

Leicestershire Cycling and Walking Strategy (CaWS)

E&T Overview and Scrutiny Committee

3 June 2021



- Summer 2020: publication of ‘Gear Change’ (GC) and LTN 1-20 (1-20) marked radical shift in Government cycling & walking ‘policy’:
 - Cycling must be placed at the heart of the transport network
 - Reallocation of road space to cyclists focusing on segregated off-road facilities
 - Schemes must be developed in accordance with Local Cycling and Walking Infrastructure Plans (LCWIPs) guidance
 - Backed by commitment to increased, long term funding: **BUT**, LA schemes that do not follow guidance and/or LA’s who do not have LCWIPs in place will **not** be funded

- The CaWS engagement survey was very successful - receiving over **2400 responses** (a record number)
- **Headline outcomes:** of respondents
 - 94% agreed ‘more people should walk for short journeys instead of using a car’
 - 83% agreed ‘cyclists should have separate cycle tracks away from other traffic’
 - 82% agreed ‘more people should use bikes for short journeys instead of using a car’
- To encourage more walking and cycling in Leicestershire, 1773 (74%) respondents cited need for measures including:
 - Wide segregated cycle lanes
 - Maintenance of cycling and walking infrastructure
 - Joining up of cycling and walking infrastructure and information on location of routes
 - Priority for cyclists, particularly at junctions
 - Improved lighting, signage and road markings
 - More training/education and promotion
 - Improved accessibility of infrastructure, particularly for people with mobility and other disabilities
 - law enforcement, both in respect of motorists and cyclists behaviour – e.g. parking on footpaths and cycle lanes

Overall, respondents were supportive of the types of measures that government is expecting local councils to introduce and improve, in order to increase active travel

Authority has a lot of catching up to do; not everything achievable in one go. Practical consequences include:

Implementing Govt's Gear Change (GC) and LTN 1-20:

- Separating cyclists from pedestrians and other traffic
- Removing carriageway space to enable segregation / joined up routes where necessary and where evidence shows it would be of overall benefit
- Highway schemes incorporate measures designed to GC & 1-20, potentially at additional costs, unless evidence/justification as to why not
- Existing infrastructure upgraded in accordance with a programme of LCWIPs AND where opportunities present themselves through planning process

Preparing an evidence-based programme of LCWIPs:

- Need for additional capital and revenue funding, and resources, including for:
 - Data collection, including initial evidence, scheme monitoring and evaluation
 - Integral behavioural change, education, etc. programmes
- Authority to work in partnership with others, e.g. districts, to prepare LCWIPs (although this is not without resource implications or 'complexities')

Continuing to work through the ‘planning process’

- Working through Local Plans development process

Planning process: undertake review of Leicestershire Highway Design Guide, so that (unless evidence/justification otherwise):

- New developments (**including LCC**) to be designed in accordance with GC & 1-20, with potential impacts on cost/viability/contribution levels
- Developers provide:
 - Off-site highway works designed in accordance with GC & 1-20
 - Contributions towards off-site highway works designed to GC & 1-20
 - Contributions towards behavioural change, educational, etc. measures

Review approach to maintaining cycling and walking assets, including Public Rights of Way Network (PRoW):

- Challenging given present funding levels insufficient to maintain standard of even our highest classification/most important roads

- Evidence base developed to identify next areas - factors include:
 - DfT tools to assess potential levels of ‘demand’ for travel by cycling and walking
 - Population information
 - Levels of future planned growth
- On basis of the evidence, Loughborough and the south east quadrant of the Leicester Principal Urban Area (PUA) - which includes Oadby, Wigston and Blaby - should be prioritised as the next areas to focus on for developing LCWIPs
- A complete LCWIP programme ultimately likely to include around 13 in total, including county towns and quadrants of the Leicester Principal Urban Area (PUA)
 - Melton Mowbray Draft LCWIP, prepared pre-summer 2020 as part of a Government pilot, will need to be reviewed to make it GC & 1-20 compliant and subjected to consultation

There are many different elements/activities involved in seeking to achieve greater levels of walking and cycling, e.g.

Development of the Cycling and Walking Strategy(CaWS):

- £100-£150k

LCWIP *development*:

- Around £300k including data gathering and analysis

LCWIP *delivery*:

- Infrastructure cost likely to be in the ten's of millions e.g. £10m-£20m+
- Around £150k per annum behavioural change measures

Funding sources: Primarily will need to rely on:

- Department for Transport
- Developer contributions

Some LCC funding available within 2021/22 LCC budgets, but any additional funding support from 2022/23 onwards subject to reviews of the Medium Term Financial Strategy

- Outcomes of engagement, draft CaWS for approval and next LCWIP areas for approval to Cabinet on 20 July
- Subject to Cabinet approval, proceed with development of next LCWIPs
- Ongoing discussions about pace of LCWIP programme and financing additional resource requirements to inform ongoing refreshes of MTFs
- Seek to secure additional cycling and walking funding including through:
 - Future 'Bids' to Government (TBC)
 - The development management process (developers)
- Undertake review of Leicestershire Highway Design Guide