

Short-term actions (2021 - 2026)			2023 Annual Review		
No.	Theme	Action	Description	Actions since Plan published (20.07.21)	Future Actions (April 2023 - March 2024)

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S01	Infrastructure	Update Leicestershire Highway Design Guide (LHDG) to reflect new government strategy and guidance	The current LHDG will be updated to reflect Government's Gear Change strategy and LTN 1/20 guidance, to ensure that all new infrastructure reflects the new quality standards	<ul style="list-style-type: none"> The current version of the LHDG contains minor amendments and updates A full refresh project is underway, which will be subject to consultation Cabinet approved early engagement (16.12.22) Overview and Scrutiny Committee (HTF) meeting, comments on developing policy, principles and approach to commuted sums/adoption (26.01.23) 	<ul style="list-style-type: none"> Continue to develop the refreshed LHDG including review against latest standards e.g. LTN 1/20 Stakeholder engagement e.g. Active Together and Public Health. Consultation/engagement on draft LHDG (Autumn/Winter 2023) <p>Note: Publication of LHDG planned for 2024.</p>
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	<ul style="list-style-type: none"> Initiated project to audit cycle facilities in LCWIP areas. Investigated process for gathering asset data 	<ul style="list-style-type: none"> Continue to gather data, with a view to adding to our existing database of cycling and walking evidence. Consider what datasets and systems may need to be updated in the future, in order to maintain up-to-date information e.g. LLITM, which helps predict future transport scenarios on our network to be refreshed in 2023/24
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	<ul style="list-style-type: none"> Officers undertook latest cycle design guidance (LTN 1/20) training Officers undertook Healthy Streets training 	<ul style="list-style-type: none"> Active Travel England (ATE) officer training, with sustrans Maximise opportunities for further training and development of officers Establish 'advanced design' function
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	<p>Started to develop four Local Cycling and Walking Infrastructure Plans (LCWIPs):</p> <p><u>Tranche 1</u></p> <ul style="list-style-type: none"> Loughborough Area South of Leicester Area <p><u>Tranche 2</u></p> <ul style="list-style-type: none"> Melton Mowbray Area North of Leicester Area 	<ul style="list-style-type: none"> Adopt at least two LCWIPs Start development of further LCWIP's
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 district councils	<ul style="list-style-type: none"> We introduced an LCWIP development pipeline Worked in partnership with district council's on their LCWIPs 	<ul style="list-style-type: none"> Continue LCWIP development programme Continue working in partnership with district council's on their LCWIPs
S06	Infrastructure	Commence delivery of LCWIP measures	Commence delivery of LCWIP measures in at least one LCWIP area	<ul style="list-style-type: none"> Currently developing four LCWIPs (see S04 above) These will set out future cycling and walking improvement schemes in Leicestershire 	<ul style="list-style-type: none"> Subject to funding, deliver measures in approved LCWIP areas
S07	Infrastructure	Provide input to third-party LCWIPs	Provide input into emerging third-party LCWIPs, e.g. those led by district councils	<ul style="list-style-type: none"> Engaged with district council's in the process of developing their own LCWIPs 	<ul style="list-style-type: none"> Continue to work with district council's developing their own LCWIP's Development of schemes to support growth in north-west Leicestershire.
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	<ul style="list-style-type: none"> Continued to maintain existing infrastructure and introduced new infrastructure across the county Tranche 1 and 2 LCWIP development (see S04 above), identifying future improvement schemes Wider package of schemes delivered, including Toucan and pedestrians crossings and signal junctions with pedestrian and cycle facilities (see table below) 	<ul style="list-style-type: none"> A range of capital works will be undertaken, including footway and carriageway patching and maintenance of public rights of way Subject to adoption of the LCWIPs and funding, we will maintain and upgrade existing infrastructure in LCWIP areas e.g. Melton Mowbray Distributor Road (MMDR) north and east sections start on site 2023/24 (complete late Summer 2025)
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	<ul style="list-style-type: none"> As part of the LCWIP development process, we designed 'concept' schemes, which included measures that were ready to be put forward for funding and/or sought contribution towards delivery 	<ul style="list-style-type: none"> Continue to develop concept designs from LCWIP programme and seek funding, including from Government Develop preliminary designs for some LCWIP schemes, in liaison with ATE
S10	Infrastructure	Consider potential initiatives to improve	Consider potential solutions to improve the environment for children and adults to cycle and walk, via initiatives such as	<ul style="list-style-type: none"> Park and Stride: We teamed up with schools, to enable children to walk actively and safely to school. The scheme 	<ul style="list-style-type: none"> All infrastructure delivered through the Capital Programme will consider cycling, walking and wheeling Undertake further School Streets trials

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		the cycling and walking environment	School Streets and Low-Traffic Neighbourhoods, and implement as appropriate in key locations with high levels of support	also reduces traffic congestion, boosts activity and reduces air pollution. • School Streets Began a programme of School Streets, which is an initiative to provide time limited congestion free zones within the vicinity of schools. Three schools took part in a four-week trial	• Evaluation of School Streets data and consultation feedback will be used to evaluate the success of the School Streets trials and inform further trials.
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.	• Continued development of four LCWIPs .	• Subject to funding, implement infrastructure on prioritised network e.g. the North and East Melton Mowbray Distributor Road scheme • Continue to maximise opportunities to secure funding to deliver cycling, walking and wheeling infrastructure
S12	Infrastructure	Prepare a revised Public Rights of Way Improvement Plan (PRoWIP)	A revised PRoWIP will be prepared to maintain and enhance the infrastructure supporting cycling and walking for leisure, as well as commuting journeys	• Initiated project to refresh the RoWIP for development in 2023/24	• Start refresh of the public RoWIP <i>Note: The timetable for completion of the RoWIP may be impacted by Parliamentary progress in relation to the Deregulation Act</i>
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	• Worked in collaboration with Active Travel England (ATE) to ensure that we were in the best position to secure future capital funding for delivery of active travel schemes by the Active Travel Fund (ATF)	• Continue to submit bids to Government to secure infrastructure funding. • Continue to develop bids to third parties, where appropriate • Seek third party contributions, where appropriate e.g. from developers • Complete all actions on agreed 2023 ATE Action Plan, in order to achieve Level 1 or above assessment score in ATE's annual Local Authority self-assessment process in summer 2023
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	• A grant was issued to Hudjo cycle parking for 24 cycle spaces within Loughborough Town Centre. • Continued to work with district councils and businesses to provide secure parking for bikes.	• Following adoption of LCWIPs, and subject to funding, deliver secure cycle parking schemes • Continue to seek to secure measures through the planning arena
S15	Encouraging & 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 (CHYM) brand	• The BetterPoints programme now has 4,915 registered users with a higher than average engagement rate: ○ In 2022-2023 these users recorded 930,000 active and sustainable journeys ○ Of these journeys 586,000 replaced single occupancy car journeys, saving 206 tonnes of Co2 • In March 2022 the Lets Go Workplace Challenge took place, with participants from 75 workplaces clocking up over 12,000 miles of green and healthy travel. The challenge involved anyone who travels to work to walk, run, wheel, ride or use public transport • 13 business grants were issued to businesses across Leicestershire, to encourage and enable active and sustainable travel. • 5 businesses achieved modeshift stars accreditation • 1,800,008 hits/visits to the CHYM website and social media accounts • 19,399 people attended our CHYM events	• Through the business engagement programme we will offer quarterly grant funding throughout the year. • Alongside this, initiatives will be delivered on an ad-hoc basis to referrals from Public Health's Healthy Workplace scheme. • A select group of businesses will receive targeted support with modeshift stars accreditation and guidance. A toolkit will be provided on request to any business wishing to support/enable active travel for employees. • CHYM is attending several events across the county, providing e-bike demos, Dr Bike clinics and PTP support • The BetterPoints programme has been procured for a further year in recognition of its continued success. This will enable us to be able to offer incentives and rewards for active and sustainable travel in Leicestershire. • Through our new Active Travel Forum, we will be promoting our CHYM programmes and engaging with communities
S16	Encouraging & Enabling	Prepare and implement a	Prepare a signage/wayfinding plan and begin to implement as part of LCWIP programme	• An interactive map of 1,800 miles of public footpaths was made available to the public, to encourage walking	• Progress active travel asset auditing • Following adoption of the LCWIPs, and subject to funding, start to prepare signage/wayfinding plan

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		signage/wayfinding plan		<ul style="list-style-type: none"> Began progressing elements of plan in LCWIP programme development areas 	
S17	Encouraging & Enabling	Engage communities in LCWIPs	Local communities will be engaged with LCWIPs and infrastructure improvements from an early stage	<ul style="list-style-type: none"> A range of interactive engagement took place with communities during the development of LCWIP's: <ul style="list-style-type: none"> First tranche LCWIPs <ul style="list-style-type: none"> Loughborough area - Jan/Feb 22 (20.01.22 to 20.02.22) South of Leicester Area (20.01.22 to 20.02.22) Second tranche LCWIPs <ul style="list-style-type: none"> Melton Mowbray area (19.10.22 to 16.11.22) North of Leicester area (19.10.22 to 16.11.22) Trialled a new online engagement platform called 'Social Pinpoint', which facilitates meaningful and accessible engagement. It makes it easier for people to provide input and feedback, regardless of their location or schedule and includes the ability to use live mapping and real-time data collection and analysis. 	<ul style="list-style-type: none"> Ongoing process of LCWIP development - aiming to adopt two LCWIP's a year Public engagement on final draft LCWIPs: Summer 2023 Working with Active Travel England to run engagement activities on LCWIP 'concept' schemes, engaging with communities and stakeholders to help inform delivery of future active travel schemes Through our new Active Travel Forum, we will be engaging with communities on LCWIPs developed and resulting improvement schemes
S18	Encouraging & 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	<p>CHYM continued to source external funding for training from partner agencies, ensuring that training was free of charge to course attendees.</p> <p>Secured £135,625 of funding to deliver Bikeability training to:</p> <ul style="list-style-type: none"> Level 1 / 2: 2,815 places Level 3: 150 places Family: 10 families Learn to ride: 50 places <p>Secured £3,500 funding to deliver adult cycle courses (ACC):</p> <ul style="list-style-type: none"> 2020-2021: 12 (then suspended due to lockdown) 2021-2022: 8 (reduced due to lockdown) 2022-2023: 28 (in this year we partnered with Cycling UK as part of their Big Bike Revival project. This resulted in us receiving external funding to deliver adult cycle training. This was delivered on our behalf by our training partner Minibikers and was free of charge to users – this is a delivery model we hope to repeat in future years) 	<p>Bikeability Look to secure further funding for Phase 1 and 2 of Bikeability in upcoming funding rounds, which will continue our good work with schools and communities to deliver training to school children to educate and help them travel actively in their early years.</p> <p>This will help to deliver the Government's Cycling and Walking Investment Strategy (CWIS) targets</p> <p>Adult Cycle Courses (ACC) We will continue to deliver Adult Cycle Courses. The course will be available to residents within Leicestershire for around £50. In addition, working with Cycling UK to maximise the training offer to residents of Leicestershire.</p>
S19	Encouraging & 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	<ul style="list-style-type: none"> 310 Leicestershire residents took part in the e-bike training programme and received a £300 voucher towards the purchase of an e-bike. 56% of participants redeemed their vouchers and the most recent survey shows that out of the 106 	<ul style="list-style-type: none"> We will continue to offer e-bike training sessions to residents across the county Funding opportunities will be explored for continuation of the £300 incentive.

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				responses 100% of participants have replaced a car journey once or more times a week.	
S20	Encouraging & 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	<ul style="list-style-type: none"> Submitted bids to Government and other bodies in order to maximise opportunities for active travel behavioural change Secured £168,500 towards LCWIP development Secured £192,000 towards Active Travel England (ATE) Action Plan to ensure the Authority is best placed to secure funding towards behavioural change programmes 	<ul style="list-style-type: none"> Complete ATE Action Plan to ensure that we maximise our ATE local authority self-assessment score to enable future bidding for revenue funding Continue to maximise opportunities by submitting bids to Government and other bodies
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 LTN 1/20 and the expectation that developments should contribute towards the delivery of LTN 1/20 compliant infrastructure wherever appropriate	<ul style="list-style-type: none"> We worked in partnership with Charnwood District Council on the development of their next Local Plan. In addition, developing the LCWIP for the Loughborough area to support Local Plan growth as part of our area transport strategy 	<ul style="list-style-type: none"> Continue to work with district council's on the development of their local plans. Early stages will include evidence development Where appropriate, continue to utilise developer S106 contributions to introduce cycling, walking and wheeling measures in support of Local Plans and delivery of LCWIPs
S22	New Developments	Ensure planning conditions and obligations are aligned to our Cycling and Walking Strategy (CaWS)	Work with district councils to ensure that planning conditions and planning obligations are aligned to achieving the delivery of our CAWS.	<ul style="list-style-type: none"> Continued to work with district council's to ensure alignment with our LHDG and CaWS Provided planning input to the LHDG refresh 	<ul style="list-style-type: none"> Continue to work with district council's Continue to provide planning input to the LHDG refresh The review of Standing Advice will commence after the publication of the refreshed LHDG
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	<ul style="list-style-type: none"> Worked on review of the Planning Obligations Policy 	<ul style="list-style-type: none"> Continue to input into the review of the Planning Obligations Policy update
S24	Monitoring & Evaluation	Establish the baseline for 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	<ul style="list-style-type: none"> To inform baseline data, we installed approximately 50 'all mode' camera counters in the first tranche LCWIP areas (south of Leicester and Loughborough), to begin collecting data around active travel movements 	<ul style="list-style-type: none"> Additional camera counters to be installed in further LCWIP areas, including: North of Leicester area, Melton Mowbray area, Market Harborough area and North West Leicestershire Begin review of 12-month data from cameras to inform setting baseline, from which to measure future progress against
S25	Monitoring & 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	<ul style="list-style-type: none"> Early engagement on potential future infrastructure undertaken for LCWIP areas 	<ul style="list-style-type: none"> Further public engagement on potential LCWIP areas and infrastructure Local engagement to be undertaken as part of our ATE Action Plan, to seek feedback from communities and stakeholders on potential cycling, walking and wheeling schemes to help inform their delivery
S26	Monitoring & 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	<ul style="list-style-type: none"> As part of the LCWIP evidence base we identified car trips that have the potential to transfer to active modes i.e. those highway trips travelling <10Km, along with the routes that they used. 	<ul style="list-style-type: none"> Data will continue to be collected from 'all mode' cameras (see S24 above), which will contribute to the development of the Pan Regional Transport Model (PRTM) Continue to monitor and evaluate schemes and feed appropriate data back into the PRTM
S27	Monitoring & 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	<ul style="list-style-type: none"> Audits are being considered as part of the development of the refreshed LHDG (see S01 above) 	<ul style="list-style-type: none"> Continue to input to the LHDG refresh, to ensure that all audits are referenced

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			developers undertake the same audits for developer-led schemes		
S28	Monitoring & 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	<ul style="list-style-type: none"> Processes were put in place during the early development of LCWIPs to collect baseline data (see S24 above). 	<ul style="list-style-type: none"> Tranche 1 and 2 LCWIPs (see S17 above) are expected to be adopted Autumn 2023. Once measures have been implemented, ongoing monitoring will take place to establish the effectiveness of measures. Any potential, proposed or emerging schemes will take account of collecting baseline data. Consider whether any additional surveys would be beneficial e.g. for corridors utilising alternative technology and methods.
S29	Monitoring & 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	<ul style="list-style-type: none"> Began collecting baseline data via 'all mode' counters (see S24 above) 	<ul style="list-style-type: none"> We will continue to review the targets in line with future government active travel targets and monitor our progress against these targets. Look to set data baseline in order to measure progress towards our Cycling and Walking Strategy targets.