

**Quorn Community Action Group for Walking and Cycling - Leicestershire County Council Cycling and Walking Strategy – July 2021.**

Please find below the comments of the Quorn Community Action Group for Walking and Cycling (Quorn Active Travel) in relation to the Leicestershire County Council draft Cycling and Walking Strategy.

1. **Praise where praise is due.** We are pleased to see that there is, at last, an understanding of the importance of Walking and Cycling as credible, zero carbon, low environmental impact methods of transportation and an acknowledgement that action must be taken to promote and support these activities with suitable infrastructure and cultural support.
2. **Ambition or lack of it.** Throughout the strategy document the terms “Bold and Ambitious” are used to describe the proposals. In reality, the proposals, which are to increase the amount of walking and cycling by 10 to 15% over 10 years, or 1% to 1.5% per annum, are modest and unambitious. The strategy acknowledges that Leicestershire is starting from an already low point compared to other areas of the country. This level of ambition will only serve to maintain this position for the longer term.

It should also be noted that this level of increase is unlikely to enable Leicestershire to meet either of the Department for Transport targets for walking and cycling in 2025 or 2030, both of which are highlighted in the strategy documents. For example, the target for 2030 is for 50% of all journeys in towns and cities to be by walking and cycling.

3. **Investment and budget.** In the presentation document a projected expenditure of £10m to £20m plus is identified to cover infrastructure and behavioural changes to support the strategies. It is not stated but we assume this expenditure is for the 10 year period of the strategy.

This level of investment is insufficient in the extreme. It is equivalent to £2.83 per head per annum across the population of the county over 10 years. In comparison, Leicester City Council is planning to spend £37.14 per head per annum for the same 10 year period and Greater Manchester £53.

In 2014 the All Party Parliamentary Cycling Group recommended that councils should aim to spend £10 per person per annum on cycling infrastructure. LCC has never achieved this target and the proposed strategy documents continue with this trend.

Expenditure on roads in Leicestershire averages £40 million per year or £56 per head per year. The Benefit Cost Ratio for roads is 2/1, whereas the same ratio for cycling infrastructure is typically 13/1 or 6.5 times better.

The number of people cycling continues to increase year on year and bikes continue to outsell cars annually. The level of investment proposed in this strategy is insufficient to enable significant behavioural changes away from motor vehicle to walking and cycling.

4. **Action Plan.** The proposed timescales do not reflect the urgency of the situation. The Action Plan - Appendix B seems to have extended timescales. The short-term actions over 5 years appear to be largely focussed on bureaucracy rather than delivery with only one LCWIP likely have commenced delivery at the end of the period.
5. **Investment in Quorn.** We estimate that Quorn will need approximately £2M in infrastructure investment to enable a substantial culture change away from cars to walking and cycling.

**Based on the budgetary proposals in the strategy document Quorn would attract £2.83 x 6000 (pop.) = £16980 per year. This level of infrastructure investment will have little or no effect on current motor vehicle usage habits or the amount of walking and cycling.**

6. **Section 3.31 Quality homes.** Housing developments recently approved for Quorn would certainly fail the standards set out in LTN 20 and yet it will be some time before these developments are started. We recommend a pause in approvals so that the development plans can be revised. This would be an “easy win” and a significant saving on the expenditure required in the future to bring the developments up to the new standards. Why build it wrong now when the building has not started?
7. **LCWIP.** The LCWIP process could be considerably shortened with the involvement of the local parish councils, community organisations and community volunteers. Existing OS maps have many routes already highlighted. A simple questionnaire and supporting photos could gather a lot of information quickly by involving local people. This would also help to raise public awareness.

### **Summary.**

The strategy document is disappointingly lacking in ambition and investment. It is unlikely to create the level of behavioural change that is needed to enable a shift away from motor vehicles to walking and cycling.

Quorn Active Travel is ambitious, we want to see walking and cycling as the preeminent modes of transport in and around the village and its adjoining neighbourhoods. Unfortunately, the ambitions, funding and timing proposals offered in this strategy document are unlikely to help and may even hinder our ambitions.

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