

Cycling and Walking Strategy Action Plan



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1. Introduction

- 1.1 This document sets out the key actions which are proposed to enable us to deliver the vision and objectives of our Cycling and Walking Strategy.
- 1.2 The vision for the Cycling and Walking Strategy 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 journeys, helping to deliver healthier, greener communities”.
- 1.3 The Strategy is intended to provide the right conditions to enable people to choose to travel by ‘active modes’ – cycling and walking.
- 1.4 This Action Plan should be read in conjunction with the Cycling and Walking Strategy. It provides a series of actions to be delivered which are intended to improve the environment for cycling and walking and encourage and enable people to choose to cycle and walk. The actions include those which are achievable within a relatively short period of time, as well as more aspirational actions which we will work towards over time.
- 1.5 Actions have been divided in terms of the broad timescale for implementation as follows:
 - **Short-term** - to be delivered during the period 2021 - 2026
 - **Medium term** - to be delivered in the period 2027 - 2036
 - **Long-term** - to be delivered in the period from 2036 onwards
- 1.6 Our ability to deliver on many of these actions will be governed by the availability of funding, both capital and revenue, to support the implementation of important measures to make cycling and walking safer and more attractive options for everyday travel and for leisure trips. We have only limited resources ourselves to deliver on those actions, so we will also use our resources to prepare plans which enable us to bid for government funding to help us deliver on our aims and implement new inclusive infrastructure which meets the standards required by government.

2. The Action Plan

2.1 The actions associated with the Strategy are categorised under these headings:

- **Infrastructure**
- **Enabling and Encouraging**
- **New Developments**
- **Monitoring and Evaluation**

2.2 Please note that whilst we have categorised them for ease of reference, the action plan should be read as one, e.g. the delivery of infrastructure and enabling and encouraging measures are integral.

Infrastructure

Design Guidance

2.3 An up-to-date Highway Design Guide will underpin all forthcoming highway infrastructure and associated cycling infrastructure. The existing Leicestershire Highway Design Guide will be updated to reflect the new Local Transport Note (LTN1/20) published in July 2020, to ensure that all new infrastructure reflects these quality standards.

Short-term

- S01 Update Leicestershire Highway Design Guide to reflect LTN1/20

Asset Inventory

2.4 A first step in advance of implementing updated and new infrastructure for cycling and walking is to have a clear, current record of our cycling and walking assets and their condition. This will also allow the assessment of each facility for suitability, enabling ongoing maintenance, identifying locations for immediate action or upgrading and helping to identify gaps in the network. Developing and maintaining an asset inventory for walking and cycling infrastructure should be a short-term priority for achieving the strategy's objectives.

Short-term

- S02 Collect data on existing cycling and walking facilities and assets

Local Cycling and Walking Infrastructure Plans (LCWIPs)

2.5 LCWIPs enable a long-term approach to developing local cycling and walking networks and form a vital part of the government's strategy to increase the number of trips made on foot or by cycle. An LCWIP defines the proposed approach to implementing cycle and walking infrastructure in a defined location. This is an important step in progressing our action plan, not least because government funding will be predicated on LCWIPs being in place. The first LCWIPs being developed are in the Loughborough area and South East Leicester area. Future LCWIP locations will be prioritised based on evidence in support of their implementation, i.e. where they will provide maximum benefit for the investment that is made.

2.6 Subject to the availability of funding, we will:

Short-term

- S03 Ensure that we have sufficient, appropriately skilled people to develop cycling and walking infrastructure schemes in accordance with the requirements of 'Gear Change' and LTN1/20
- S04 Adopt at least one LCWIP which will define the proposed approach to implementing cycling and walking infrastructure in other parts of the county
- S05 Prepare an evidence based programme of future LCWIPs and undertake their development
- S06 Commence delivery of measures in at least one LCWIP area
- S07 Provide input into emerging third-party LCWIPs, e.g. those led by district councils

Medium-term

- M01 Continue to prepare and adopt LCWIPs in accordance with the programme developed in S02 and using evidence from, and lessons learnt from, our first LCWIP
- M02 Continue delivery of infrastructure in line with the LCWIP programme using evidence from, and lessons learnt from, the delivery of measures in our first LCWIP

Long-term

- L01 On-going delivery of LCWIP infrastructure in all appropriate locations making use of lessons learnt from and evidence from other areas

Upgrading and Building Infrastructure

- 2.7 Upgrading poor-quality existing infrastructure and providing new infrastructure for both walking and cycling is a core part of the action plan. Infrastructure for cycling might include segregated cycle lanes, designated quiet routes and cycle parking. Infrastructure for walking might include footways, pedestrian crossings and designated quiet routes. Infrastructure that caters for both walking and cycling might include Low-Traffic Neighbourhoods (LTNs) or School Streets. Many of these interventions can be rolled out rapidly, subject to the availability of funding, whilst others take more planning or require a certain amount of action to be taken first.
- 2.8 The countywide Public Rights of Way which we audit, manage and maintain on an ongoing basis will be improved in line with available funding, to ensure their ongoing usefulness and attractiveness to everyone in Leicestershire for walking, cycling and horse riding activities.

2.9 Subject to the availability of funding, we will:

Short-term

- S08 Maintain and upgrade existing infrastructure, based on the creation of a new hierarchy of footways and cycleways
- S09 Create a master list of 'shovel ready' and 'pipeline' schemes as part of wider highways improvements
- S10 Consider potential solutions to improve the environment for children and adults to walk and cycle, via initiatives such as School Streets and Low-Traffic Neighbourhoods, and implement as appropriate in key locations with high levels of support
- S11 Implement priority infrastructure (prioritised network) identified through asset inventory mapping
- S12 Prepare a revised Rights of Way Improvement Plan
- S13 Seek to secure capital funding from available sources for the implementation and delivery of CaWS: LCWIP infrastructure programme
- S14 Improve cycle storage at bus and rail interchanges

Medium-term

- M03 Install more widespread segregated infrastructure
- M04 Roll out initiatives such as School Streets and Low-Traffic Neighbourhoods as appropriate in locations with a clearly identified need / high-levels of support
- M05 Seek to secure capital funding from available sources for the implementation and delivery of CaWS: LCWIP infrastructure programme

Long-term

- L02 Roll out countywide segregated cycle network
- L03 Seek to secure further capital funding from available sources for the implementation and delivery of CaWS: LCWIP infrastructure programme

Encouraging and Enabling Active Travel

- 2.10 Measures that help to encourage and enable people to walk and cycle more are just as important as infrastructure for creating mode shift. This includes using a range of incentives and targeted activities to ensure that as many people in Leicestershire as possible are able to overcome any mental barriers they have about walking and cycling for short trips or as part of longer trips.

Personal Travel Planning and Promotion

- 2.11 Personal travel planning (PTP) is a technique that delivers targeted information, incentives and motivation directly to individuals to help them make more sustainable travel choices. It is most commonly applied to household members through a community-based programme. This can be applied on a targeted or widespread basis.
- 2.12 Ongoing engagement with communities helps to ensure that local perspectives are reflected in LCWIPs and designs for public spaces, and can help to mitigate opposition as people are aware of the proposed changes from an early stage. Feeding the outcomes of monitoring and evaluation activities (both quantitative e.g. traffic counts, and qualitative e.g. focus groups) helps to support this engagement.

2.13 Broader promotional activities can also be undertaken, encouraging people to consider walking and cycling as potential options for their regular short trips. This might also include signage and wayfinding which enables people to use the infrastructure that has been implemented for common journeys. All PTP and promotional activities will be applied alongside any infrastructure measures to maximise uptake; these activities will follow the rate of roll-out of infrastructure measures.

2.14 Subject to the availability of funding, we will:

Short-term

- S15 Expand our Personal Travel Planning, marketing and promotional activities to support infrastructure changes made as part of LCWIPs and permitted new developments, under the Choose How You Move brand
- S16 Prepare a signage/wayfinding plan and begin to implement as part of LCWIP programme
- S17 Engage communities in LCWIPs
- S18 Continue to rollout our Bikeability and Adult Cycle Training schemes
- S19 Deliver e-bike training and incentive scheme
- S20 Secure revenue funding for behaviour change measures

Medium-term

- M06 Continue to implement the signage and wayfinding strategy including to reflect lessons learnt from, and evidence from, initial implementation
- M07 Continue to deliver cycle training to all ages via the Bikeability and Adult Cycle Training schemes
- M08 Seek to secure revenue funding from available sources for the implementation and delivery of CaWS: behavioural change programme

Long-term

- L04 Seek to secure further revenue funding from available sources for the implementation and delivery of CaWS: behavioural change programme

New Developments

- 2.15 Controlling how new developments are delivered through the Development Plan making and planning application processes is one of the most important functions undertaken by the district councils. These processes provide the opportunity to ensure that for occupants and/or users of new developments, walking and cycling is an obvious choice for short journeys in the future in Leicestershire. This will require that those developments provide facilities for cycling and walking and are laid out in a fashion (including mixed-use development principles) that supports cycling for most journeys that cannot be walked.
- 2.16 This also needs to be supported, as appropriate, by off-site infrastructure enhancements and behavioural change, educational, training initiatives, etc. Ensuring that Development Plan policies, planning conditions and planning obligations (normally secured through Section 106 Agreements) are aligned with government's cycling and walking strategy and guidance and our Cycling and Walking Strategy will help to ensure that opportunities are taken when they are first presented.

Short-term

- S21 Work with district councils in the preparation of new and revised Local Plans and Supplementary Planning Documents, to embed the principles of LTN1/20 and the expectation that developments should contribute towards the delivery of LTN1/20 compliant infrastructure wherever appropriate
- S22 Work with district councils to ensure that planning conditions and planning obligations are aligned to achieving the delivery of our Cycling and Walking Strategy
- S23 Ensure that active travel promotion and other appropriate measures are incorporated within updates of the Planning Obligations Policy

Monitoring and Evaluation

2.17 Monitoring and evaluating schemes as they are implemented is vitally important for being able to justify future similar schemes, and for understanding where things have worked well or been less effective (lessons learnt and evidence). Monitoring must begin before the interventions are in place, and evaluation should be ongoing. The findings from ongoing monitoring and evaluation work will also be fed back to local residents.

2.18 Subject to the availability of funding, we will:

Short-term

- S24 Establish the baseline for levels of cycling and walking in Leicestershire, in order to measure behaviour change resulting from new infrastructure and other initiatives
- S25 Consult and engage with communities on schemes
- S26 Explore opportunities for and develop new (or improved) transport forecasting models that have greater capability to represent and assess the impacts/benefits of walking and cycling interventions
- S27 Carry out formal Non-Motorised User audits on county council led and third-party delivered highway schemes, during scheme development and following completion, to consider how they affect pedestrians, cyclists, equestrians and disabled users
- S28 Collect baseline data in advance of infrastructure changes
- S29 Collect and analyse data to monitor progress toward set modal shift targets

Medium-term

- M09 Evaluate impacts of schemes through robust data collection on an ongoing basis
- M10 Ongoing monitoring and evaluation of implemented schemes to provide evidence to inform future LCWIP and scheme development
- M11 Use evaluation outcomes to support ongoing funding applications
- M12 Continue to collect and analyse data to monitor progress toward set modal shift targets

Long-term

- L05 Continue to collect and analyse data to monitor progress toward set modal shift targets

3. Action Plan Summary Tables

Timescale	Action No.	Theme	Action	Description
Short-term 2021-2026	S01	Infrastructure	Update Leicestershire Highway Design Guide to reflect new government strategy and guidance	The current Leicestershire Highway Design Guide will be updated to reflect Government’s Gear Change strategy and LTN1/20 guidance, to ensure that all new infrastructure reflects the new quality standards
	S02	Infrastructure	Collect data on existing facilities and assets	All cycling facilities (on-road, off-road and parking facilities) and pedestrian facilities (footways and road crossing facilities) will be included in a database and digitally mapped
	S03	Infrastructure	Upskill and recruit officers to develop infrastructure schemes	Ensure an appropriately skilled team is in place to develop cycling and walking infrastructure schemes
	S04	Infrastructure	Adopt at least one LCWIP	The county’s first LCWIP will define the proposed approach to implementing cycling and walking infrastructure in other parts of the county
	S05	Infrastructure	Prepare an evidence-based programme for future LCWIPs	An evidence-based programme of LCWIPs will be prepared, along with the development of the LCWIPs, in partnership with the district councils
	S06	Infrastructure	Commence delivery of LCWIP measures	Commence delivery of LCWIP measures in at least one LCWIP area
	S07	Infrastructure	Provide input to third-party LCWIPs	Provide input into emerging third-party LCWIPs, e.g. those led by district councils

Timescale	Action No.	Theme	Action	Description
Short-term 2021-2026	S08	Infrastructure	Maintain and upgrade existing infrastructure	Action will be taken to upgrade the lowest quality existing infrastructure to a level consistent with the county's minimum standards
	S09	Infrastructure	Create a master list of 'shovel ready' and 'pipeline' schemes	Creation of a master list with a view to being in a strong position to respond to funding availability in order to implement potential schemes
	S10	Infrastructure	Consider potential initiatives to improve the cycling and walking environment	Consider potential solutions to improve the environment for children and adults to cycle and walk, via initiatives such as School Streets and Low-Traffic Neighbourhoods, and implement as appropriate in key locations with high levels of support
	S11	Infrastructure	Implement priority infrastructure (prioritised network)	Links that join-up key parts of the existing network will be implemented as a first priority. Sections that are short and can be implemented without significant impact to the highway network will be prioritised
	S12	Infrastructure	Prepare a revised Public Rights of Way Improvement Plan	A revised Public Rights of Way Improvement Plan will be prepared to maintain and enhance the infrastructure supporting cycling and walking for leisure as well as commuting journeys
	S13	Infrastructure	Secure capital funding for infrastructure	Seek to secure capital funding from available sources for the implementation and delivery of CaWS: LCWIP infrastructure programme
	S14	Infrastructure	Improve cycle storage at bus and rail interchanges	Infrastructure such as secure cycle parking at rural bus stops will be implemented to improve interchange between sustainable transport modes
	S15	Encouraging and Enabling	Expand Personal Travel Planning, marketing and promotional activities	Personal Travel Planning (PTP), marketing and promotional activities will continue to support infrastructure changes made as part of the LCWIP, under the Choose How You Move brand

Timescale	Action No.	Theme	Action	Description
Short-term 2021-2026	S16	Encouraging and Enabling	Prepare and implement a signage/wayfinding plan	Prepare a signage/wayfinding plan and begin to implement as part of LCWIP programme
	S17	Encouraging and Enabling	Engage communities in LCWIPs	Local communities will be engaged with LCWIPs and infrastructure improvements from an early stage
	S18	Encouraging and Enabling	Continue to roll out the Bikeability and Adult Cycle Training scheme	Bikeability and Adult Cycle Training will continue to be delivered in schools across the county and extended subject to funding availability
	S19	Encouraging and Enabling	Deliver e-bike training and incentive scheme	A training scheme will ensure that anyone in Leicestershire is able to ride and potentially purchase an e-bike
	S20	Encouraging and Enabling	Secure revenue funding for behaviour change measures	Seek to secure revenue funding from available sources for the implementation and delivery of CaWS: behavioural change programme
	S21	New Developments	Influence new and revised Local Plans and Supplementary Planning Documents	Work with district councils in the preparation of new and revised Local Plans and Supplementary Planning Documents, to embed the principles of LTN1/20 and the expectation that developments should contribute towards the delivery of LTN1/20 compliant infrastructure wherever appropriate
	S22	New Developments	Ensure planning conditions and obligations are aligned to our Cycling and Walking Strategy	Work with district councils to ensure that planning conditions and planning obligations are aligned to achieving the delivery of our Cycling and Walking Strategy
	S23	New Developments	Align updates of Planning Obligations Policy with this Strategy	Ensure that active travel promotion and other appropriate measures are incorporated in the Planning Obligations Policy

Timescale	Action No.	Theme	Action	Description
Short-term 2021-2026	S24	Monitoring and Evaluation	Establish the baseline for levels of cycling and walking	Establish the baseline for levels of cycling and walking in Leicestershire, in order to measure behaviour change resulting from new infrastructure and other initiatives
	S25	Monitoring and Evaluation	Consult and engage with communities on proposed new infrastructure measures	Community engagement on an ongoing basis will be implemented both to inform residents of changes and options and to gather their opinions
	S26	Monitoring and Evaluation	Investigate and implement as appropriate new transport forecasting models	Explore opportunities for and develop new (or improved) transport forecasting models that have greater capability to represent and assess the impacts/benefits of walking and cycling interventions
	S27	Monitoring and Evaluation	Conduct and ensure others conduct Non-Motorised User audits for highway schemes	Carry out formal Non-Motorised User audits on county council led and third-party led highway schemes, during scheme development and following completion, to consider how they affect pedestrians, cyclists, equestrians and disabled users, and ensure that developers undertake the same audits for developer-led schemes
	S28	Monitoring and Evaluation	Collect baseline data in advance of infrastructure changes	Collect data in order to establish the baseline walking and cycling levels in the county prior to implementation of new infrastructure (and other revenue) measures
	S29	Monitoring and Evaluation	Collect and analyse data to monitor progress toward set modal shift targets	Collect and analyse data to monitor progress toward set modal shift targets to track walking and cycling levels in the county; prior, during and post implementation of new infrastructure and behavioural change measures

Timescale	Action No.	Theme	Action	Description
Medium-term 2027-2036	M01	Infrastructure	Continue to prepare and adopt LCWIPs	Continue to prepare and adopt LCWIPs in accordance with the programme developed in S02 and using evidence from and lessons learnt from our first LCWIP
	M02	Infrastructure	Continue delivery of infrastructure in line with LCWIP programme	Continue delivery of infrastructure in line with the LCWIP programme using evidence from, and lessons learnt from, the delivery of measures in our first LCWIP
	M03	Infrastructure	Install more widespread segregated infrastructure	More segregated cycle infrastructure will be installed to join identified 'gaps' in the network, including longer distances and more challenging locations
	M04	Infrastructure	Roll out potential initiatives to improve the cycling and walking environment	Roll out initiatives such as School Streets and Low-Traffic Neighbourhoods as appropriate, in locations with a clearly identified need / high levels of support
	M05	Infrastructure	Secure capital funding for infrastructure	Seek to secure new capital funding from available sources for the implementation and delivery of CaWS: LCWIP infrastructure programme
	M06	Encouraging and Enabling	Continue to implement signage/wayfinding plan	Continue to implement the signage & wayfinding strategy including to reflect lessons learnt from, and evidence from, initial implementation
	M07	Encouraging and Enabling	Continue to deliver cycle training to all ages	Continue to deliver cycle training to all ages via the Bikeability and Adult Cycle Training schemes
	M08	Encouraging and Enabling	Secure revenue funding for behaviour change measures	Seek to secure new revenue funding from available sources for the implementation and delivery of CaWS: behavioural change programme
	M09	Encouraging and Enabling	Evaluate impacts of schemes	Ongoing monitoring and evaluation of implemented schemes through robust data collection on an ongoing basis

Timescale	Action No.	Theme	Action	Description
Medium-term 2027-2036	M10	Monitoring and Evaluation	Monitor use of new infrastructure	Ongoing monitoring and evaluation of implemented schemes to provide evidence to inform future LCWIP and scheme development
	M11	Monitoring and Evaluation	Use evaluation outcomes to support ongoing funding applications	By this time, data will have been collected on a wide range of schemes over an extended period, providing clear evidence of usage and behaviour change, and supporting ongoing funding applications
	M12	Monitoring and Evaluation	Continue to collect and analyse data to monitor progress toward set modal shift targets	Continue to collect and analyse data to monitor progress toward set modal shift targets to track walking and cycling levels in the county; prior, during and post implementation of new infrastructure and behavioural change measures
Long-term 2036- Onwards	L01	Infrastructure	Ongoing delivery of LCWIPS in all appropriate locations	On-going delivery of LCWIP infrastructure in all appropriate locations making use of lessons learnt from, and evidence from, other areas
	L02	Infrastructure	Roll out countywide segregated cycle network	Further segregated cycle infrastructure will be implemented to create a fully 'joined-up' network across the county, working out from LCWIP towns and connecting them together. This will include longer distances and more challenging locations
	L03	Infrastructure	Secure capital funding for infrastructure	Seek to secure further capital funding from available sources for the implementation and delivery of CaWS: LCWIP infrastructure programme
	L04	Encouraging and Enabling	Secure revenue funding for behaviour change measures	Seek to secure further revenue funding from available sources for the implementation and delivery of CaWS: behavioural change programme
	L05	Monitoring and Evaluation	Continue to collect and analyse data to monitor progress toward set modal shift targets	Continue to collect and analyse data to monitor progress toward set modal shift targets to track walking and cycling levels in the county; prior to, during and post implementation of new infrastructure and behavioural change measures

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