



**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE: 3 JUNE 2021**

LEICESTERSHIRE CYCLING AND WALKING STRATEGY

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of Report

1. To advise on the Cycling and Walking Strategy (CaWS) engagement outcome and to provide the draft CaWS, which is attached to this report as Appendix A.
2. A presentation (Appendix C) will be given to the Committee, outlining what the adoption of the CaWS will mean going forward. The Strategy will seek to deliver on the government's ambitions to deliver greater levels of cycling and walking, as set out in its policy document 'Gear Change' and Cycle infrastructure design guidance from Local Transport Note 1/20.

Policy Framework and Previous Decisions

3. The Leicester and Leicestershire Strategic Transport Priorities document (2020-2050) highlights where Leicestershire County Council and Leicester City Council will work together to deliver common transport aims and objectives. It prioritises and promotes cycling and walking in preference to single occupancy car use for movement of people.
4. The Council's third Local Transport Plan (LTP3) 2011-2026 identifies six overall priorities, three of which are relevant when considering cycling and walking:
 - Encouraging active and sustainable travel.
 - Improving connectivity and accessibility.
 - Managing the impact of our transport system on quality of life.
5. The Council's Strategic Plan outlines the Council's five key outcomes for 2018 to 2022, all of which are supported by the CaWS.
6. In May 2019, the County Council declared a Climate Emergency. The updated 2020 Environment Strategy sets out how the Council will reduce the environmental impacts of travel and transport. Providing a suitable level and quality of cycling and walking infrastructure - coupled with essential education, promotion and engagement using the successful *Choose How You Move* brand to increase use of sustainable transport - is a key element in delivering our Climate Change commitment and the Environment Strategy.
7. The Director of Public Health's 2019 annual report highlighted the need to increase efforts toward people in Leicestershire leading more active lives, helping

to tackle obesity, improve air quality and improve physical and mental wellbeing. It contained a key action to increase cycling and walking to improve public health.

8. In March 2021, as part of the CaWS engagement, the Environment and Transport Overview and Scrutiny Committee considered a report and presentation of the Director of Environment and Transport on the CaWS. The report provided detail about the government's cycling and walking objectives and expectations, including for local councils to place cycling at the heart of the transport network.
9. It was noted that the draft CaWS would be brought to the Committee in June 2021, following completion of the engagement and development of the strategy. The Committee's comments, which are provided in paragraph 37, were considered as part of the development of the CaWS.

Background

10. In July 2020 government launched its cycling and walking plan for England, titled 'Gear Change'. This set out the government's radical ambitions for cycling and walking. This plan aims to build on the significant increase in the number of people cycling during the COVID-19 pandemic. It sets out a comprehensive, long term vision to increase active travel and embed the benefits of walking and cycling into how we live, work and get around. Taking up walking and cycling has been proven to offer huge benefits for people's physical and mental health and Government are now funding this agenda.
11. The Plan also recognised that in order to see the intended increases in cycling, the quality of cycling infrastructure must dramatically improve. The Department for Transport's Local Transport Note 1/20 (LTN1/20) 'Cycle Infrastructure Design' was launched in July 2020, in tandem with the Plan. It provides details of the quality of cycling and walking infrastructure that the government requires. At that time, the Transport Minister made clear that transport projects that failed to reflect LTN1/20 would NOT receive government funding.
12. Local authorities who apply to government for funding for cycling and walking infrastructure must ensure that their designs comply with LTN1/20. There is a presumption in the Plan that **all** new road schemes for which funding is requested from government will deliver or improve cycling infrastructure to LTN1/20 standards, unless it can be shown that there is little or no need for cycling in that particular road scheme. This marks a significant change in government commitment to cycling and walking policy and funding and will impact on the way that the County Council develops its schemes.
13. The March 2021 Committee report provided detail about funding and finance, noting that the provision of cycling and walking infrastructure on a large scale requires external funding, be it through government bids or land developers. In respect of developer funding, the government's planning White Paper, which sets out its vision for the planning system, has a potentially significant impact on new development and the way infrastructure is funded.
14. New developments are likely to require significant changes toward prioritising highway space to cycling and walking over car use, creating a hierarchy of users that puts cyclists and pedestrians first. This will impact on the existing highway infrastructure in surrounding urban centres and along key corridors where shorter

sustainable journeys are made, as changes will need to be made to mitigate and update routes.

15. Having an evidenced CaWS will place the County Council, as the Local Highway Authority (LHA), in a good position to work with local planning authorities, to ensure they can obligate the right infrastructure that is delivered in the right places. If the LHA does not have an adopted CaWS, along with supporting Cycling and Walking Infrastructure Plans for county towns and key corridors, particularly in high growth areas, there is a risk that developers could not be obligated to deliver or fund the right kind of infrastructure in the right places on the existing network.
16. Since March, government has announced a one-year (2021/22) revenue and capital spending settlement for cycling and walking funding (it is anticipated that going forward government will make a multi-year settlement as part of the delayed Comprehensive Spending Review.) The revenue monies are being awarded (for this year at least) on an allocation basis. Leicestershire's indicative allocation is circa £230k which, if successfully secured, will be used to help to develop a programme of Local Cycling and Walking Infrastructure Plans (LCWIPs) (see paragraph 53). No capital funding has been bid for this year, as Leicestershire does not yet have in place an adopted LCWIP, nor projects that have been developed in accordance with the LCWIP guidance (a government prerequisite for capital funding).
17. Facilitating and encouraging cycling and walking plays a key part of helping to achieve Leicestershire's strategic objectives and delivering on wider environment, carbon, and health agendas. To ensure that the LHA is in a strong position to deliver these objectives, an adopted CaWS is required, which is evidence based, supported by infrastructure plans and comprehensive behavioural change and engagement programmes. This will also put the LHA in a stronger position than it is in currently to seek to secure funding from government and also to seek to ensure that developers deliver and/or contribute towards projects and associated programmes that deliver on Gear Change and LTN1/20.

Risks and Opportunities

18. The March 2021 Committee report provided detail of risks and opportunities. As an example, the Authority will need to consider what maintenance priority is given to new cycling and walking surfaces going forward and whether it might be possible to seek greater levels of commuted sums for infrastructure provided by developers and other third parties in future, to mitigate the impact on maintenance budgets. The LHA will continue to press for greater maintenance settlements from Government to support their cycling and walking agenda.
19. In regard to decisions around the profiling of funding toward these recommendations and how quickly they can be implemented; there is essentially a sliding scale of risk, which was explored in the March 2021 report. It is also dependent on the availability of funding, both from public sources, such as government, or from developers.

Overview of draft Cycling and Walking Strategy (CaWS)

20. The Cycling and Walking Strategy (CaWS) sets out our strategic approach to delivering the government's ambitions to make England a great walking and

cycling nation. The aim is for Leicestershire to become a county where walking and cycling are a safe, accessible and obvious choice for short journeys and a natural part of longer multi-modal journeys.

21. The Strategy is intended to provide the right conditions to enable people to choose to travel by 'active modes' – cycling and walking. The need to encourage travel by more sustainable modes has never been greater. The draft CaWS (Appendix A) is a comprehensive, evidence-based document that draws together a wide range of information about walking and cycling in Leicestershire.

22. It provides the basis for future transport investment in cycling and walking, supporting local and national objectives and maximising opportunities to enable economic growth and delivery of wider objectives, including health, social and climate ambitions. To deliver these, a step change in walking and cycling is required in Leicestershire. The **vision** for the future of cycling and walking in Leicestershire is:

For Leicestershire to become a county where walking and cycling are safe, accessible and obvious choices for short journeys, and a natural part of longer journeys, helping to deliver healthier, greener communities.

23. This will be achieved through a wide range of initiatives, including new infrastructure, behaviour change programmes and ensuring that new developments are designed with active travel in mind. It is intended that the CaWS and its associated Action Plan will result in walking and cycling becoming possible, more practicable, and attractive for everyone in Leicestershire. Updating district-level policies, in line with the principles for cycling and walking outlined in the CaWS, will also help to achieve the vision.

24. The objectives, policies and actions set out in the draft CaWS and Action Plan (See appendix B) are designed to support the wider local and national objectives and agenda, covering areas of; air quality, carbon reduction, public health, facilitating sustainable growth and reducing impacts of congestion on the highway, through increasing active travel.

25. The three **key objectives** of the CaWS are:

- **To enhance the infrastructure that supports cycling and walking in Leicestershire**
- by upgrading existing and providing new segregated infrastructure, cycle parking, pedestrian crossings, and traffic reduction measures to create healthy streets and spaces.
- **To enable people to cycle and walk in Leicestershire**
- by providing cycle training, working with schools and workplaces to provide people with the required skills and information
- **To inspire a step change in cycling and walking in Leicestershire**
- by targeted promotion, engagement, and encouragement to instil confidence so that people choose to walk and cycle more

26. The **policies** that underpin the CaWS support the goals set out in our Local Transport Plan 3 ([LTP3](#)), and its emerging replacement LTP4.

LTP Goals					
Economy and future populations	Efficiency and resilience	Carbon and climate goals	Equality and diversity	Safety and health	Quality of life

27. Our policies to support the delivery on the CaWS objectives are:

Cycling and Walking Strategy - Policies
P01 - To work with district council partners through the development plan process to seek to ensure that new developments are located in places that offer genuine opportunities to make everyday trips using active modes
P02 - To influence planning approvals to ensure that new residential and employment developments are built in line with current cycling and walking guidance, and commit land developers to provide funding for revenue measures
P03 - To improve existing and deliver new infrastructure to support cycling and walking, including the provision of segregated cycle routes and prioritisation of active modes in accordance with 'Gear Change' and 'LTN1/20'
P04 - To maximise opportunities for people to undertake cycling and walking as part of journeys linking with passenger transport (bus and rail)
P05 - To work toward replacing a significant number of everyday local car journeys with cycling and walking journeys
P06 - To increase numbers of everyday journeys made by cycling and walking – contributing to the national target of half of all journeys in towns and cities being cycled or walked by 2030.
P07 - To continue to deliver cycle training to as many groups of people as possible under our Choose How You Move brand, to increase the attractiveness of cycling as a transport mode for everyone in the county.
P8 - To maximise opportunities to improve road safety for people walking and cycling in line with our wider road safety aims
P09 - To improve the health of people who live in Leicestershire by helping them to build active travel into their daily lives.
P10 - To continue to work via our Choose How You Move brand to encourage and enable people to cycle and walk for more of their journeys via targeted awareness

raising activities

P11 – To collect, maintain and analyse cycling and walking data to provide a robust evidence base to inform all initiatives

28. There are some key components in delivering a step change in cycling and walking – *infrastructure* and *enabling & encouraging*. To progress towards the delivery of the CaWS and create change, a range of initiatives will be explored, including:

- Placemaking and public realm
- Dedicated cycling infrastructure
- New and existing infrastructure e.g. dedicated footways/cycleways, crossings, public rights of way, signing
- Cycle parking
- Bike and micro-mobility hire
- Education, training, promotion and communication, to encourage modal shift and promote facilities
- Community engagement
- Travel planning and working with schools and businesses
- New developments and local planning authorities
- Engagement and consultation with key stakeholders
- Monitoring and evaluation

29. Successful delivery of the cycling and walking initiatives requires an evidence base grounded in local information/data and its analysis, to gain the understanding of how, where, and why people travel for their daily journeys. Therefore, data collection of cycling and walking trips in addition to public travel surveys, and pre and post intervention surveys are some of the key mechanisms to delivering the right initiatives in the right locations to encourage and facilitate active travel in our communities. A key part of the successful delivery of the CaWS is its data collection approach, through use of existing methods coupled with new technology to enable fruitful monitoring and evaluation to continually inform future initiatives.

30. The CaWS sets the context for increasing walking and cycling in Leicestershire. It is supported by an Action Plan, which provides timescales for the actions that will help deliver the CaWS.

31. The Action Plan will be updated on an annual basis, providing flexibility that accounts for funding availability, changes to national guidance, priorities and delivery changes etc.

Engagement

32. Engagement to help develop the CaWS was undertaken between 27th Jan 2021 and 14th March 2021 (6 ½ weeks). The engagement involved a wide audience, including Members, the public, partners, district councils and stakeholders (for example including Sustrans, Cycling UK, Leicester Shire, Rutland Sport, British Horse Society, Royal National Institute for the Blind, bus and train operators).

33. As outlined in the March 2021 Committee report, the engagement exercise was not based around a draft CaWS. Rather, the key purpose of the engagement was to ensure that a wide range of views were considered during the development of the draft strategy, helping to determine how challenges, aims and objectives, including health and wellbeing, air quality, traffic congestion and safety, could be addressed and delivered.
34. A survey (Appendix D) was available via a link from the Council's website. This was advertised widely through media channels and stakeholder networks. The survey was designed to be easy to complete using mobile phones and tablets. Hard copies of the survey were also available on request and ad-hoc responses were accepted via an online mailbox and by post. A total number of 2,425 survey responses were received, plus a small number of ad-hoc submissions. This represents one of the most successful recent surveys undertaken in terms of responses, which highlights the potential to help more people travel actively more often in their daily lives.
35. Some comments and requests about specific infrastructure/schemes were received, but these were outside the remit of this consultation. Where appropriate, detailed comments will be investigated and/or considered if schemes are taken forward.
36. A series of focus groups was also held, involving key stakeholders who were invited to provide their views, with specific engagement with district councils. They were also encouraged to promote the online survey to local residents and their own wider audiences. Colleagues across the Authority, including Public Health, were also encouraged to provide their views.
37. The Environment and Transport Overview and Scrutiny Committee considered a CaWS report and presentation on 4th March 2021, as part of the engagement process. Arising from the discussion the following points were made:
 - i. Members expressed concern regarding shared walkways which caused cyclists and pedestrians to feel unsafe. It was suggested work be undertaken to separate cyclists and pedestrians, where feasible.
 - ii. A Member suggested that some safety concerns could be addressed through behaviour programmes which could strengthen confidence of cyclists and pedestrians, as well as increase the use of active travel modes. It was felt that if there was a critical mass of cyclists it could ensure that road users were more conscious of them as a result.
 - iii. In response to concerns regarding the temporary cycle lanes, the Lead Member for Highways and Transport stated that the County Council had been invited by Government to act quickly and allocate road space for temporary cycle lanes. It was recognised that locally and nationally these changes had not been taken positively by motorists thus Government had made it clear that going forward there needed to be appropriate consultation and support within communities for local schemes. Members were assured the CaWS would provide a basis for the Council to bid for any future funding made available by Government and also a means consultation and engagement with communities.

Online survey

38. The online survey explored how people travel in Leicestershire, identifying any barriers they faced when carrying out journeys by foot, wheelchair / mobility scooter or bike. The survey also gauged people's views on several statements about how the walking and cycling environment might be improved to encourage more active travel.
39. 2,425 people responded to the survey. Of these:
- 96% were white
 - 92% were Leicestershire residents
 - 53% were female
 - 46% were male
 - 24% were aged 45-54
 - 21% were aged 65 and over
40. The percentages quoted below, for responses to questions, relate to the percentage of people who responded to that specific question (not all respondents answered every question).
41. The survey identified the most popular ways of making daily trips:
- 60% walked (31% several times per week)
 - 34% used a car/van (45% several times per week)
 - 8% cycled for commuting several times per week
 - 27% cycled for recreation several times per week.
42. After the COVID-19 pandemic, 33% of respondents expected to walk for more of their trips and 39% of respondents expected to cycle for more of their trips.
43. With regard to walking:
- 94% agreed with the statement 'more people should walk for short journeys instead of using a car'
 - 79% agreed with the statement 'access for pedestrians should be a priority in town centres'
 - 67% thought danger from vehicles was a barrier to walking more (30% a great deal; 37% to some extent)
 - 66% thought cars parked on pavements was a barrier to walking more (30% a great deal; 36% to some extent)
 - 64% thought poor condition of footways/pavements was a barrier to walking more (27% a great deal; 37% to some extent)
 - 63% agreed with the statement 'pedestrians should be provided with separate paths away from cyclists'
 - 58% agreed with the statement '20mph speed limits would make walking safer in built up areas'.

44. With regard to cycling:

- 83% agreed with the statement 'cyclists should be provided with separate cycle tracks away from other traffic'
- 82% agreed with the statement 'more people should use bikes for short journeys instead of using a car'
- 80% thought a lack of dedicated cycle lanes was a barrier to cycling more (51% a great deal; 29% to some extent)
- 80% thought that a lack of an integrated cycle network was a barrier to cycling more (51% a great deal; 29% to some extent)
- 74% thought that poor road layouts was a barrier to cycling more (33% a great deal; 41% to some extent)
- 68% agreed with the statement '20mph speed limits would make cycling safer in built up areas'
- 65% agreed with the statement 'more road space should be allocated to cyclists even if this means taking space away from other vehicles'

45. Respondents were also invited to indicate what, if any, improvements they would like to see to encourage more cycling and walking in Leicestershire. The key themes from responses were:

- I. **Cycle lanes, barriers, bridges and crossings.** Wider, segregated cycle lanes were important and physical barriers were also necessary to clearly indicate infrastructure boundaries. Respondents suggested that they would like to see bridges provided for cyclists and pedestrians around Leicestershire as well as improved crossings. There was also a call for greater priority for cyclists, particularly at junctions.
- II. **Maintenance, lighting, signs and lines.** Uneven surfaces, potholes and overgrown vegetation were a concern, making cycling and walking less appealing. Other notable improvements that were proposed included improved lighting, signage and road markings associated with cycling and walking infrastructure.
- III. **Infrastructure and communication** Infrastructure for cycling and walking needed to be joined up and the location communicated (current information was considered to be insufficient). Some respondents suggested that new development must support active travel, as well as suggesting the reopening of disused railway lines to accommodate cycling and walking.
- IV. **Accessibility.** Respondents suggested that the accessibility of cycling and walking infrastructure needs to be improved, particularly for people with mobility and other disabilities. For example, there were calls to accommodate wheelchair and mobility scooter users by the installation of dropped kerbs.
- V. **Law enforcement.** Respondents raised concerns regarding speeding vehicles and cars parking on kerbs and cycle lanes, with calls for greater law enforcement against offending motorists. They suggested that reducing speed limits, implementing car free zones and pedestrianising areas could be beneficial. They also highlighted the need for greater law enforcement for cyclists who disobey rules, calling for compulsory use of bells and appropriate

protective clothing. Respondents referred to the need for driver education to ensure that drivers are aware of cyclists and reduce their speed accordingly.

VI. **Education.** Cycling lessons were deemed important to increase confidence among cyclists and potential cyclists. Respondents suggested that cycling and walking needs to be encouraged more, particularly for travel to school, and the promotion of active travel needs to increase.

VII. **Rural locations.** Respondents highlighted the importance of including the needs of rural areas, and particularly groups such as horse riders, in active travel decision-making.

46. Overall, respondents were supportive of the types of measure that government is encouraging local councils to introduce and improve, in order to increase active travel.

47. In line with the Council's normal procedures, individual responses were not made to comments received on the survey. Instead, an automated acknowledgment was sent that thanked people for their comments and advised that they would be considered before a final decision was made on how the CaWS was taken forward.

Focus groups

48. Focus groups were held with a wide range of stakeholders external to the council, including national and local cycling and walking advocacy groups, representatives of leisure cycling and walking groups, disability groups and under-represented groups, as well as commercial public transport representatives.

49. The purpose of these groups was to develop understanding of the elements that stakeholders wished to see incorporated within the CaWS. The key findings from these groups were:

- I. **Opportunities** – urban areas were generally thought to have the greatest potential for walking and cycling, with e-bikes and bike hire schemes both raised as key opportunities for encouraging those who do not currently cycle. The use of existing team members, such as Local Area Co-ordinators or other low-level community engagement strategies were raised as options to identify opportunities for 'quick-wins' in terms of walking and cycling.
- II. **Barriers** – the two main barriers to walking and cycling in Leicestershire that were raised were the diversity of the County in terms of rural/urban places, and the general lack of an existing network (and current data about it, including location and quality). The current network is perceived as unconnected and piecemeal, with inconsistent maintenance.
- III. **Consultation & engagement** – both consultation and engagement were raised as central to the strategy for ensuring that the outcomes of it were appropriate and supported in the local community.
- IV. **Strategy** – the two most common points related to realism (that the strategy should not be wildly optimistic, but clearly attainable), and integration. Taking an integrated approach in every sense (infrastructure and behaviour change measures, public health teams working with transport teams, etc) was seen as key to the success of the strategy.

- V. **Action Plan** – suggestions were most commonly related to ensuring that measures were not implemented in isolation (e.g. infrastructure implemented without any community engagement or behaviour change measures).
 - VI. **Monitoring & Evaluation** – the availability of data and the existing evidence base were both seen as significant concerns in Leicestershire. Establishing a robust evidence base was repeatedly raised as a key priority, both to ensure the implementation of the measures in the strategy, and to secure funding for future works.
50. Follow-up focus groups were held with representatives of the same stakeholder groups, following preparation of the draft strategy and action plan, to ensure that their main thoughts and concerns had been addressed prior to the CaWS being finalised.
51. In summary, comments received have helped shape the CaWS. Many of the additional improvements highlighted by respondents have been incorporated in the CaWS and/or accompanying Action Plan.
52. With regard to pavement parking, we will monitor progress in determining the legality of pavement parking and update the Action Plan as appropriate.

Local Cycling and Walking Infrastructure Plans (LCWIPs)

53. LCWIPs are the vehicle via which government expect local authorities to bring forward the development and delivery of cycling and walking infrastructure improvements. They are also expected to be the basis of funding bids to government. Without having an LCWIP in place (or something very similar), bids to government for cycling and walking funding are likely to be unsuccessful.
54. The government has issued very prescriptive guidance on how LCWIPs should be developed and delivered, including in respect of requirements for data collection (including evidence collection around levels of current cycling and walking in an area); standards of training and cycling capability for those developing schemes; public consultation; and post scheme monitoring of the effectiveness of infrastructure improvements.
55. Work continues to be undertaken to assess evidence as to where the programme of LCWIPs should first concentrate; further information on this will be provided in the presentation.

Resource Implications

56. Developing a CaWS is the start of a process to help deliver the Council's cycling and walking ambitions. Robust evidence is needed to understand current and future levels of cycling and walking, including the purchase of new camera-based multimodal counter technology; a pipeline of projects following government's specified process for developing LCWIPs and a behavioural change programme (revenue funded) would be required. The current programmes of works are not sufficiently extensive in scope to deliver both the Council's and government's objectives.
57. The March 2021 Scrutiny report provided some initial detail about funding. The presentation that will be given to the Committee will provide an update on the

financial implications of delivering the CaWS in practice, i.e. the development and delivery of the programme of LCWIPs, the schemes that they will contain and the integral programme of behavioural change and education programmes.

58. Essentially, not all future years funding (past 2021/22) has been identified in the current MTFS for delivery of CaWS in practice. Future funding (including that secured from awards by and/or bids to government, and from developers) will dictate the pace of rollout for the wider strategy.
59. In regard to the development of LCWIP's, further discussions need to take place with partners (e.g. district councils) in regard to cost sharing and drawing up plans, through existing working partnerships, to support and evidence Local Plans. External funding would be required to proceed. The CaWS places the Authority in the best position to attract external funding to deliver on its objectives.
60. Pursuing and implementing a CaWS will enable the Authority to align to current government policy, guidance, funding criteria and recognise the impacts of COVID-19. It will also put the Authority in the best place to secure government funding for any future highway projects; secure developer mitigation measures; achieve on its climate and wider environmental commitments; and play its role in tackling the public health crisis.
61. The Director of Corporate Resources has been consulted on the content of this report.

Timetable for Decisions

62. The Environment and Transport Overview and Scrutiny Committee considered a report on the Leicestershire CaWS on 4 March 2021, as part of the engagement. Its comments, as set out in paragraph 37, helped the development of the draft CaWS.
63. A report on the outcome of the engagement will be considered by the Cabinet in July 2021, for approval of the CaWS.

Background Papers

Local:

Environment and Transport Overview and Scrutiny Committee – 4 March 2021 - Leicestershire Walking and Cycling Strategy

- <http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=1044&MId=6393&Ver=4>

LCC Annual Report of the Director of Public Health (2019):

- www.lsr-online.org/uploads/director-of-public-health-annual-report-2019.pdf

LCC Environmental Strategy:

- <https://www.leicestershire.gov.uk/environment-and-planning/conservation-and-sustainability/environmental-policies-and-reports>

Leicester and Leicestershire Strategic Transport Priorities:

- www.leicestershire.gov.uk/roads-and-travel/road-maintenance/transport-policy-plans-and-studies

National:

The Government Cycling and Walking Plan for England (2020):

- www.gov.uk/government/publications/cycling-and-walking-plan-for-england

Local Transport Note on Cycle infrastructure design guidance (2020):

- www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

Circulation under the Local Issues Alert Procedure

None

Equality and Human Rights Implications

64. An Equality and Human Rights Impact Assessment (EHRIA) screening exercise has been undertaken, which was informed by the outcome of the engagement exercise. As the screening identified an overall neutral impact from the CaWS, a full EHRIA will not be required.

65. The CaWS is a high level, strategic document. Where appropriate, an EHRIA will be completed as specific schemes are developed.

Environmental Impact

66. The CaWS outlines the high-level environmental challenges that are faced in developing a cycling and walking strategy. These challenges will be considered as part of the review and development of an updated Local Transport Plan (LTP4). This will be informed by the Council's Strategic Plan and Single Outcome Framework to incorporate the new environment and climate change commitments and the Council's Environment Strategy.

67. Where relevant an appropriate Environmental Impact Assessment will be completed as specific schemes are developed.

Appendices

Appendix A – draft Cycling and Walking Strategy

Appendix B – draft Cycling and Walking Action Plan

Appendix C – Presentation on the draft Cycling and Walking Strategy

Appendix D – Survey on the CaWS

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