

Local Cycling and Walking Infrastructure Plans

Expression of Interest form for technical support



Department
for Transport

Guidance on the Expression of Interest process has been provided alongside this form. **An Expression of Interest should be no more than 8 pages.** Please include all relevant information when completing the form. If you have any questions about the LCWIP process or guidance please email: walking.cycling@dft.gsi.gov.uk

Please note that this is an Expression of Interest and that technical support is not guaranteed.

SECTION A - Applicant Information

A1. Local authority name(s): Leicestershire County Council

A2. Project Lead

Name: Jessica Herbert

Position: Safe & Sustainable Travel Manager

[REDACTED]
[REDACTED]

A3. Senior Responsible Owner

Name: Ian Vears

Position: Head of Service, Highways & Transport Commissioning

[REDACTED]
[REDACTED]

SECTION B - Project Description

B1. Type of Support

This Expression of Interest is for:

- Technical Support to prepare an LCWIP.
- Technical Support to update existing walking and cycling plans and programmes.

B2. Total number of support days requested: 50

B3. Project Summary

Leicestershire County Council is seeking technical support in preparing a phased LCWIP covering the principal urban areas of Leicestershire, which are the primary trip generators and attractors in the county. The LCWIP will focus on travel within these urban areas and the connections into them from surrounding settlements, as

well as from key development areas. The Council proposes to phase development of its LCWIP, with each of the principal urban areas considered in turn and taking into account cross boundary trips where appropriate.

The main focus of the technical support will be in training council officers to use the Government guidance and tools, helping to ensure the Council has the skills to prepare the future phases of the LCWIP. The team will also work with the consultants provided by DfT through the six stages of preparing the LCWIP, so that they have the practical experience needed to prepare the subsequent phases of the plan.

The Council's approach is to prepare an initial phase of the LCWIP, with the consultancy support, covering one of the county's principal urban areas (the Melton Mowbray area in the north-east of Leicestershire) before moving on to prepare subsequent phases in each of the other urban areas. The skills and experience acquired in preparing the LCWIP phase for Melton Mowbray will then be used to develop subsequent phases in the following areas of the county:

- Loughborough and surrounding area;
- Market Harborough and surrounding area;
- Hinckley and surrounding area;
- Ashby-de-la-Zouch and surrounding area;
- Coalville and surrounding area; and
- Urban fringe of Leicester lying within Leicestershire.

The LCWIP phases in the Loughborough, Hinckley and Coalville areas will build on improvements and developments to cycling and walking infrastructure recently undertaken as part of a programme which was part funded by the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) and with Local Growth Funding.

The phase of the LCWIP focussed on the urban fringe of Leicester will cover all of the Blaby District, Oadby and Wigston Borough, as well as parts of Charnwood Borough, Hinckley and Bosworth Borough and Harborough District. This phase will be carried out in partnership with Leicester City Council, to ensure the infrastructure ties in with the existing walking and cycling network that has been developed across the city, as well as with planned future routes which are outlined in the Leicester Cycle City Action Plan and will form part of the city's LCWIP in the future. This phase ties in with the Leicester and Leicestershire Choose How You Move (CHYM) project, a programme of complementary smarter choices measures which is being jointly delivered by Leicester City Council and Leicestershire County Council. The project aims to encourage more sustainable travel behaviour and is being part funded through the DfT's Access Fund.

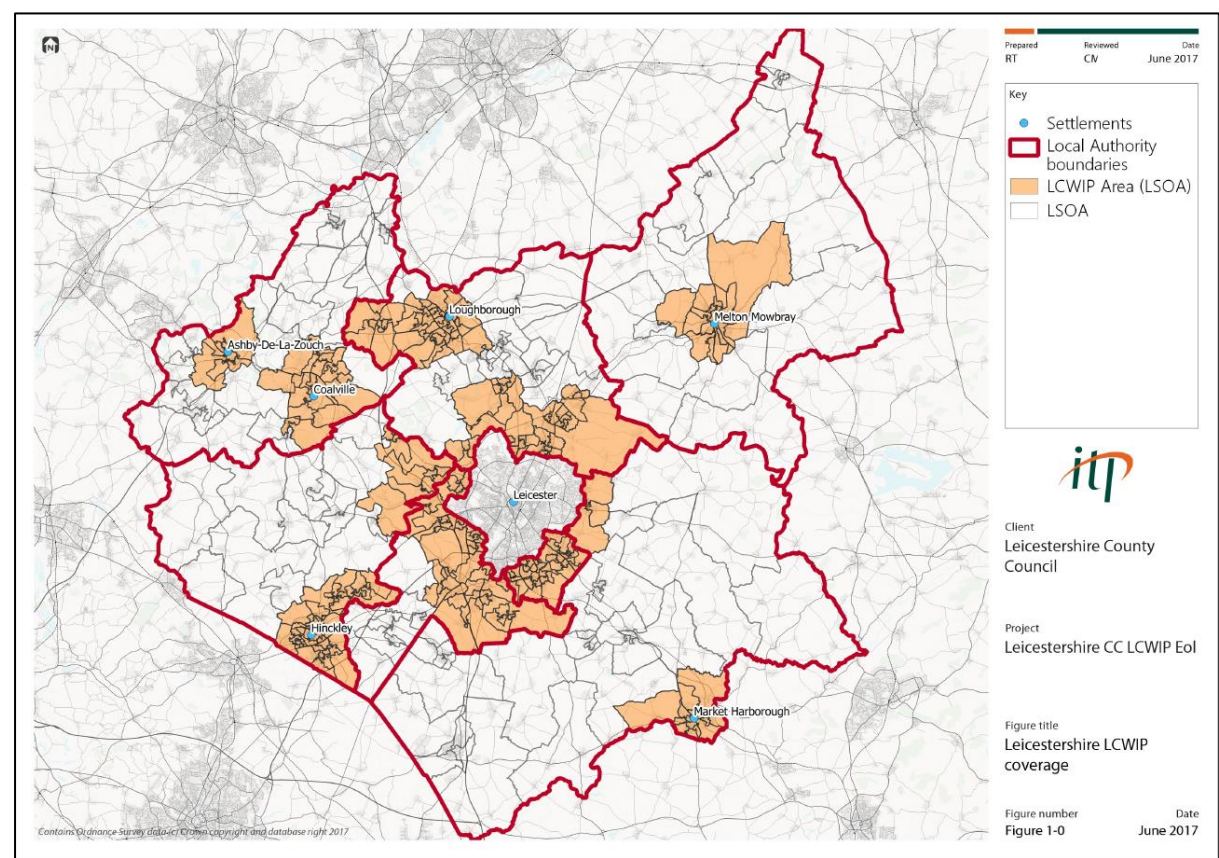
B4. Geographical Area:

The area covered by the LCWIP will be the principal urban areas of the county (as shown in Figure 1) which include the county towns of Melton Mowbray, Loughborough, Market Harborough, Hinckley, Ashby-de-la-Zouch and Coalville, as well as the urban fringe of Leicester that lies within the county. These areas are the major trip generators and attractors within Leicestershire and the areas which are felt

to have the greatest potential for encouraging residents and visitors to make more journeys on foot or by bicycle, or as part of a longer journey using public transport. These areas will be reviewed as part of the first stage of the LCWIP process to ensure the geographical extent of the plan is appropriate.

The total population of the area which will be covered by the LCWIP is 472,316. The area covered by the LCWIP includes 72.6% of the total population of Leicestershire. Analysis of the 2011 Census travel to work data indicates that in the area covered by the LCWIP 3.1% of work journeys are made on foot and a further 10.3% are made by bicycle. Analysis of the 2011 Census data indicates that within the area covered by the LCWIP a total of 82,792 (35.5%) of journeys to work are less than 5km.

Figure 1 – LCWIP coverage (also included as appendix 1)



SECTION C – Strategic Narrative

C1. The Strategic Case

[Leicestershire's Local Transport Plan 3](#)

Leicestershire County Council's ambitions for walking and cycling are set out in Leicestershire's Local Transport Plan 3 (LTP3) which was published in April 2014. The approach outlined in LTP3 focuses on the Council's key theme of making the best use of the existing transport system by improving its efficiency and attempting to change the travel behaviour of transport users away from the private car and on to more sustainable modes of transport, such as walking, cycling and public transport.

We recognise the importance of improving the accessibility and connectivity of our transport system for economic and social reasons. Our long-term aim is to get more people walking, cycling and using public transport as part of their daily journeys, including to access key services. Encouraging physically active transport choices can play a significant part in improving people's health. Increases in walking and cycling will also play an important role in tackling congestion and helping to reduce carbon emissions, aligning with the Government's carbon reduction strategy, The Carbon Plan. This modal shift will also contribute to tackling air pollution, a significant threat to people's health, in line with the UK government's Draft UK Air Quality Plan for tackling nitrogen dioxide, which was released in May 2017.

The Council's LTP3 has six strategic transport goals. Enhancement of the county's existing cycling and walking networks through development and implementation of an LCWIP can contribute to achieving each of these goals, particularly to goals 1, 2, 3 and 6, as shown in the table below.

No.	Goal	Contribution of LCWIP
1	To support the economy and population growth	✓✓✓
2	To encourage active and sustainable travel	✓✓✓
3	To improve the connectivity and accessibility of our transport system	✓✓✓
4	To improve road safety	✓
5	To manage the condition and resilience of our transport system	✓✓
6	To manage the impact of our transport system on quality of life	✓✓✓

Increasing the uptake of active travel modes for trips made by residents and visitors in Leicestershire strongly supports the Council's local strategies and policy objectives. A brief explanation of how producing an LCWIP for the principal urban areas of the county will support the Council's wider local policy aims is provided below.

[Leicester & Leicestershire Local Enterprise Partnership's Strategic Economic Plan](#)

The Leicester & Leicestershire Local Enterprise Partnership (LLEP) has a strategic vision: 'To create a vibrant, attractive and distinctive place with highly skilled people making Leicester and Leicestershire the destination of choice for successful businesses'. The Strategic Economic Plan (SEP) has three themes: investing in our place; investing in our businesses; and investing in our people. The SEP aims to provide residents and visitors with sustainable transport options to improve access to jobs. As part of this aim the SEP includes a target to provide 13.5km of cycleways by 2020. The development of an LCWIP covering the principal urban areas will facilitate the development of sustainable transport options, improving access to employment opportunities and making a significant contribution to making the county a vibrant and attractive place, as well as achieving the LLEP's cycleways target.

[Leicestershire Carbon Reduction Strategy 2013-2020](#)

The carbon reduction target for Leicestershire is to reduce emissions by 23% between 2005 and 2020, a reduction of 1,000 ktonnes. Encouraging physically active transport choices through the development of an LCWIP and the subsequent phased

delivery of cycling and walking infrastructure will play an important role in helping to reduce carbon emissions from transport and achieve the council's carbon reduction target.

[Leicestershire Health & Wellbeing Strategy 2017-2022](#)

The aim of Leicestershire's Health and Wellbeing Board is to improve health throughout people's lives and reduce health inequality by focussing on the needs of the local population. The Department of Health's report "Start Active, Stay Active" published in 2011 indicated that 60% of men and 72% of women do not undertake the recommended 150 minutes of physical activity per week. Incorporating cycling or walking into people's daily routines is recognised as one of the most effective ways to increase physical activity. The development of better, more extensive cycling and walking routes through the LCWIP process will help to provide more residents and visitors with the opportunities to make journeys, particularly shorter journeys, using active modes.

[Environment Strategy 2011 - 2021](#)

Leicestershire County Council has a continuing commitment to the environment through its Environment Strategy. The strategy focuses on the environmental impacts of the Council in delivering services and is not a strategy for the whole of Leicestershire. The Council is looking to further reduce polluting emissions from its operations and from the local transport network, including both commuting and business mileage. Providing improved infrastructure can help to encourage more staff to travel to work by sustainable means as well as for shorter business journeys. The enhancement of the county's cycling and walking networks through the LCWIP process will help to provide more council employees with the option to commute using active modes as well as potentially for shorter business journeys.

[Cycling and Walking Investment Strategy](#)

The Council's ambitions for cycling and walking align with those outlined in the Government's Cycling and Walking Strategy (CWIS) to "...make cycling and walking the natural choices for shorter journeys, or as part of a longer journey." The development of an LCWIP covering the principal urban areas of the county will help the council to realise its objectives of achieving extensive growth in the number of cycling and walking journeys.

It will do this by providing a structured approach for the council to progress the county's cycling and walking infrastructure schemes that have the highest potential to encourage residents and visitors to make journeys using active modes, ensuring that they are spade ready at the earliest opportunity. Schemes with lower potential to encourage mode shift can be developed more slowly, forming a list of medium and long term aspirational schemes. This will also make it easier for the Council to develop the business cases required to access the funding required to build schemes. The LCWIP will also enable the Council to ensure that cycling and walking are considered as part of other schemes such as junction improvements and residential developments.

During the information gathering stage of the LCWIP process a review of current conditions will be carried out, allowing potential barriers to encouraging the uptake of active modes, as well as accident blackspots, to be identified. Schemes can then be designed to mitigate any identified problematic areas which can contribute to

reducing the rate of cyclists killed or seriously injured. This phase will also involve identifying the key trip generators in each area so that a network can be developed that connects the places that people need to get to: for work, education, shopping or leisure. This will include looking at improving connections to schools and colleges. Improving the connections between residential areas and schools will give parents and children more travel options, helping to increase the proportion of children in the county aged 5 to 10 that usually walk to school.

C2. Integration

Currently Leicestershire's capital transport projects are set out within the Council's LTP3 implementation plan. The schemes identified through the LCWIP process will be incorporated into the Council's Commissioning Strategy which will supersede LTP3 implementation plans. In developing the Commissioning Strategy a review will be carried out to see whether there is any potential to incorporate any of the cycling and walking schemes into other transport schemes.

Future commissioning strategies will incorporate the principles of LCWIP, to ensure that the county's cycling and walking networks are further embedded into the wider transport system and viewed as a realistic alternative for shorter journeys, or as part of a longer journey.

The Council will seek to incorporate the principles of the LCWIP into land use planning policies and guidance, so that walking and cycling is at the forefront of the planning process. The Council works closely with a range of stakeholders including district, parish and town councils. These relationships will help to ensure that a strong emphasis on improving the local environment for pedestrians and cyclists is embedded into the planning process as well as incorporated into Neighbourhood Plans. This will facilitate the use of Community Infrastructure Levy (CIL) and S106 funding (developer contributions), which can be used to fund a wide range of capital and revenue schemes, to part fund the development of walking and cycling networks in the county.

C3. Current Walking and Cycling Policies, Strategies and Programmes

Leicestershire County Council's ambition for walking and cycling is set out in Leicestershire's Local Transport Plan 3 (LTP3) with capital transport projects set out in LTP3 implementation plans. LTP3 implementation plans are in the process of being superseded by the Council's Commissioning Strategy and will contain all future capital cycling and walking schemes.

In addition to LTP3, several strategies relating to the development of walking and cycling infrastructure have been prepared for towns in the county by LCC in partnership with the relevant district councils and other local stakeholders. Since 2010 cycling strategies have been prepared for Loughborough, Coalville and Hinckley, focussing on the identification of gaps in the existing cycle network, as well as access to key attractors (residential estates, employment sites, shopping/retail, leisure etc.) Programmes of cycle/walking infrastructure improvements were then developed and delivered from this with all three county towns now having comprehensive cycle/walking networks in place. These strategies and delivery plans will be very useful in developing the phases of the LCWIP for these areas.

SECTION D – Management Case

D1. Delivery

The Leicestershire County Council (LCC) officer who will be responsible for delivering Leicestershire's LCWIP will be Jessica Herbert, a manager within the Council's Safe & Sustainable Travel team. A number of LCC officers including land use planners, highway engineers, Public Rights of Way Officers and Transport Policy Officers, will support Jessica in delivering the six stages of the LCWIP process and developing the overall LCWIP as detailed below.

Stage 1 (Determining Scope) and Stage 2 (Gathering Information) of the LCWIP process will involve support from engineers from the Network Data & Intelligence Team and officers from the Transport Policy and Strategy Team.

Stage 3 (Network Planning for Cycling) and Stage 4 (Network Planning for Walking) of the process will utilise the experience of Mark Palfreyman (Network Management Specialist) and Andrew Avison (Transport Planner), with additional support from Transportation Engineers in the Highway Development Management Team, Senior Technicians in the Traffic and Signals Team and Public Rights of Way Officers. It is envisaged that Stage 5 (Prioritising Improvements) of the process will involve officers across multiple departments within the Council to assess the different schemes against the chosen prioritisation criteria.

The delivery of Stage 6 (Integration and Application) will predominantly involve members of the Policy and Strategy and Infrastructure Planning teams, with assistance from council officers in a number of other teams.

The total amount of Council officer resource that will be made available to deliver the LCWIP in Leicestershire is 50 officer days, however, the Council view the development of the LCWIP as essential to the future development of the county's walking and cycling networks and critical to achieving many of its transport objectives. Consequently if further resources are required to develop the LCWIP additional officer days will be found. In addition, a significant amount of senior management from a cross-section of departments will be provided on an ad hoc basis. These senior managers will include:

Ian Vears - Head of Service, Highways & Transport Commissioning
Lee Quincey – Safe and Sustainable Travel Team Manager
Bernard Evans – Infrastructure Planning Manager

D2. Governance

The development of the LCWIP for each area will be overseen by the designated project manager. The project manager will report progress, risks, issues and lessons learnt to a project board which has been set up specifically for delivery of the plan.

The project board will take overall responsibility for making key decisions relating to the development of the LCWIPs in the county. The project board will also have overall responsibility for ensuring that the LCWIP is integrated with the authority's cycling and walking objectives and strategies, as well as with wider objectives and strategies such as public health and planning.

The project board will be made up of the Project Lead (Jessica Herbert), the Senior Responsible Owner (Ian Vears), as well as Senior Managers from other departments within the Council. This cross-departmental board will facilitate implementation as well as helping to ensure the principles of LCWIP are incorporated into wider council policies. In addition to representatives from the Council the project board will also include a representative from the Leicester and Leicestershire Enterprise Partnership (LLEP) and a representative from the Council's Public Health team. The project board will meet every month with unscheduled meetings to be held if any urgent matters arise or time critical decisions are needed.

D3. Management Case - Stakeholder Management

Consultation and stakeholder engagement will form a key part of both the network planning and prioritising improvements stages of the LCWIP process. The Council will engage with a variety of different stakeholders. The district councils will be key stakeholders for the relevant phase of the LCWIP. The LCWIP on the urban fringe of Leicester will be carried out in consultation with Leicester City Council, to ensure future infrastructure connects with the existing walking and cycling network in the city, as well as with planned routes. The Council will also engage with parish or town councils, or neighbourhood forums in developing the LCWIP.

The Council will engage with community, business and stakeholder, to ensure that the views of local stakeholders are considered in developing the county's future cycling and walking networks. Those consulted will include local walking and cycling groups, Sustrans, education facilities and businesses. Further stakeholders will be added over the course of the development of the LCWIP, as they are identified as the individual schemes which form the network become evident. A communications plan will be developed for each phase of the LCWIP to ensure that all relevant stakeholders are engaged.

The Leicester and Leicestershire Local Enterprise Partnership (LLEP) is supportive of the Council's desire to improve the county's walking and cycling infrastructure, in order to encourage more residents and visitors to Leicestershire to make journeys using these modes.

SECTION E: Declaration

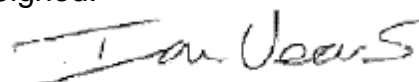
E1. Senior Responsible Owner Declaration

As Senior Responsible Owner, I hereby submit this Expression of Interest for LCWIP support on behalf of Leicestershire County Council and confirm that I have the necessary authority to do so.

Name: Ian Vears

Position: Head of Service, Highways & Transport Commissioning

Signed:



Submission of proposal:

Applications must be submitted by **4pm 30th June 2017**

Submissions should be sent electronically to walking.cycling@dft.gsi.gov.uk