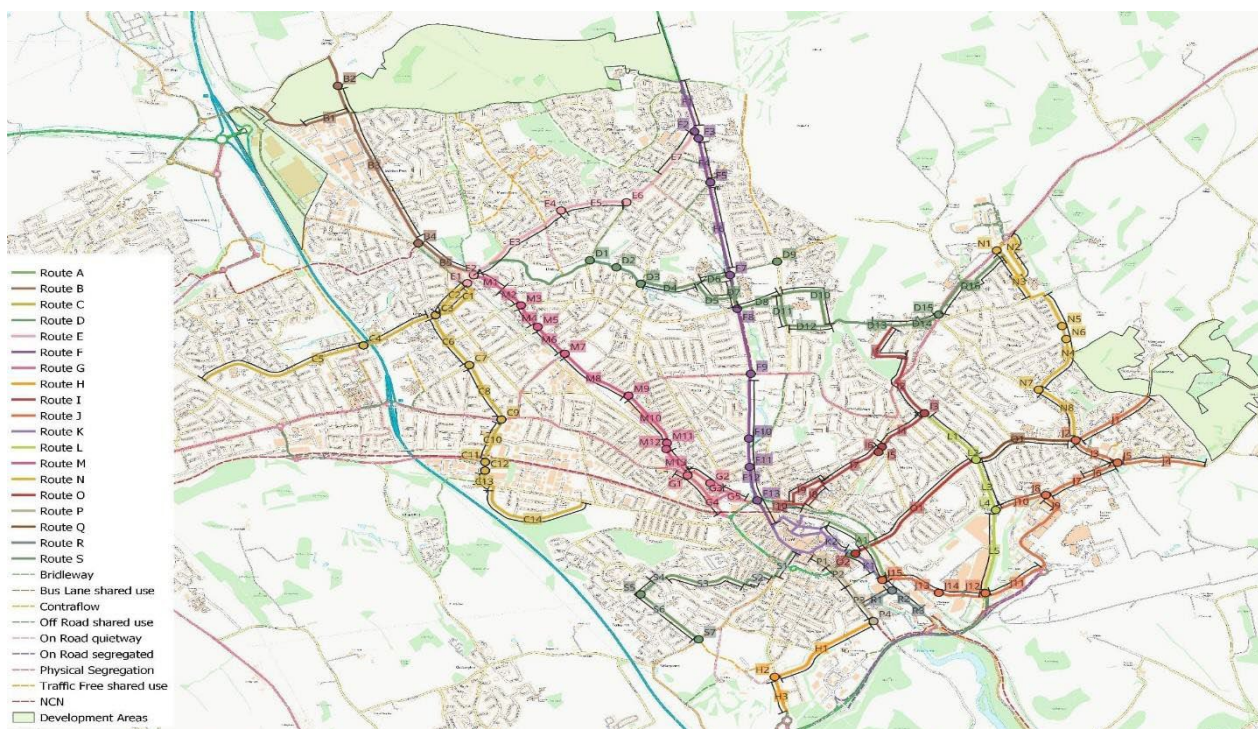
- Major development to the north and east of the town have the potential to increase the volume of cars if unsupported by infrastructure that encourages active travel
- Direct cycling and walking routes are often the most constrained in terms of available space, where appropriate, we will need to reduce the width of traffic lanes and remove parking to facilitate them

### Opportunities

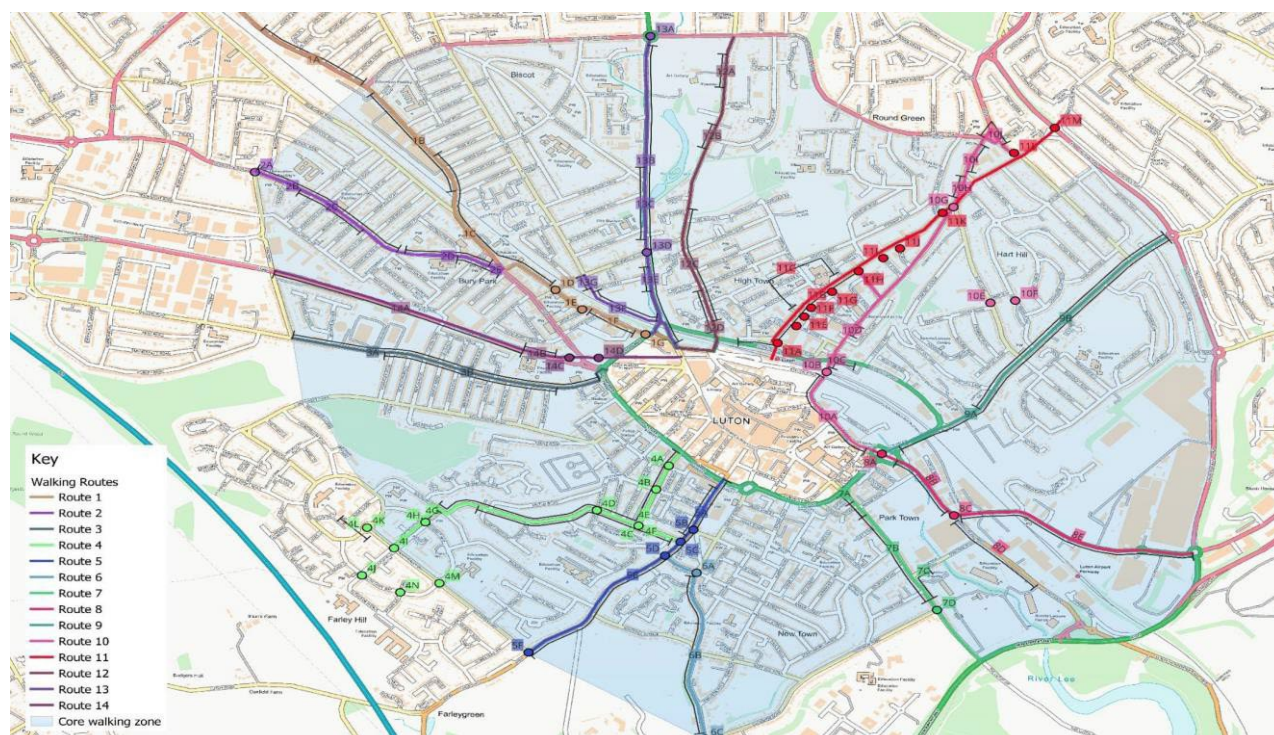
- Luton is well connected to strategic road and rail corridors, active travel can enable first/last stage journeys to travel hubs and stations
- Rationalisation of town centre parking, through developments such as 'The Stage', will reduce vehicle traffic, creating safer, more pleasant active travel links
- Areas with high levels of deprivation will benefit from active travel connections to education and employment facilities



# Cycling and walking improvements



**Proposed cycling network**



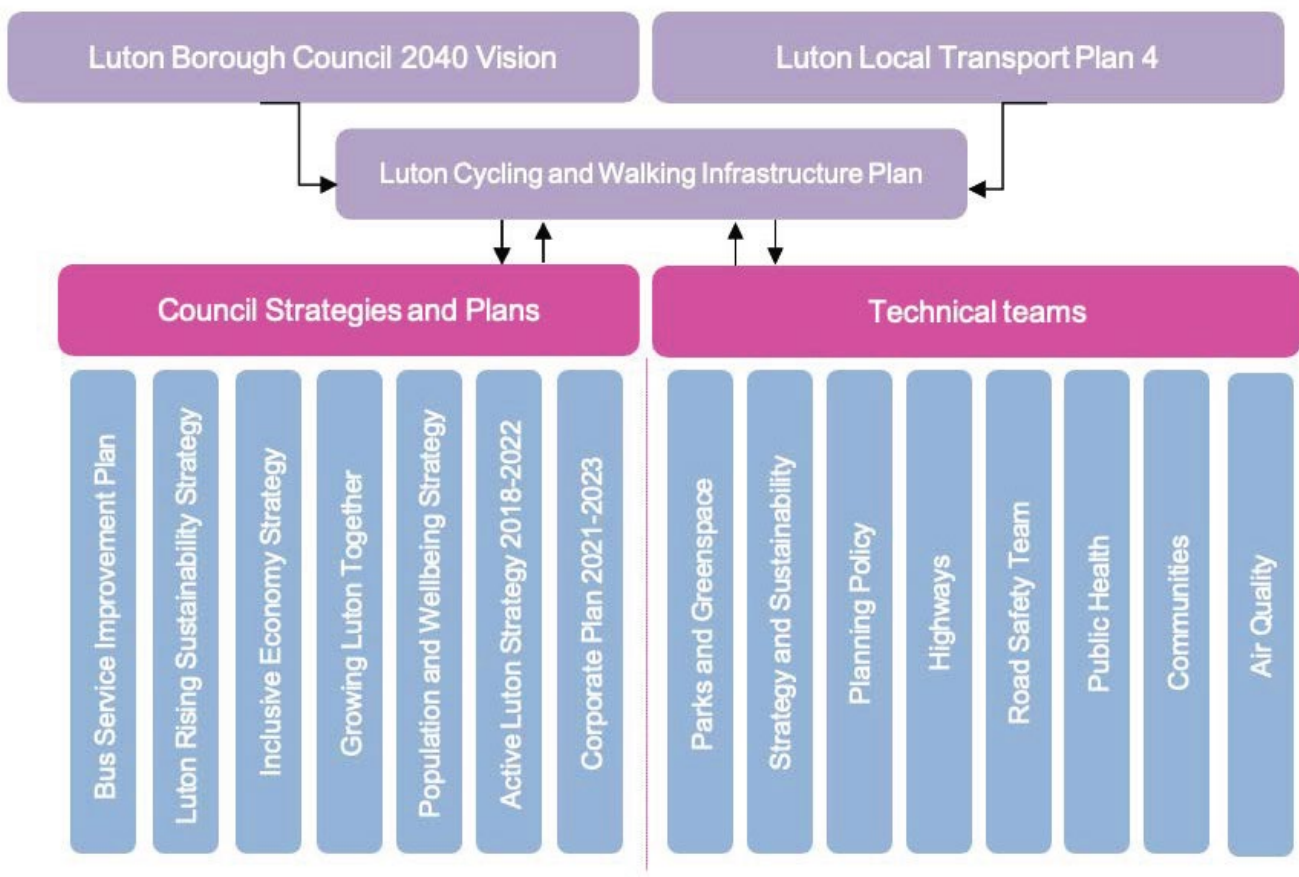
**Proposed walking network**

# Integration with policy and supportive measures

## Delivering the plan

This plan will need to be integrated into the council's wider plans, policy and decision making. Integrating this document into new ways of thinking will help us deliver the step change in active travel trips that is needed. Future strategies will need to produce outcomes that improve the cycling and walking experience in Luton. The plan forms part of a suite of documents that ensures appropriate consideration is given to active travel in wider council decision making, an example of how this will work is shown in the figure below. This means:

- urban design that makes active travel easier than driving, including connected and filtered streets and spaces
- all new transport schemes will provide, improve or extend active travel infrastructure
- a public realm design guide will be published to give local expression to applying the latest LTN 1/20 design principles







If you have questions about the Local Cycling and Walking Infrastructure Plan or would like more information you can contact us on:

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**Luton**