

**Cycling, Walking and Wheeling Forum minutes**

**Date:**  Monday 3rd March 2025

**Time:** 18:00 – 19:00

**Location:** Hybrid – Council Chamber, County Hall, Glenfield/Online via Teams

**Chair:** Lee Quincey

1. **Welcome**

The Chair (Lee Quincey) welcomed all attendees, both in person and online, and provided an overview of recent developments across the County relating to cycling, walking, wheeling and public transport including:

* Funding updates
* Partnership working
* Schools engagement
  + Bikeability
  + Scootability
  + School grants
* District/community engagement
  + E-bike £300 voucher scheme

Following this update, the chair introduced the first presenter.

1. **Presentation 1: Local Transport Plan 4 & Multi Modal Area Investment Plan,**

**Janna Walker**

**Assistant Director, Leicestershire County Council**

Janna provided an overview of Local Transport Plan 4 (LTP4), outlining its structure, which includes a core document supported by a series of focused strategies. Janna then went on to explain that for the development of the Multi Modal Area Investment Plans (MMAIPS) the initial focus will be on South of Leicester, Market Harborough and Hinckley.

**Questions:**

**Question 1:** The volume forecast for traffic in Leicestershire and the LTP4 doesn't seem very ambitious to be able to mitigate some of that. Big issue with traffic is locally in and around villages getting from that side of the community to that side of the community, and that is potentially where the active travel really plays to the shops to the school, to the station or bus stop. It will be a massive help with traffic reduction, and that’s where we should start with local communities. How do we get people instead of thinking car first into the shops from 500 yards away, how do we get them walking or cycling?

***Answer:*** *We are trying to make a change in our language around mode shift. It is important that people do make sustainable travel choices, particularly for local journeys but there also needs to be consideration and an understanding into the reasons for the journey being made i.e. is the person dropping their children off to school and then doing the weekly shop? Is it just a straight commute to a place of work? Every journey is different, and the mode of transport should be appropriate for that journey. It is agreed that LTP4 perhaps does not go into that local journey detail and it is more of a high level document on our transport objectives and this is why it is being backed up with strategies like the MMAIP’s, which will delve more closely into the local areas and the journey requirements and enable that closer focus into what is achievable from a sustainable travel perspective. When we come round to doing the monitoring we will also have more of an idea about how we can reduce traffic and it is at a local level where we feel we can make the most traction.*

**Question 2:** The images and language are very urban and do not represent vulnerable road users in the interurban and rural areas. How will this process make all highway users feel involved, valued, and safe?

***Answer:*** *Thank you for the feedback and we take that on board. The process of interacting with our officers at an area level will hopefully make people feel more included.*

**Question 3:** Some of our local beauty spots in Leicestershire Bradgate Park, The Outwoods and Beacon Hill are not served by public transport. The car parks are getting bigger, and they take away from the things that people have gone to see. Any comments on that?

***Answer:*** *Previously with the last local transport plan, we wouldn’t have necessarily prioritised linking up those routes as that focused on journeys to work and access to essential services etc, however the new policy - Local Transport Plan 4 now gives us the chance to do that and we are looking at demand for travel to such beauty spots and how they be accessed by public transport.*

1. **Presentation 2: Rights of Way Improvement Plan,**

**Edwin McWilliam**

**Access Manager, Leicestershire County Council**

Edwin provided an overview of the public rights of way network and the current work that is underway to develop and refresh the Rights of Way Improvement Plan (ROWIP). Edwin advised of the opportunity for people to have their say on the draft ROWIP to help inform the final draft which will be consulted on during the summer. He encouraged attendees to share their views by participating in the survey and Social PinPoint mapping exercise on Leicestershire County Councils [***Have Your Say***](https://www.leicestershire.gov.uk/rights-of-way)page which will close on 16th March 2025.

**Questions:**

**Question 1:** I'd like to understand the relationship between Sustrans and yourself. In our neighbourhood, within a mile of our House, there Sustrans Route 6 and I can't find anyone who actually claims any ownership to it in terms of maintenance. Where does that fit into the transport policy and who actually maintains it because at the moment it's not in a fit state to commute on.

***Answer*:** *Sustrans is a national organisation that is promoting cycling, but also has its own recommended national cycle network. Sustrans tries to plan those routes around local highways that are maintained by local authorities. The other aspect to that is that Sustrans did recognise a couple of years ago that there were holes in their network, in terms of that being a comprehensive network that has ongoing maintenance and into the future and they have been undergoing a very big survey in relation to that, trying to make sure that all the routes that they promote are in fact part of the local highway network or directly owned by them.*

**Question 2:** You mentioned about the benefits of going out and walking more so during the pandemic. I think in relation to the first presenter, while thinking about multimodal transport and using the trains, that you can cycle part of the way to work or walk. Those options are often longer, more expensive, and less convenient than public transport. So how do we, from a behaviour change point of view, start to solve that conflict with people putting the health benefits into action when the way of doing that is less convenient for them on a day-to-day basis?

***Answer:*** *The biggest benefits will come from behaviour change over a lifetime in terms of younger people. But what we are talking about is everyone being part of that and everybody will make different choices, but we are looking at asking people to make one or two different choices per week. A small change where the convenience is not such a big change. We’re also targeting employers e.g. can your employer encourage and incentivise you? Can they have a bit more flexibility about what time you arrive at work?*

*It means that you can drop the children off and walk or cycle to work rather than having to fit all of those things in.*

1. **Presentation 3: Active Travel Revolution,**

**Bob Belm, Active Travel Forum**

Bob provided an overview of the Active Travel Revolution, explaining that it’s main objective is to reduce the number of car journeys taken for short trips to town. He discussed the approach of offering incentives and encouragement rather than enforcement to promote active travel. Bob then outlined the next steps for the initiative.

**Questions:**

**Question 1:** Does Market Harborough Active Travel Revolution or schools, or other organisations and groups provide education to parents about the use of electric scooters for children to travel to school?

***Answer:*** *We are not in an area that is being used as a trial for electric scooters at the current time, but as this mode of transport is reviewed and trialled more widely then education on their use will no doubt be something that is rolled out in the future.*

**Question 2:** The full detail of the question was not fully picked up and audible on the recording, but was primarily focussed on the need for multi modal transport and suitable interchange facilities and also greener/electrified transport.

***Answer:*** *As part of the Council’s countywide passenger transport network review we are looking in to the provision of multi modal hubs where people can suitably interchange from the car or bike onto public transport. As part of the review, the council is also introducing digital demand responsive transport services which can be booked via an app and provide much greater journey choice with access to wider destinations extra over what traditional bus services could provide. In terms of greener vehicles, the Council have been successful in its bid for Zero Emission Bus Regional Area funding and is in the process of rolling out electric buses in Loughborough and on a route between Leicester and Melton in partnership with operators, so an example of where we are actively driving forward the greener agenda for public transport.*

1. **End**

**Please note: The slides for all presentations made at the Forum are available on the Choose How You Move website** [**https://www.choosehowyoumove.co.uk/cww-forum/**](https://www.choosehowyoumove.co.uk/cww-forum/)