

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Agenda</b>
<b>Meeting Date:</b>	<b>21 April 2016</b>
<b>Author/Contact:</b>	<b>Noelle Gore / Sophie Morling</b>
<b>Venue:</b>	<b>SALC Offices – Claydon</b> <a href="http://www.salc.org.uk/uploads/salc-map.pdf">http://www.salc.org.uk/uploads/salc-map.pdf</a>

		<b>Paper Number</b>
1.	14.00 Welcome, apologies and housekeeping	
2.	Minutes of previous meeting	<b>LAF 16/05</b>
3.	Declaration of interest	
4.	14.15 Presentation on planning and green access: Peter White and Marie Smith from West Suffolk Council	
5.	15.00 Presentation on use of the Transport and Works Act for level crossing closures in Suffolk by Nick Eddy and colleagues from Network Rail	
6.	Network Rail Level Crossings (paper)	<b>LAF 16/06</b>
7.	Coastal Access Update (paper)	<b>LAF 16/07</b>
8.	National LAF Conference (paper)	<b>LAF 16/08</b>
9.	General paper: <ul style="list-style-type: none"> <li>• Sizewell C</li> <li>• Draft cycling and Walking Investment Strategy</li> <li>• Rights of Way Improvement Plan</li> </ul>	<b>LAF 16/09</b>  <b>LAF 16/09 APP 1, 2, 3</b>
10.	Public Question Time	
11.	Next meeting – 21 July 2016, Venue TBC	

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Minutes of meeting Bury St Edmunds Cricket Club Pavilion on 28 January 2016</b>
<b>Meeting Date:</b>	<b>21 April 2016</b>
<b>Author/Contact:</b>	<b>Sophie Morling</b>
<b>Venue:</b>	<b>Claydon (SALC Offices)</b>

### 1. **Welcome, apologies and housekeeping**

Present: Barry Hall (BH) (Chair), David Barker (Vice Chair) (DB), Annette Ellis (AE), Jane Hatton (JH), Gordon Merfield (GM), Monica Pipe (MP), Roland Wilson (RW), Anthony Wright (AWR), Cllr Jane Storey (JS).

SCC Officers Present: Sophie Morling (SM) (minutes), Andrew Woodin (AW), Claire Parker (CP)

Guest Speakers: None

Member of the Public: Gordon Crosby (GC)

Apologies: John Wayman (JW), Margaret Hancock (MH), Cllr Diana Kearsley (DK)

BH thanked everyone for their nominations and support with regards to making him the new chairman.

A moment of silence was observed to remember Mike Taylor, who passed away in November.

### 2. **Minutes of previous meeting (LAF15/22)**

The minutes of the meeting held on 22 October 2015 were reviewed and confirmed to be an accurate record.

### 3. **Declaration of interest – None**

### 4. **Network Rail Level Crossing (LAF16/01)**

AW went through the latest paper and Needham Market Gypsy Lane was discussed. GC gave an update with AW about the various consultations that have happened over the past 2 months.

Option E, which uses an existing culvert c.260m to the north west of the level crossing, is the option preferred by NR, and by far the cheapest, but it does not meet highway design standards. SLAF is still backing Option D, which is the new build culvert closest to the level crossing, and the most expensive option A discussion took place around both options.

MP asked if the culvert option was preferred by the local community because they saw it as the cheapest, and RW noted that the culvert option needs to be fit for purpose and how will any flood damage be made good and debris cleared.

AW explained the legal options to enable cycling on the public right of way for option E, including a cycle tracks conversion order and upgrading to a bridleway. If the latter then it is likely equestrians would not be able to use the route and very much hoped SLAF and JH would understand the reasons why. SLAF supported either legal option.

GC countenanced caution not to back NR into a corner whereby they might seek to close the crossing with no alternative.

**ACTION:** SLAF remain committed to option D, but if NR settles on option E then this needs to be not just fit for purpose but the route improved along the lines discussed, to mitigate the substandard culvert.

**Action:** BH and AW to discuss further outside of the meeting, whether to write to Network Rail or to wait for their response.

Great Barton bridleway was discussed and AWR informed AW that Network Rail has already sealed this entrance up, AW said this is too soon and the appropriate permissions have not been put in place as yet. **ACTION:** AW is going to look into this. AWR will find out when it was exactly shut.

NR's countywide programme was discussed. AWR asked how will SLAF comment on individual proposals. AW responded the options need to be firmed up, then SLAF can be involved in the same way they are now. RW remarked the Ramblers would object to any dead end paths being created and NR need to meet the future as well as present needs of the network. Nevertheless, viable diversion options and stepped footbridges in remote locations should still be considered.

**ACTION:** AW/BH to ask Network Rail to attend a future meeting this year.

## 5. Coastal Access Update (LAF16/02)

AW advised that Natural England are still walking the route and having various discussions with land managers, other relevant interests and local authority staff. The Area Rights of Way Manager.

RW advised that Suffolk Ramblers Association are working with Essex Ramblers Association looking at the Stour Valley route and will be submitting their recommendations shortly. Suffolk Ramblers are also looking at the Milbourn route.

## 6. General Paper (LAF16/03)

AW presented the paper.

BH and DB attended the recent regional meeting and thanked both Suffolk County Council and Councillors for being involved and supportive of this forum and hope this continues. BH advised that other regional forums do not have as much or any support from their local Council or Councillors.

AW spoke about byways. The recent weather has caused damage to a few of these and each Rights of Way area is sending in reports about the extent of damage in that area. This will inform officers of the cost of repair, the damage is repetitive AW SCC has options on how off road use is managed, including seasonal or year round closures to vehicles. Advisory Notices are going to be permanently placed on all vulnerable byways.

Sizewell C – there was nothing new to report from last meeting. **ACTION:** BH asked for AW to invite Sizewell C Representatives to a future meeting to give an update.

## **7. Access Development Projects**

CP presented the paper. On safer routes to school, JS asked if local councillors are involved, CP responded she believed they were via the transformation programme.

Regarding the walking festival, CP advised this will also include the launch of the county councils Year of Walking initiative. JW asked if dog friendly walks are highlighted and CP confirmed they were.

Under the walkers are welcome sub heading, JH said she was unaware Sudbury was a potential destination. She is the town centre development manager. This item generated much interest and RW noted the need for a well maintained local PRoW network.

**Action:** CP and JH will discuss outside of the meeting.

**Action:** CP to circulate the festival programme to members.

Under the Bwing Well in the Wild sub heading, again JH expressed an interest. **Action:** CP to ask Emma James to contact JH.

**Any other business** - None

**Public Question Time** - no other questions were raised.

## **Dates and Venues of Future Meetings**

21 April 2016 – The meeting will take place provisionally at the SALC offices in Claydon and start time will be 3pm.

END

<b>Suffolk Local Access Forum</b>
<b>Title: Network Rail – Public Rights of Way Level Crossings</b>
<b>Meeting: 21 April 2016</b>
<b>Author/Contact: Steve Kerr</b>
<b>Venue: SALC offices, Unit 11a Hill View Business Park, Old Ipswich Rd, Claydon IP6 0AJ</b>

## Introduction

This paper updates the forum on the main level crossings being addressed by Network Rail (NR) and Suffolk County Council (SCC).

## Needham Market Gipsy Lane and FP6



Further to the update provided at the Forum's January 2016 meeting, the main development has been NR advising that a three month gauging study of water flows within the culvert is required, in order to inform/validate the flood modelling statistics.

NR have advised that: "The hydraulic modelling so far demonstrates the culvert, with a raised floor, will flood even at the

minimum model frequency incidence of 1 in 2 years. The gauging study will be aiming to prove that for the following two options the culvert will not be flooded in a 1 in 2 year flood event:

- Option 1A: Raise footway 350mm, reducing headroom to 1.65m (centre of arch)
- Option 2A: Raise footway 150mm, reducing headroom to 1.85m (centre of arch). This option requires the removal of weir and work to increase channel width at Mr Fayers' bridge.

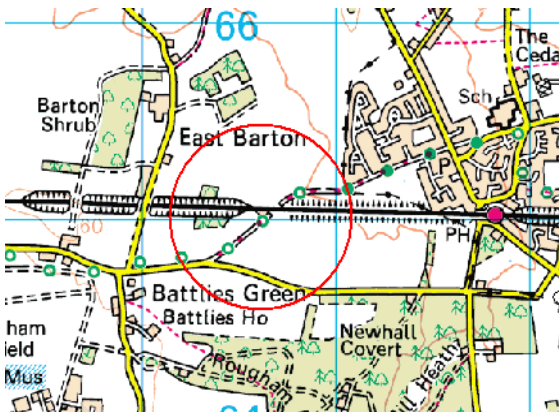
The model indicates that both options are achievable with required flood compensation". NR have asked the county council for its views on the above two scenarios and it is currently considering its response, although officers' initial reaction is that the two options are such a significant deviation from normal highway standards that they would be deemed unacceptable.

The study involves installing basic monitors to ascertain river flows under different rainfall conditions between March and May.

NR and its consultants will need to discuss the results of the gauging study with the county council and Gipsy Lane Design Panel. In the event the culvert option is taken forward for implementation, it is also possible planning consent will be required.

At its last meeting, the Forum were briefed on the county council's aspirations to improve off-road cycling connectivity between Needham Market and the Creting triangle, as mitigation for the sub-standard nature of the culvert. Initial discussions have taken place with NR regarding providing a 3 metre wide path on the Option E diversion alignment, as part of NR's current negotiations with landowners. This would then be upgraded, together with FP3 Creting St Mary and link to Jack's Green Road. The path would be surfaced (type to be agreed) and depending on costs, a new bridge over the River Gipping and a raised causeway/boardwalk across a stretch of boggy ground north of the river, constructed. An ecological assessment is being undertaken to determine any conservation/environmental constraints and a feasibility report has been commissioned from Suffolk Highways.

### Great Barton Bridleway 12



The bridleway creation agreement was signed by NR on 13 January 2016.

SCC is about to make and advertise the Rail Crossing Extinguishment Order (RCEO) for the short length of at-grade bridleway. Since the Forum's last meeting, NR inadvertently fenced off the bridleway to the public. The county council requested the path be re-opened, until such a time as the RCEO was confirmed and the 6 week High Court (HC) objection period expired. This prompted a letter from the Anglia Route Director to

SCC's Chief Executive, requesting a temporary closure be made on their behalf, based on safety grounds. The county council has granted the request and the path is now currently subject to a 6 month closure, until 23 September 2016.

### Cotton Footpaths 13 and 15

The Rail Crossing Extinguishment Orders, dated 14 March 2016, were advertised on 21 March. The objection period runs to the 18 April. If no objections are forthcoming, the council can confirm the orders in-house. The HC objection period will run from the date of confirmation, after which time NR will be in a position to fence off both crossings.



## Halesworth Station - Barrow crossing



In response to local concerns, NR held a public meeting on 17 February 2016 to explain why it was proposing to close a pedestrian level crossing at the southern end of the station platforms. This barrow crossing is used both by railway passengers as a convenient way to change platforms and by local residents, being the most direct route to access services located north and south of the railway corridor.

NR define a barrow crossing as a 'level crossing at the end of a station platform for use by (or under the supervision of) rail staff only'.

The county council has investigated this issue and established that in May 1957 the local authority at the time (East Suffolk County Council) promoted the diversion and extinguishment of all public rights over the Station Road level crossing at Halesworth Station, and substituted these with a new road bridge (Norwich Road - A144) and two connecting pedestrian routes linking this with Station Road and Bramblewood Way/Bungay Road. The order, made under the provisions of the Highways Act 1835, was confirmed by two Justices of the Peace on 27<sup>th</sup> May.

This effectively means that the Station Road level crossing has been permanently extinguished. It is not known how long the barrow crossing has been in operation but this crossing is not on the same alignment as the original Station Road level crossing, which was located further north and has been fenced off to the public since the stopping up order came into effect. Once a right of way is extinguished across the railway, it cannot be re-established by usage, unless one can produce sufficient user evidence pre the British Transport Commission Act 1949 or show documentary evidence of a public route pre-existing the railway's construction.

The two connecting paths referred to above require further remedial works to make them suitable for all pedestrian users and Network Rail are currently considering this, together with proposals put forward by Councillor Goldson about changing the timings of trains and improving signalling arrangements.

There is an ongoing campaign by local residents to resist the closure and articles appeared in the East Anglian Daily Times and the Beccles and Bungay Journal on 19 February 2016.

**General/Countywide**

The county council has recently received NR's 'Transport and Works Act Order (TWAO) – Anglia Route Grip 1 Review' for Suffolk and officers will be considering its response to that document. Although the report is not currently for public issue, further information will be provided to Forum members through today's presentation by NR.

END – SK/SCC April 2016



<b>Suffolk Local Access Forum</b>
<b>Title: The England Coast Path</b>
<b>Meeting Date: 21<sup>st</sup> April 2016</b>
<b>Author/Contact: Andrew Woodin</b>
<b>Venue: Suffolk Association of Local Councils Offices, Claydon</b>

### Background

The Government has put additional funding in place over the next 5 years, to make sure that the England Coast Path (ECP) is completed by 2020. Natural England (NE) has a duty to create a continuous walking trail around the entire coast of England, with wider access to beaches and open land as appropriate.

### Recent Developments

1. NE staff continue to work on two sections of Suffolk coast:

<b>Location</b>	<b>Current Activity*</b>	<b>Further Detail</b>	<b>Next Milestone</b>
<b>Essex</b> Harwich - Shotley Gate	Stage 2 & 3: Develop and Propose	Site visits and meetings with landowners to discuss alignment options.	Finalise and publish our proposals in spring 2017.
<b>Suffolk / Norfolk</b> Aldeburgh to Hopton-on-Sea	Stages 2 & 3: Develop and Propose	Meetings with stakeholders and landowners.	Walk the course visits Finalise and publish our proposals autumn 2017.

2. Andrew Woodin and Annette Robinson met with NE staff (Fiona Taylor and Kim Thirlby, lead advisors in the England Coast Path Delivery Team) on 5<sup>th</sup> February 2016. The main points covered included:
  - Budget, and the amount SCC will recharge for officer time. The rate agreed is lower than SCC would normally, but is considered defensible to ensure NE get the best advice SCC staff can offer to ensure the route NE propose will properly balance access and conservation interests,
  - The purchase of people counters was discussed which will demonstrate the success of the ECP. Andrew Woodin has pursued a request for NE to fund people counters on the ECP with Ralph Barnett, NE Team Leader for Statutory Access, and responsible for national trails. A response is awaited,

- Fiona Taylor noted it will probably be October before she can present anything meaningful to SLAF at a future meeting,
  - NE is in discussion with EDF regarding the route for the ECP through the Sizewell estate and are at this stage hopeful it will be next to the sea (although the Suffolk Coast Path as it is now will close for short durations during construction, with an alternative route provided),
  - Other areas where NE is spending more time assessing the route are at Brantham, where the situation is complex due to proposed development, the railway line and conservation interests, Benacre, where the availability of a suitable route near Potters Bridge is very limited, and Holbrook, where there is an area of parkland, and whether that meets the statutory definition of parkland and is thus excluded from coastal access.
3. Fiona Taylor has also found the time to kindly provide the following notes for the meeting:

- “I gave a presentation to Suffolk Ramblers which was well received. David and I are really pleased with the support they have given the scheme: I’ve had their interesting and helpful suggestions for the ECP alignment sent in a very user-friendly format which means I can use it on the actual site visits themselves. Thanks to Nigel Meadows for that (and Roley for his briefing of SRA – spot on).
- Progress report meeting with SCC
- A more detailed look at the stretch with Environment Agency
- More work with colleagues looking after EU sites to get a better understanding of each others’ issues
- We’ve received specialist Saltmarsh training – some new guidance is in place about this habitat. The key is still firstly how *suitable* an area is for access before we consider whether we need to place any restrictions (it’s not automatic)
- We’ve been dividing our stretch into mini-stretches and inviting landowners to walk the course with us to look at some options we are considering. We’ve met landowners and occupiers, land managers and Parish Councillors on the stretch between:
  - Dunwich (Beach Road car park) to Coastguards Cottages, Dunwich Heath
  - Dunwich (Beach Road car park) to Walberswick
  - North end Thorpeness Common to The Benthills, Thorpeness
  - Southwold Pier car park to Easton Broad outflow pipe (!)
- We’re now preparing the next wave of visits with the challenging aim of finishing walking the course by the end of this calendar year.”

### Promoting the England Coast Path

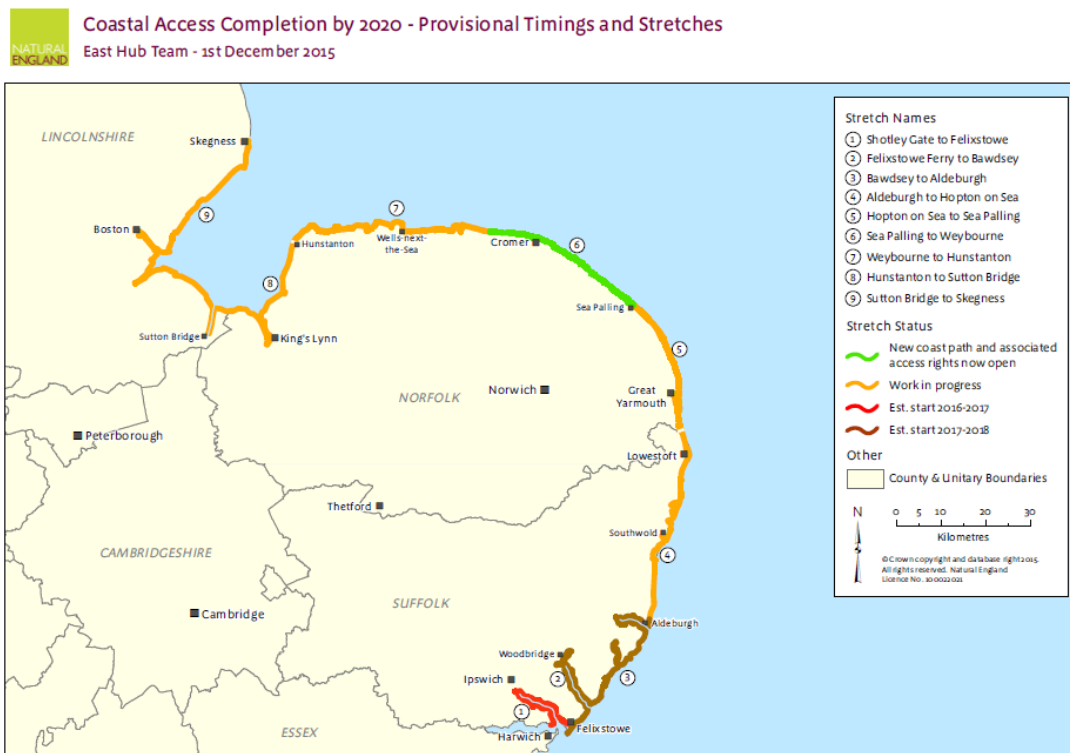
Norfolk, Suffolk and Essex County Councils are in discussions about how to promote the ECP once it is complete in this part of the country, and should it be seen as a local or regional asset. The consensus is the best return for the counties involved will be from promoting an East Anglian Coast Path, in the same way the South West

Coast Path is promoted (where a study demonstrated that expenditure by South West Coast Path users increased from £86.7m to £468m over the years 2010 to 2014).

One point of discussion is which counties an East Anglian Coast Path would include, and how the public might perceive this. **SLAF members are asked to bring their thoughts to the meeting.**

Norfolk County Council are arranging a workshop to discuss this in more detail, and will invite LAF representatives. The workshop will be in June **and SLAF is asked which members it would like to send.** The coastal access sub group comprises the chairman, Annette Ellis and Roley Wilson.

### Coastal Access Map – East Coast



Further information here: <https://www.gov.uk/government/publications/england-coast-path-in-the-east-of-england>

Cont.

## Coastal Access Map – The Stour



### Miscellaneous

The Scheme (methodology) for establishing coastal access can be found here:

<http://publications.naturalengland.org.uk/publication/5327964912746496?category=50007>

END  
AW/SCC April 2016

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>National Local Access Conference – Leeds – 1st March 2016</b>
<b>Meeting Date:</b>	<b>21 April 2016</b>
<b>Author/Contact:</b>	<b>Barry Hall</b>
<b>Venue:</b>	<b>SALC Offices – Claydon</b>

The conference was introduced by Liz Newton from Natural England, the theme of the day being “Access for All” with the aim of sharing good practice amongst the LAFs. There were four presentations and two workshop sessions.

Bryony Thorpe a Policy Advisor with Defra then provided an update on reforms, focusing on RoW policy. This included the Deregulation Act 2015 with the legislation and guidance to commence this spring. The changes had been agreed by a stakeholder working group.

There would be changes to the DMMO process with replacement schedules for 13 and 14a which would avoid duplication of documentation and allow transfer of it to another person. HA's would have to respond within three months with a preliminary assessment with a right for landowner to go to Magistrates Court if not decided within 12 months. Orders no longer to be published in local newspapers as long as on LA website. Secretary of States powers to be changed as orders can be confirmed by LA. There would be a simplified procedure for RoW needing to be modified for administrative errors. After 2026 HA's won't be able to make orders to downgrade RoW's from pre '49 status. Where RoW extinguished becomes a private right for the landowner.

A presentation was given by the Disabled Ramblers organisation who help the less mobile to enjoy access to the countryside. This includes campaigning for the removal or removal of stiles, steps etc. but often the replacement structures were no better. Disabled people were ordinary people who were less mobile but still wanted to get out in the countryside, not just along tarmacked paths. It was about retaining independence and enjoying a challenge. Disabled Ramblers arrange events around UK, some for manual wheelchair users, others more challenging using off-road mobility scooters. Users have to overcome kissing gates, stiles, motor bike restrictors etc. Working with manufacturers on RADAR accessible mobility gates .

The third presentation was a bit of a mouthful but was about providing routes for all users in a urban/semi-rural setting. One was around Telford where there were 50 outstanding

DMMO applications (mainly for upgrading) many of which were on LA land and were not contentious, so could be dealt with quickly. Meanwhile the LAF and a senior counsellor took a paper to cabinet to create or dedicate connected routes. The second speaker was involved in the Ulmes Bridleway Project which had obtained funding from the "Paths for Communities" fund in an area where there were 300 horses, livery yards and a riding school but no bridleways. They worked with the HA to promote a route for all users, using grant aid, its own fund-raising, Sect 106 monies and "Access for All".

The final presentation posed the question "What value rights of way". If we didn't have them and wanted them how much would it cost to set up a national network? Occupants of new housing areas will want to access the surrounding countryside whether walkers, cyclists or disabled, especially if awareness was raised of what was available on their doorstep. Use of RoW networks could be encouraged through projects such as Sporting Futures, Greenline Miles, Active Travel, Charity events, DfT Cycling and Walking Investment Strategy. Also sell the health benefits of what a RoW network could offer.

Workshops had to be chosen in advance and were given mainly by LAF members. With a choice of eight on offer and only two choices hopefully NE will make notes from all of them available.

Durham LAF presented a workshop on Access Priorities looking at a strategic approach to managing local paths in County Durham and prioritising investment in its 2200 miles of RoW's. This mechanism began in 2007 with a study of local path networks around major population centres which included a condition survey and sought the views of those who used them and those who managed them in order to produce a prioritised schedule of improvements. An evidence base was produced in order to lever in additional funding for when new developments were proposed and land-use policies drawn up.

The second workshop attended was run by a member of Hertfordshire LAF on the theme of Recording White Roads who described himself as an "activist". I wasn't the only one who found the different terms difficult to pull together. He was raising awareness of changes in legislation to routes shown on OS maps as white adopted highways even if tarmac, two track stone or green lanes, others aren't as not maintained. 1991 New Roads and Street Act requires HA's to produce a register of every street they are aware of which is a highway including unadopted white roads not accepted for maintenance. It appears that there is confusion over the different ways routes are recorded, Definitive Map, List of Streets, Street Register and Local Street Gazetteer (Sect 4(3) 2007 regs. BS7666) which apparently has to be in place by the end of April which includes use of Highway Dedication Codes for both unadopted 'white roads' so the OS could include them on their Geoplace

mapping. HA had to publish Register on web page and this will become the base map for when the Deregulation Act comes into effect. Suggested that Green lanes should be registered rather than wait for a DMMO. The speaker suggested that there was a need for guidance to be published by Dft rather than Defra as they are working with Ordnance Survey on an integrated transport map.

It was worthwhile going up to Leeds for the conference as it provided a platform for LAF's to share what they were involved with and it was interesting that although it was the northern conference (the southern being in Bristol), several LAF's from the Eastern Region were there including the Broads LAF who are interested in having a joint meeting with Suffolk LAF members as part of their area is in Suffolk.



Department  
for Transport

# Cycling and Walking Investment Strategy



March 2016



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# Foreword



We made great progress on cycling in the last Government, and spend on cycling was more than doubled between 2010 and 2015 from £2 per person to £6 per person in England in 2015-16. We want to build on these achievements and that's why we have committed over £300 million to support cycling and walking over this Parliament. We will invest £50 million to provide a further 1.3 million children with cycling proficiency training through the Bikeability scheme, £100 million for Highways England to make improvements to 200 sections of the road network in England for cyclists and £101 million to deliver the Cycle City Ambition scheme in full. If we can increase levels of walking and cycling, the benefits are substantial. For people, it means cheaper travel and better health. For businesses, it means increased productivity and increased footfall in shops. And for society as a whole it means lower congestion, better air quality, and vibrant, attractive places and communities.

Those benefits explain the Government's ambition for walking and cycling in England. We will double cycling activity by 2025, and reduce each year the rate of cyclists killed or seriously injured on English roads. We will reverse the decline in walking that we have seen over the last few years. For that to happen, cycling and walking should become the natural choice for shorter journeys or as part of a longer journey. Cycling and walking should become safer, and, importantly, be perceived to be safe. In short, walking and cycling should be easy, normal and enjoyable.

We cannot achieve these changes alone. Our ambition will be delivered only if we work with local government, businesses, charities, and the public - the same approach taken in other nations, such as the Netherlands. We want to support local delivery partners to do what they do best, identify and deliver individual and tailored interventions fit for their own local areas; with the Government taking a lead on issues which require a national approach, such as setting the framework and sharing knowledge and good practice.

So this Strategy has not been developed in isolation. We are grateful to all the organisations in the cycling and walking sector who have given their time to support and develop our plans.

This Strategy has been designed to help us achieve a long-term goal. Reaching that goal will require persistence, patience and resolution. But by working together we can transform our country's attitude to walking and cycling, positioning England as a global-leader and inspiration around the world. This Strategy - the first ever Cycling and Walking Investment Strategy - marks the beginning of this transformation.

**Rt Hon Patrick McLoughlin MP**  
**Secretary of State for Transport**

**Robert Goodwill MP**  
**Minister of State with responsibility for cycling and walking**

# Executive summary

- 1 Creating a walking and cycling nation is a long-term process and the first step in that process is this Strategy. Our long term goal up to 2040 is that walking and cycling should be a normal part of everyday life, and the natural choice for shorter journeys such as the commute to school, college, work or leisure trips. We want to create a nation where cycling and walking are the norm for all people whatever their background or characteristics. To make our goal a reality, we want everyone in the country to have access to safe, attractive routes for cycling and walking and we are calling that goal our cycling and walking ambition. Our ambition for England is:  
*"We want to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey"*
- 2 This ambition sets out our desire to see transformative change over the coming years. Change that will require us all to share a responsibility to make it happen. Realising this ambition will not only take sustained investment in cycling and walking infrastructure but also long-term transport planning and a change in attitudes amongst central Government, local bodies, businesses, communities and individuals. Cycling and walking must be seen as transport modes in their own right and an integral part of the transport network.
- 3 This Strategy is the first step to that long-term transformative change process. It sets out our objectives that we are working towards to meet our ambition, the financial resources available to meet our objectives, our strategy for delivering our objectives and the governance arrangements that will review this delivery. The objectives and target we have set to measure progress towards our 2040 ambition are to:
  - Double cycling, where cycling activity is measured as the estimated total number of bicycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
  - Reverse the decline in walking activity, measured as the total number of walking stages per person per year;
  - Reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled, each year;
  - Increase the percentage of children aged 5 to 10 that usually walk to school.
- 4 During the development of the next Strategy we will review whether quantified targets for walking for 2025 are appropriate.
- 5 The delivery of these objectives will be achieved by the financial resources available for cycling and walking up to 2020-21, in line with the Spending Review 2015 (SR15) settlement period. These include, as a minimum, specific DfT cycling and walking programmes, DfT local transport programmes, Government programmes supporting cycling and walking, local body programmes and initiatives led by business and the third sector. In addition to funding, the objectives will also be achieved through a

number of specific activities divided into three themes:

- Better Safety
- Better Mobility, and
- Better Streets.

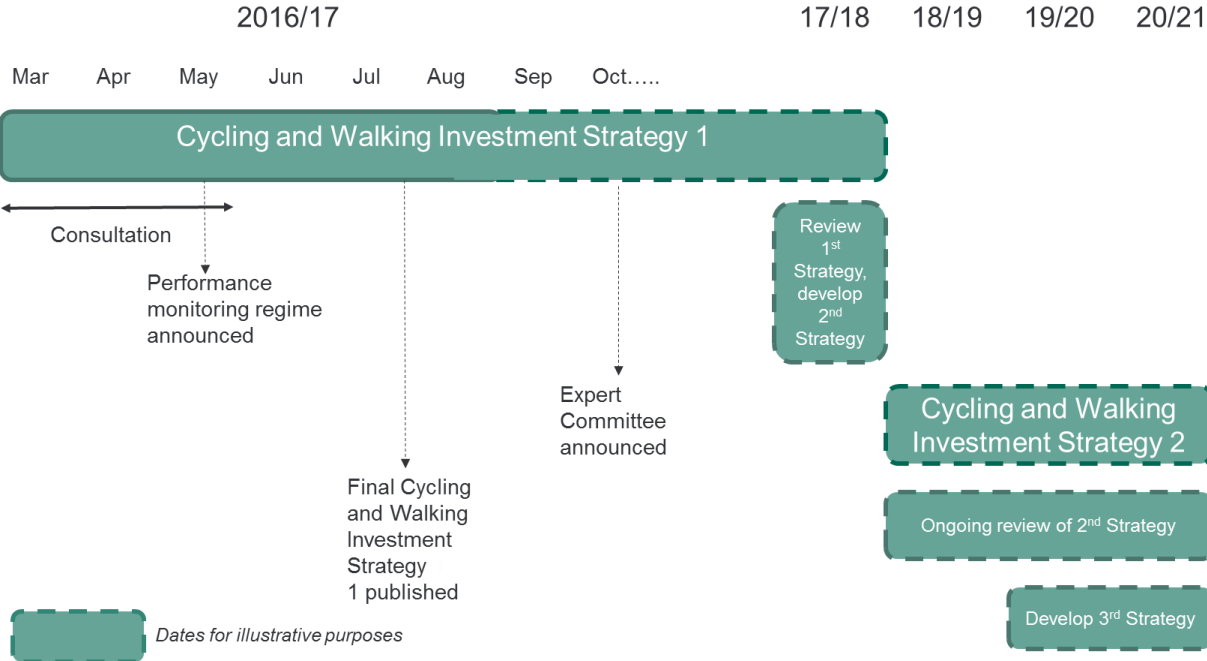
# 1. Introduction

- 1.1 In December 2015 the Government set out the timescales and approach to developing the first Cycling and Walking Investment Strategy in the document '*Setting the First Cycling and Walking Investment Strategy*'<sup>1</sup>. This document now delivers that first Strategy.
- 1.2 In this Strategy we set out the Government's ambition for creating a walking and cycling nation, the targets and objectives we are working towards, the financial resources available to meet our objectives, our strategy for delivering our objectives, and the governance arrangements that will review this delivery.
- 1.3 This is the first step in a longer term process for meeting our ambition (Figure 1). We will review this first Cycling and Walking Investment Strategy during 2017, monitoring the progress that has been made on the actions set out in section 8. We will work with our new Expert Committee (see section 6) to decide when it would be appropriate to begin to develop the second Cycling and Walking Investment Strategy. This second Strategy will incorporate our learning from the first Strategy period, including the knowledge gained from our partners.
- 1.4 Central to our approach is working in partnership with local bodies, business and commerce, the third sector, individuals and the wider public and private sector. It is only by working together that we can support individuals in the travel choices they make whether that is cycling to work or walking to school. It is the only way we can achieve a long term transformative change.
- 1.5 We are undertaking a public consultation between Sunday 27th March 2016 and Monday 23rd May 2016 seeking views on our Strategy for delivering progress towards our objectives. Section 8 contains further information on how to respond to the consultation.

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<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/487846/cycling-and-walking-investment-strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/487846/cycling-and-walking-investment-strategy.pdf)

**Figure 1 Milestones moving forwards**





## 2. The Government's ambition for cycling and walking in England

- 2.1 By 2040, walking and cycling should be a normal part of everyday life, and the natural choice for shorter journeys such as going to school, college or work, travelling to the station, and for simple enjoyment. We want everyone in the country to have access to safe, attractive routes for cycling and walking.
- 2.2 We have called that goal our cycling and walking ambition. It's an ambition for every community, village, town and city in England, because places where cycling and walking are normal, everyday activities are attractive and vibrant.

### **Our ambition for England**

We want to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey

- 2.3 We want to see a transformative change through our ambition: change which will tackle congestion and support the delivery of our long term economic plan; change which will extend opportunity to all through improved physical and mental health, and change which will support local economies. Delivery of our ambition will see employers benefit from a healthier workforce, and healthy high streets supporting local employment. At the same time creating opportunities for all by delivering streets which are accessible for people with reduced mobility or visual impairments.
- 2.4 Walking and cycling for just 10 minutes can contribute towards the recommended 150 minutes of moderate intensity physical activity for adults per week as recommend by the four Chief Medical officers<sup>2</sup>. This is in addition to numerous positive health outcomes in terms of reducing the risk of conditions including cardiovascular disease, stroke, type 2 diabetes, and a variety of cancers, as well as in terms of mental health, stress, injury risk, health-related quality of life, all-cause mortality and productivity and reduced absenteeism at work<sup>3</sup>.
- 2.5 We cannot afford not to grasp the opportunities available. Realising our ambition will take sustained investment in cycling and walking infrastructure. It will take long-term transport planning and it will take a change in attitudes – amongst central Government, local bodies, businesses, communities and individuals. Walking and cycling must be seen as transport modes in their own right and an integral part of the transport network, rather than niche interests or town-planning afterthoughts. We must build a local commitment together to support this national Strategy.
- 2.6 If we get it right, we will create places where people want to live, work and shop (see Figure 2). We will have reversed the long-term decline in walking, increased the number of cycling trips, reduced the likelihood of cyclists being killed or seriously

<sup>2</sup> Start active, stay active (2011) A report on physical activity for health from the four home countries' Chief Medical Officers. London: DH.

<sup>3</sup> Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling (2014), London, DfT

injured, and encouraged more children to walk to school. We will have streets that are safer for walking and cycling, and a healthier nation. We will be a nation where cycling and walking are the norm for all people whatever their background or personal characteristics.

2.7 This ambition will require patience, persistence and courage. It must involve us all, engage us all, and we must recognise that we all share a responsibility to make it happen.

## By 2040 our ambition is to deliver:

### **BETTER SAFETY**

**“A safe and reliable way to travel for short journeys”**

- streets where cyclists and walkers feel they belong, and are safe
- reduced community severance
- safer traffic speeds, with 20 mph limits where appropriate
- cycle training opportunities for all children

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### **BETTER MOBILITY**

**“More people cycling and walking - easy, normal and enjoyable”**

- cycling facilities that are recognised by business as in the top ten globally
- urban areas that are considered as amongst the most walkable globally
- dense networks of routes around public transport hubs and town centres, with safe paths along busy roads
- better links to schools and workplaces
- technological innovations which promote walking and cycling
- behaviour change interventions

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### **BETTER STREETS**

**“Civilised places where people come first”**

- places designed for people, with walking and cycling put first
  - improved public realm
  - planning for walking and cycling
  - community based activities
  - A wider green network of walkways, cycleways and open spaces that lets people actively incorporate nature into their daily lives
-

### **Case study: Next**

Fashion retailer Next is committed to promoting sustainable travel options for its staff. Last year it began working with organisations including Living Streets, the UK charity for everyday walking, to run a range of promotional activities encouraging staff to walk and cycle.

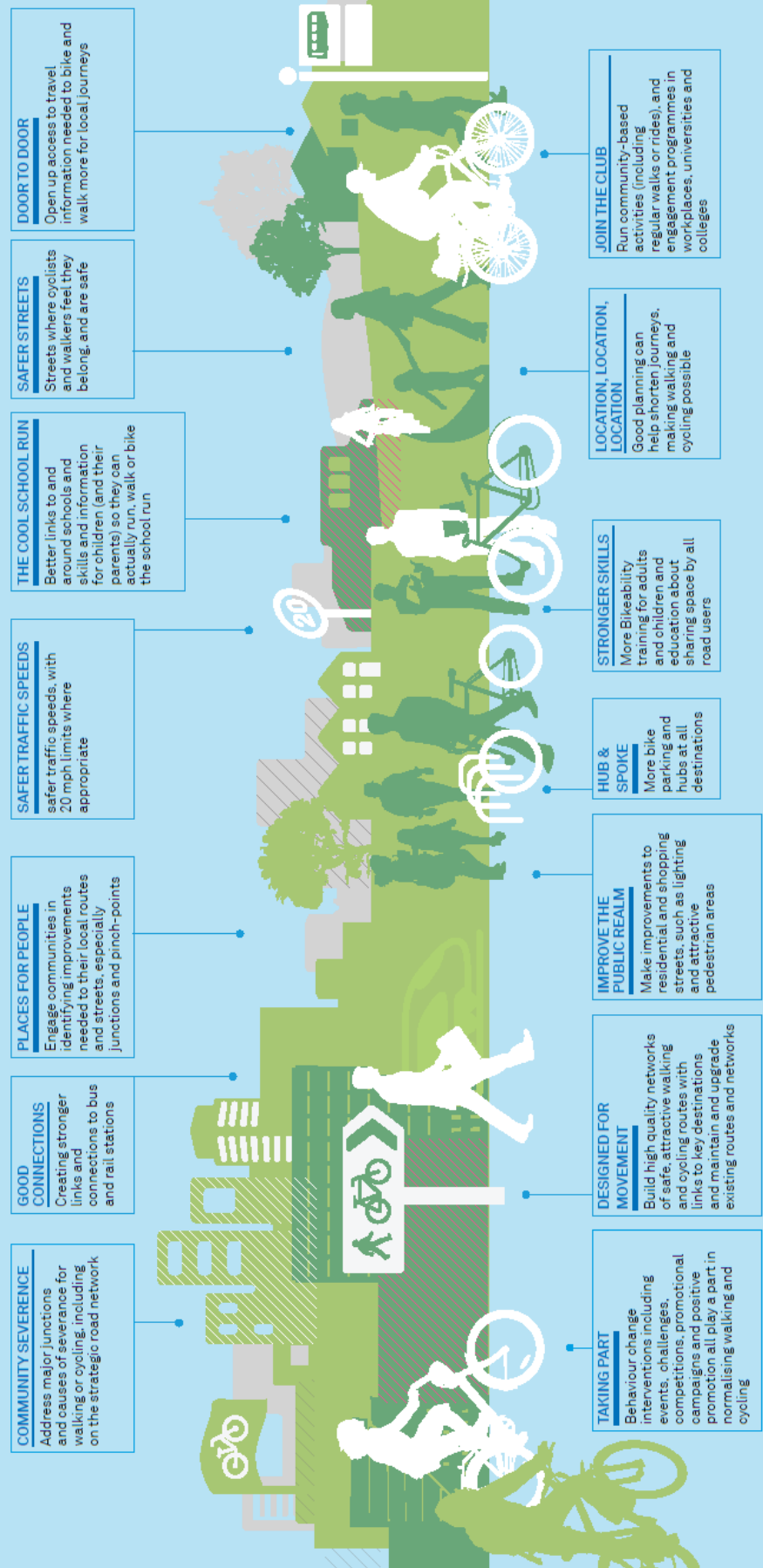
Throughout the year Next ran activities with staff at their Head Office and Gedding Road sites, including a travel clinic where Living Streets advised staff how they can build more walking into their day and collected pledges from staff who promised to walk a certain distance each day. They also began offering staff a daily £1 travel voucher which they can redeem in Next staff shops.

Over the last 12 months, Next has seen an increase in people walking and cycling, and now have 28% of the 4,200 staff at their Head Office and Gedding Road sites travelling sustainably on a daily basis. This year Next will be promoting activities to staff in their stores and warehouses - around 58,000 people across the UK.

Figure 2 Breaking down the barriers

## Breaking down the barriers

There are a range of interventions and capital and revenue investment which can address both the practical and perception-based barriers to walking and cycling.



## 3. A changing institutional landscape

- 3.1 Since the publication of the draft Cycling Delivery Plan in October 2014 the Government has transformed the delivery landscape across England through a process of devolution which has seen powers pass from Whitehall to local areas across the country. We are giving places more control over transport, housing, skills and healthcare with elected mayors, whilst local government will be allowed to keep the rates they collect from business to spend on local priorities. At this time of increased devolution to local people we believe that this Strategy will give cities, towns and villages support to our national ambition for walking and cycling at a local level.
- 3.2 In this new post-devolution landscape local bodies will be enabled and supported by Government to deliver transformative change in their local areas and communities to make walking and cycling the natural choice.
- 3.3 In section 2 we have outlined our ambition for walking and cycling, and in the following section we set challenging objectives by which our success will be measured. Over the rest of this Strategy we outline how we will work with local bodies and business to develop expertise and support, the tools and policies we will deliver to facilitate them in increasing walking and cycling in local communities, and how this work will enable progress towards our national objectives and targets.

## 4. Our specific objectives and target for walking and cycling

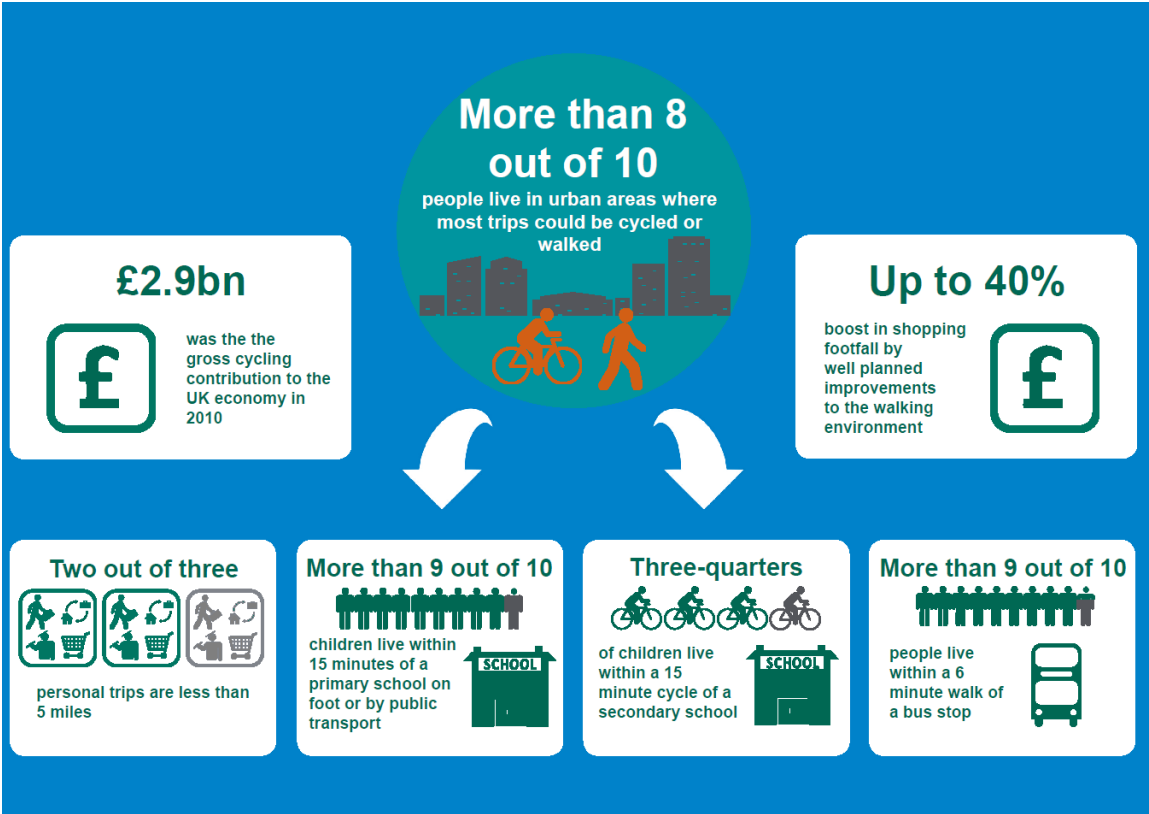
- 4.1 In order to deliver our national ambition for 2040 we have set a number of objectives to measure progress, which will be delivered through the financial resources set out in section 5. By 2020 we will:
- Increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made each year;
  - Reverse the decline in walking activity, measured as the total number of walking stages per person per year;
  - Reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled, each year;
  - Increase the percentage of children aged 5 to 10 that usually walk to school.
- 4.2 Further to this, we have set a target for 2025 to:
- Double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025<sup>4</sup>.
- 4.3 During the development of the next Strategy we will review whether quantified targets for walking for 2025 are appropriate.
- 4.4 Underpinning the objectives set out above will be a range of performance metrics to help understand our progress towards our objectives. These will be made available in summer 2016. Additionally, the governance arrangements we will put in place will ensure that both outputs and outcomes are monitored and reported.
- 4.5 The charts in Annex A show recent data<sup>5</sup> for cycling activity (Figure A1) , walking activity (Figure A2), rate of cyclists killed or seriously injured per billion miles cycled (Figure A3) and the percentage of children aged 5-10 that usually walk to school (Figure A4).
- 4.6 As Figure 3 shows, there is significant potential for change in our travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to walk or cycle for most people. For school children, the opportunities are even greater. Three quarters of children live within a 15 minute cycle ride of a secondary school, while over 90% live within a 15 minute walk or bus journey from a primary school.

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<sup>4</sup> Cycling activity for the purpose of this document is measured as cycle stages as in the National Travel Survey. The basic unit of travel in the National Travel Survey is a trip, which consists of one or more stages. A new stage is defined when there is a change in the form of transport. Counting cycle stages rather than trips allows us to include journeys that involve a cycle but where this is not the main form of transport (for example, cycling to a railway station to catch the train to work).

<sup>5</sup> Data from the National Travel Survey 2014, England only

Figure 3 The opportunities from cycling and walking<sup>6</sup>



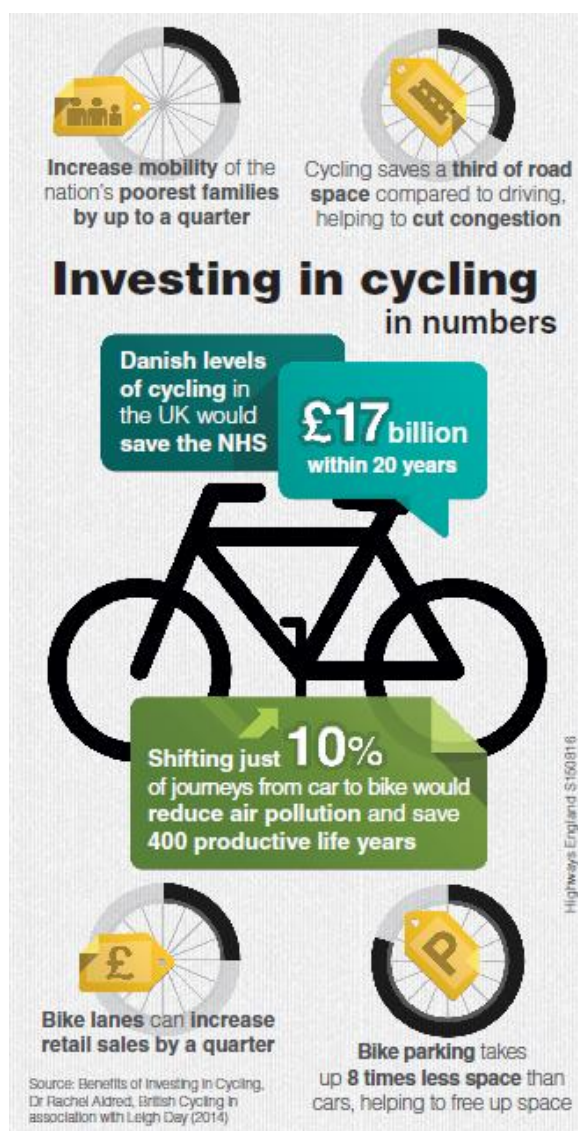
<sup>6</sup> DfT (2015) *Investing in Cycling and Walking: The economic case for action*; *National Travel Survey 2014*; Living Streets (2013) *The Pedestrian Pound*

## 5. Financial resources

### Introduction

- 5.1 The case for investing in walking and cycling is well established, and some of the benefits are set out in Figure 4.

Figure 4 Investing in cycling<sup>7</sup>



- 5.2 In this section we set out the financial resources for cycling and walking up to 2020-21, in line with the Spending Review 2015 (SR15) settlement period. The aim of this is to assist forward planning by Government and a range of delivery bodies, both

<sup>7</sup> Aldred, R (2014) *The benefits of investing in cycling*



local and national, and reduce the potentially negative impact of the stop-start funding previously seen in this sector.

- 5.3 The five main sources of funding for cycling and walking are outlined in turn:
  - a. DfT cycling and walking specific programmes
  - b. DfT local transport programmes
  - c. Other central Government programmes supporting cycling and walking
  - d. Local body programmes
  - e. Initiatives led by business and the third sector.
- 5.4 Each and every one of these will play a significant part in realising the objectives for 2020 set out in section 4.
- 5.5 The main sources of unallocated funding currently available are the Access revenue fund and the Local Growth Fund, on which announcements will be made during 2016.

### DfT cycling and walking programmes

- 5.6 The Department for Transport runs a number of programmes dedicated to cycling and walking, in addition to the larger Government local transport programmes that support walking and cycling.

**Table 1 Department for Transport Cycling and Walking programmes**

<b>Programme</b>	<b>£m, 2016-17 to 2020-21</b>
Bikeability	50
Cycle Ambition Cities	101
Highways England	85
Access fund	80

### Cycle Ambition Cities

#### £191 million from 2013-14 to 2017-18

- 5.7 The Cycle Ambition Cities programme was announced by the Prime Minister in 2013 with spend of £10 per person to build cycle networks in Birmingham, Bristol, Cambridge, Leeds, Manchester, Newcastle, Norwich and Oxford. It was a competitive fund open to the 28 cities in England with City Deal status. The eight participating cities have outlined their long-term visions and infrastructure programmes to bring about a step change in provision for cycling, with Government funding of £191 million for the five years to 2018.
- 5.8 The key features the cities are delivering include:
  - New networks of quiet routes, including Dutch-style segregated cycleways
  - Improved facilities, including better lighting and new cycle parking
  - Improved cycle links to key services, such as employment and education, as well as better cross-modal connectivity, for example to rail stations.

## Bikeability

### £50 million from 2016-17 to 2019-20

5.9 Bikeability<sup>8</sup> is the Government's long-standing programme of cycle-training for school-children, with over 1.7 million children trained since 2010. It is available to every local body in England (London has separate funding arrangements for Bikeability). Funding of £12 million a year has been confirmed for the next four years, providing a range of cycling activities to schools:

- Level 1 – off-road training, providing the skills to cycle with excellent control;
- Level 2 – preparing for on-road cycling through tuition on single lane roads and junctions;
- Level 3 – training for busier and more challenging journeys
- Bikeability Plus- a further suite of 11 cycle training modules focussed on increasing levels of cycling and cycle safety.

### Case study: Cycle Southend Bikeability

From 2011 to 2015 Cycle Southend have seen an increase of 31% in the number of children who received DfT funded Bikeability training. The Council are now aiming to increase this further through the Department for Transport's continued financial support for Bikeability.

In 2014-15 more than 3,700 pupils have received Bikeability training at levels 1-3. The Council are actively delivering Bikeability in 27 of the 28 junior, infant and primary schools in the borough, and in private schools.

The Council have piloted seven Bikeability Plus modules, resulting in a doubling of the number of children cycling to school at least once a week.

### Trainees taking part in Bikeability Level 2 and Bikeability Balance training



(Images courtesy of Southend-on-Sea Borough Council)

<sup>8</sup> <https://bikeability.org.uk/>

## Highways England designated fund for cycling, safety and integration

### £100 million from 2015-16 to 2020-21 for cycling

- 5.10 Highways England is the Government-owned company responsible for the strategic road network in England. The Road Investment Strategy (RIS)<sup>9</sup> includes a performance specification that sets out the Government's expectations for Highways England and the strategic road network and under this it is obliged to promote the interests of cyclists and pedestrians. To this end, it has published a Cycling Strategy supporting its aim to invest £100 million between 2015-16 and 2020-21 on cycling from a £250 million fund ring-fenced for cycling, safety and integration. This will support the cycle-proofing of the existing strategic road network with improved facilities for cycling and reduced severance. The new strategic roads programme will see further funding for cycling as facilities for cycling are included within the costs of the schemes. The programme will also deliver more comprehensive improvements that work more effectively with local roads and routes for cyclists.

#### Case study: Lowestoft

In Lowestoft, Suffolk, work will begin in early 2016 and be delivered by the end of April 2016 to improve existing cycling facilities and, where possible, provide continuous cycle provision along the A12. Totalling £1.6 million, the scheme will see a number of improvements, including: construction of new shared use footway/cycleways, widening of existing segregated footways and cycleways, new or upgraded Toucan and Puffin crossings and improved cycling and walking links along the A12.

## Access fund

### £80 million revenue from 2016-17 to 2020-21

- 5.11 The Government's new Access fund is intended to build on the legacy of the Local Sustainable Transport Fund (LSTF). As is the case with the existing LSTF, revenue funding is provided directly to the Department for Transport for projects that support the Government's cycling and walking objectives, whilst the capital element (which include £500 million capital from the Access Fund) was allocated to LEPs through the Local Growth Fund.
- 5.12 The revenue funding will be allocated by competition, with a transitional year in 2016-17<sup>10</sup>. Further information on the funding for 2017-18 and beyond will be available by summer 2016.
- 5.13 The Government is also funding a Sustainable Transport Delivery Excellence programme to provide capacity support to LEPs and delivery partners. This includes pipeline development, making the economic case, supply chain management and monitoring and evaluation programmes. In its first year 28 out of 38 LEPs were supported; in the second year (2016-17) support is being widened to include advice on making the case for health, planning for housing development, and helping to develop plans to deliver against this Investment Strategy.

<sup>9</sup> <https://www.gov.uk/government/collections/road-investment-strategy>

<sup>10</sup> <https://www.gov.uk/government/publications/sustainable-travel-transition-year-revenue-competition-2016-to-2017>

### **Case study: Coast to Capital**

Coast to Capital committed to supporting an £8 million investment in Brighton's Valley Gardens project as one of the major schemes in the LEP area. The scheme will see the transformation of a central area of open spaces and roads to create an attractive, flexible and safe space that includes improvements to pedestrian and cycle connectivity, road safety and the public realm. This scheme focusses on Valley Gardens and includes the area to the east, characterised by high levels of unemployment and a lack of physical activity. The revenue proposals have been designed to build on the success of another LSTF project that ran from 2011-15, the Lewes Road corridor, which delivered a 14% increase in cycling and a 7% increase in bus use within two years.

## **DfT local transport programmes**

- 5.14 In addition to the programmes highlighted above directly funded by the Department for Transport to support cycling and walking there are a number of funding streams which are devolved to local bodies.

### **Local Growth Fund**

#### **£12 billion from 2016-17 to 2020-21**

- 5.15 The Local Growth Fund is a £12 billion programme running from 2015-16 to 2020-21, which brings together funding from the Department for Transport, Department for Business, Innovation and Skills, and Department of Communities and Local Government to enable Local Enterprise Partnerships to realise their strategic economic growth plans. Around £7.7 billion has been allocated to date, with £4 billion supporting transport projects, including around £600 million for cycling and walking.

### **DfT highways maintenance block**

#### **£3.8 billion between 2016-17 and 2020-21**

- 5.16 This funding is shared between local highway authorities in England (outside London). Local highway authorities are upper tier and unitary councils.
- 5.17 Currently this funding is distributed using a formula that takes into account the length of different types of road, the number of street lights and the number of bridges. From 2018-19, this formula will also take into account the length of footways and cycleways, and 9% of the funding will be dependent on this.
- 5.18 This funding is not ring-fenced, and local highway authorities spend it according to their priorities. This could include highways renewals to create safe space for pedestrians and space for cycling by remodelling junctions or adding segregated cycle-ways and low-level traffic lights.

### **Integrated Transport Block**

#### **£1.3 billion from 2016-17 to 2020-21**

- 5.19 The Department for Transport provides £258 million a year to all local bodies outside London distributed by formula for small-scale capital works focussed on road safety, tackling congestion, reducing harm to the environment and improving accessibility. Research by the Department has shown that around 11% is typically allocated to cycling, and around 4% to walking (public realm and right of way improvements).

## Government programmes

### NHS Healthy New Towns

- 5.20 Healthy New Towns, supported by NHS England and Public Health England, is an innovation programme putting health at the heart of new neighbourhoods and towns across the country. As set out in the NHS Five Year Forward View, the programme has invited local bodies, housing associations and the construction sector to identify development projects where they would like NHS support in creating health-promoting new towns and neighbourhoods in England.
- 5.21 The Healthy New Towns programme was launched on 1 July 2015 with a call to local areas to express interest in local housing development sites becoming 'demonstrators' for building healthy environments and communities. Through these sites, the programme aims to:
- Explore new approaches to shaping the built environment to promote strong communities, healthy lifestyles and support people to remain independent;
  - Demonstrate radical new models of deeply integrated care, going beyond the 'Vanguards' and exploiting opportunities to innovate without legacy constraints
  - Accomplish the first two objectives in a way that can be replicated elsewhere, making learning available to other national programmes as well as other local areas
- 5.22 Some Healthy New Town sites will want to take innovative approaches to cycling and walking, integrating opportunities for active travel as part of their overall vision for improving health through the built environment. Ten demonstrator sites were announced in February 2016 and further updates will be available on the programme's web pages<sup>11</sup>. Those sites selected as Healthy New Town demonstrators will be offered capacity building support from the Department for Transport's Sustainable Transport Delivery Excellence programme.

### Department of Health - Walking Cities

- 5.23 The Department of Health believes that mainstreaming walking and cycling offers a cost effective way to increase health-enhancing physical activity, relieve congestion and improve the quality of life within the city. In 2013, the Department of Health provided £1.2 million over two years, between five cities (Birmingham, Manchester, Leeds/Bradford, Norwich, and Cambridge), to encourage more people to walk. The main achievement for these cities has been the ability to increase their knowledge on walking and build expertise on walking interventions which can be applied in their communities. These cities have formed partnerships with new organisations and carried on successful projects after the funding ended.

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<sup>11</sup> <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>

## Case Study: Walking Cities

Projects in the Walking Cities programme have built on 'grass-roots' community assets already in existence. The use of community based assets was particularly important in accessing those who are harder to reach and the lessons from Walking Cities support this model.



In Leeds, the walking cities project piloted a '3-million steps' social reward within eight community organisations. This saw 388 people walked over 15 million steps.

In Cambridge, the walking cities project worked with existing community groups – a young fathers group and an Asian women's group, to enable better design of their environment to promote walking schemes.

In Manchester, last year's inaugural Greater Manchester walking festival was funded through the Walking Cities funding and was deemed such a success that it has been decided to make the Greater Manchester walking festival an annual event. The walking festival is to showcase and publicise the walking opportunities and groups there are in Greater Manchester and encourage more people to walk. There are plans to expand the original scope of the festival to engage with businesses and schools.

(Image courtesy of Living Streets)

## Public health

5.24 Physical inactivity directly contributes to one in six deaths in the UK and costs £7.4 billion a year to business and wider society. Physical inactivity is the fourth largest cause of disease and disability in the UK<sup>12</sup>.

5.25 Obesity is a major problem in England, with one third of children aged 2-15 overweight or obese<sup>13</sup> and one of the highest adult obesity rates in the European Union.<sup>14</sup> Of course, physical activity brings important health benefits including weight management. The Childhood Obesity Strategy, to be published in the summer, will

<sup>12</sup> Public Health England (2014) Everybody Active, Every Day - An evidence-based approach to physical activity

<sup>13</sup> Public Health England (2015) Sugar reduction: responding to the challenge.

<sup>14</sup> WHO (2014) Global Health Observatory (GHO) data.

look at everything that contributes to a child becoming overweight and obese. Active travel has an important role in this process.

- 5.26 In October 2014, Public Health England published an evidence based report, *Everybody Active, Every Day*<sup>15</sup> to help support a step change in the public's health by making it easier to be active every day. *Everybody Active, Every Day* recognises that walking and cycling are good for our physical and mental health and the many ways the built and natural environment impacts on the choices people are able to make to become more physically active. It emphasises that by developing 'active environments', through thoughtful urban design and creating transportation systems that promote walking and cycling, we can help to create active, healthier, and more liveable communities. This is supported by an emerging evidence base suggesting that well-designed outdoor spaces where it is easy, enjoyable and safe to go outdoors support people to be physically active throughout their life and promote increased walking and cycling.
- 5.27 Public Health England has worked closely with a number of other organisations including Sport England, Town & Country Planning Association, RoSPA, and the Local Government Association amongst others, to produce a range of design guides, evidence-informed briefings and toolkits to support local authorities in their efforts to increase active travel - such as the *planning healthy-weights environment* project<sup>16</sup>. Building active travel, including walking and cycling, into everyday life can help achieve win-wins for health, the economy and the wider environment.

### **Government's new sport strategy**

- 5.28 In December 2015 the Department for Culture, Media and Sport published the Government's new sport and physical activity strategy<sup>17</sup> *Sporting Future: A New Strategy for an Active Nation*. This contains a range of cross-Government measures to reduce physical inactivity and spread the benefits of sport and physical activity to everyone. It also outlines a broadening of Sport England's role from measuring and supporting sport to measuring and supporting both sport and certain types of physical activity, including cycling, dancing and walking. This removes previous restrictions relating to utility cycling and walking.
- 5.29 In order to deliver against the five outcomes set out in the Government strategy; physical wellbeing, mental wellbeing, individual development, social and community development and economic development, Government will encourage more people, from every background, to regularly and meaningfully take part in sport and physical activity and support the development of a more productive, sustainable and responsible sports sector.
- 5.30 *Sporting Future* also states that Government will work with others to ensure that all children have the opportunity to learn to cycle, through the Bikeability cycle training programme. And it stresses Government's commitment to outdoor recreation, including by measuring it through the new Active Lives Survey. Furthermore, the strategy also highlights the importance of the wider built and natural environment being designed to make taking part in physical activity safer and easier to make activity an easy choice.

### **National Planning Policy**

- 5.31 In March 2012 the Department for Communities and Local Government replaced over a thousand pages of national policy with the National Planning Policy

<sup>15</sup> <https://www.gov.uk/government/publications/everybody-active-every-day-a-framework-to-embed-physical-activity-into-daily-life>

<sup>16</sup> [http://www.tcpa.org.uk/data/files/Health\\_and\\_planning/Health\\_2014/PHWE\\_Report\\_Final.pdf](http://www.tcpa.org.uk/data/files/Health_and_planning/Health_2014/PHWE_Report_Final.pdf)

<sup>17</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/486622/Sporting\\_Future\\_ACCESSIBLE.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/486622/Sporting_Future_ACCESSIBLE.pdf)

Framework. The Framework includes a set of core land-use planning principles, one of which is that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.

- 5.32 The Community Infrastructure Levy allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area in order to help provide vital infrastructure, based on local priorities. The levy can be used to fund a wide range of infrastructure, including transport, parks and green spaces, cultural and sports facilities. The levy is a set charge on relevant new developments based on the amount of gross internal floor space.
- 5.33 Section 106 planning obligations mitigate the impact of unacceptable development to make it acceptable in planning terms by funding key infrastructure needed including road and transport improvements. Where they constitute a reason for granting planning permission, the obligations should meet the three regulatory tests: that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.

## Local and city programmes

- 5.34 This is a time of change in public funding with increased devolution in line with the Government's localism agenda. The Government believes that local bodies are best placed to determine local solutions to local transport issues. Therefore, whilst Government has a duty to set objectives and financial resources, increasingly the powers and levers necessary to deliver change will be held elsewhere. The sections below highlight London and Manchester as both cities demonstrate this change, whereby, following increased devolution both cities increasingly focussed on measures to increase cycling and walking. This is in addition to developing innovative new programmes, following Manchester's increased responsibility for local NHS and public health.

### London

#### **£913 million from 2012-13 to 2021-22 (subject to review)**

- 5.35 Transport for London (TfL) is the regional body responsible for implementing the Mayor of London's Transport Strategy and managing transport services across the capital. In recent years, London has seen unprecedented population growth and increased demand for transport. It is estimated that its population will reach 10 million people by 2031, with an additional five million journeys by road every day by 2030, up from 26 million today. In response to these challenges, TfL is funding and delivering a 'Road Modernisation Plan'<sup>18</sup>, with £4 billion of investment through to 2021-22 to keep London moving and the economy growing. This includes £913 million to deliver the 'Mayor's Vision for Cycling'<sup>19</sup>. The programme will be subject to review following the recent Government spending review and the forthcoming Mayoral election.
- 5.36 Cycling is already a major mode of transport in London with 645,000 cycle journeys being made every day in 2014. This is double the 320,000 daily cycling trips made in 2001 and equivalent to around 20% of the trips made daily on London Underground and around 10% of the daily trips made by bus. The Mayor's Vision for Cycling has been developed to build on this, using robust transport planning analysis to target investment to where it can have maximum impact and attract a wide range of new

<sup>18</sup> <https://tfl.gov.uk/travel-information/improvements-and-projects/road-modernisation-plan>

<sup>19</sup> <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/vision-for-cycling>



cyclists. The majority of funding will be directed to on-street cycling routes and infrastructure. These can help to overcome the key barriers to cycling of 'fear and vulnerability' and a 'lack of cycling infrastructure', supported by behavioural change interventions to encourage more people to cycle. Major Vision programmes include:

- Substantially segregated new Cycle Superhighway routes;
- A network of lower traffic 'Quietways' following backstreets and through parks;
- The 'Central London Cycling Grid' of connected cycle routes;
- A 'Better Junctions' programme of major safety improvements for cyclists; and
- The 'Mini-Hollands programme', giving three outer London boroughs the funding to help make them as cycle friendly as their Dutch equivalents.

### Case study: Waltham Forest 'Mini Holland'

More than half of the 'potentially cyclable trips' in the Capital are in outer London. Most of these are currently made by car. In 2013, all 18 outer London boroughs were given the opportunity to apply for funding from TfL's Mini-Holland programme



of £100 million. Waltham Forest, Enfield and Kingston were successful, with Waltham Forest Council awarded £27 million of investment from 2014 to 2021<sup>20</sup>. The investment programme will transform the cycling infrastructure in the borough, making it more cycle friendly and encouraging a greater number of people to take up cycling and walking. Schemes will be delivered across the whole of Waltham Forest, including segregated cycle tracks on Lea Bridge Road; road closures for motorised vehicles in

Walthamstow Village; and improved cycling infrastructure, public spaces and cycle hubs along Ruckholt Road.

(Image courtesy of Transport for London)

## Manchester

5.37 As a growing and competitive city region, Greater Manchester has a vision of making cycling an aspiration and attractive travel choice for everyone, regardless of age or ability. In 2013 Greater Manchester became one of the Department for Transport's Cycle Cities, and set an ambitious target for 10% of all journeys being made by cycle by 2025, achievable alongside sustained local and national Government funding. This ambition was underpinned by the Greater Manchester Cycling Strategy which was adopted in 2014 and outlined a robust approach to long term capital and revenue investment in cycling. With over one million commuting journeys made each day in Greater Manchester, there are significant challenges in managing congestion and air quality. There are also opportunities, with 15% of car journeys in the morning peak being less than one mile and 30% being less than three miles, where cycling is a realistic alternative. The potential that cycling has to improve the health and

<sup>20</sup> <http://www.enjoywalthamforest.co.uk/>

wellbeing of residents in Greater Manchester is also significant, with 80% of residents not achieving the recommended level of physical activity and 30% of school pupils being classed as obese.

5.38 The cycling transformation in Greater Manchester has already begun, with over £42 million of investment being made through the Cycle City Ambition Grant. Combined with investment from sources such as the Local Sustainable Transport Fund, the Cycle Safety Fund, the Local Growth Fund, the Cycle Rail Fund, and Road Safety Partnership, this has resulted in over £90 million of investment being made in cycling from 2011-12 to 2020-21. This investment will result in significant improvements being made to the quality of cycle routes that connect communities with services and opportunities, increased availability of secure cycle parking facilities at key locations, such as workplaces and transport interchanges, better cycling facilities at schools and colleges, as well as a comprehensive programme of cycle training, promotion and practical support.

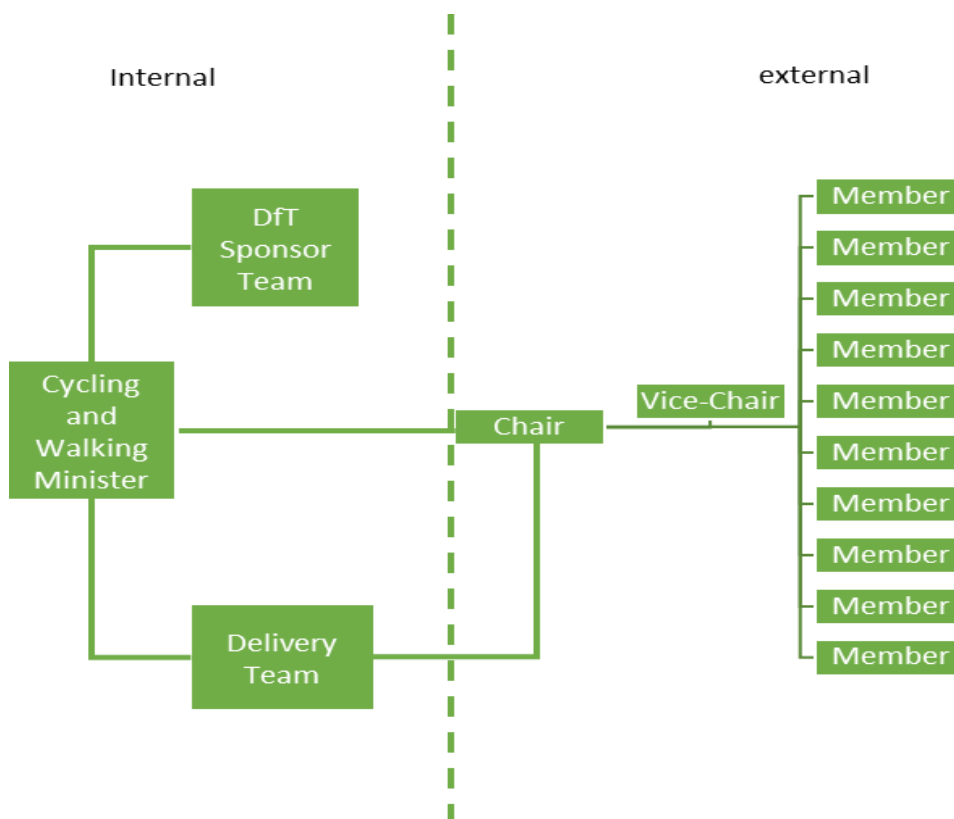
## Funding from business and the third sector

- 5.39 Many other non-Government sources of funding are available to promote cycling and walking. The Department for Transport's programmes often include a match funding requirement that is used to secure business investment. For example, Derby City Council is working in partnership with a number of partners to deliver its Local Sustainable Transport Fund project, Keeping Derby Moving. This includes £105,000 from Bombardier, £100,000 from Balfour Beatty, and £130,000 in Section 106 Planning Agreements. Furthermore, many local bodies are exploring funding opportunities through innovative mechanisms such as Social Impact Bonds.
- 5.40 The Cycle to Work Scheme allow employers to loan cycles and cycle safety equipment to employees up to the value of £1,000 free of any income tax liability. The Scheme plays a valuable role in increasing new participation in everyday cycling. The 1999 Finance Act introduced an annual tax exemption which allows employers to loan cycles and cyclists' safety equipment to employees as a tax-free benefit for cycling to work. On the back of this, the cycle industry created the Cycle to Work Scheme whilst the Department for Transport produced guidance.
- 5.41 Over 40,000 employers have chosen to participate to date. If they do and if they want to recover the cost of providing the cycle and safety equipment loaned to the employee, they can do this through a salary sacrifice arrangement. At the end of the loan, an employer can offer the cycle for sale to the employee, but at the full market value. It is currently estimated that around 150,000 cycle sales per annum are made through the scheme. This represents about 4% of the adult cycle sales in the UK. Over 600,000 employees have participated leading to an increase in commuter cycling which has unquantified benefits to public health, sustainable travel, employee well-being, as well as a reduction in congestion. Research indicates that around 65% of participants were either non-cyclists or novice cyclists prior to joining the Scheme and almost 80% claim to be regular/enthusiastic cyclists following purchase.

## 6. Governance arrangements

- 6.1 Good governance is key to the effective oversight and delivery of this Strategy, its objectives and activities. We are committed to ensuring transparent review of the Strategy's development and on-going delivery, and we want to ensure this Strategy is truly cross-governmental. Therefore, we aim to promote a culture of mutually supportive working at the heart of the Strategy.
- 6.2 With this in mind, we will be creating a Department for Transport sponsored independent Expert Committee to review the Strategy and its implementation. This Committee will be supported by a Delivery Team hosted within the Department for Transport and made up of representatives from a range of relevant government departments, local bodies as well as other external organisations. The Delivery Team will be responsible for enabling delivery of the Strategy at a local level under the review of the Committee (Figure 5).

**Figure 5 Cycling and Walking Investment Strategy Expert Committee**



- 6.3 This body - the Cycling and Walking Investment Strategy Expert Committee - will be made up of 8-10 members including a Chair. Membership will be partly drawn from organisations and individuals in the cycling, walking and related fields as expected but we will also ensure the Committee is suitably represented by relevant business

and commercial experts beyond the immediate world of cycling and walking, to provide innovation and a broader perspective on increasing cycling and walking. This will ensure that the Strategy targets non-cyclists and groups that are currently under-represented in cycling and walking, such as people with disabilities. These experts may be drawn from the fields of public realm, public health, local, business, rail and other relevant areas.

6.4 The Committee will ordinarily meet once every two months and report to the Minister for Cycling and Walking. Its main tasks will be to:

- Review implementation of the first Strategy;
- Create partnerships with local bodies and national businesses to develop and disseminate expertise and support that will help local bodies to develop Local Cycling and Walking Infrastructure Plans and strategies for implementation (see Section 8);
- Contribute to the development of the second Cycling and Walking Investment Strategy by auditing and quality assuring local strategies. The Committee will provide feedback to Ministers on the outcome of their audits and checks.

6.5 The Committee will be responsible for monitoring and reporting to the Minister for Cycling and Walking on the ongoing delivery of the Strategy and monitoring progress against the objectives in the first Strategy and beyond. The Committee will also monitor wider Government ambitions and programmes, relating to cycling and walking, such as those delivered by and on behalf of Department for Transport, Department of Health, Department for Culture, Media and Sport, Department for Business, Innovation and Skills, Department for Communities and Local Government, Department for Education and Department for Environment, Food and Rural Affairs.

6.6 Over the period of consultation on this Strategy, the Department will launch an open competition recruitment exercise to appoint suitably fitting candidates to this Committee, with a view to having the Committee in place by October 2016.

# 7. Recent developments

7.1 In October 2014 the Coalition Government published the draft Cycling Delivery Plan<sup>21</sup>. This introduced an ambition for walking and cycling to be the natural choice for shorter journeys, or as part of a longer journey. We as a Government, through this Strategy, reconfirmed and expanded on the ambition in the draft Cycling Delivery Plan. We have drawn on all of the valuable information received through the Cycling Delivery Plan consultation to inform the actions we set out in section 8 to deliver our aims for this Strategy. Whilst many of the actions contained within the draft Cycling Delivery Plan are still pertinent, much progress has been made already.

- £664 million invested through the Local Sustainable Transport Fund (LSTF) to support sustainable transport projects and Bikeability;
- £191 million of support for the eight Cycle Ambition Cities to 2017-18;
- £17 million to support cycling in four National Parks;
- £1.2 million to increase walking in five cities;
- £500,000 for the Big Bike Revival;
- Nearly £30 million available for Cycle Rail facilities;
- Support for a review into the effectiveness of 20mph limits and zones;
- Updating the Traffic Signs Regulations and General Directions, which include a number of changes that will support local authorities in their ambitions to make cycling safer. This will also support walking, for example by prescribing pedestrian countdown signals, which provide more information about how much time people have to cross the road;
- Published *Investing in cycling and walking: the economic case for action* and the economic case for action toolkit<sup>22</sup> which quantifies the impact of investment in cycling and walking and makes the case for investment;
- Our stakeholders are examining pavement parking outside London, including the legal and financial implications of an alternative regime;
- Set up the Cycle Proofing Working Group which has launched its own website and published a suite of good process design case studies for cycling and walking design guidance<sup>23</sup>;
- Roll out of pilot projects supporting Electrically Assisted Pedal Cycles (EAPCs);<sup>24</sup>
- Published *Working Together to Build a Safer Road System British Road Safety Statement*;

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<sup>21</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/364791/141015\\_Cycling\\_Delivery\\_Plan.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/364791/141015_Cycling_Delivery_Plan.pdf)

<sup>22</sup> <https://www.gov.uk/government/publications/cycling-and-walking-the-economic-case-for-action>

<sup>23</sup> <https://www.gov.uk/government/collections/cycling#case-studies-developing-new-cycling-infrastructure>

<sup>24</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/462163/EAPC\\_Bid\\_table.csv/preview](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/462163/EAPC_Bid_table.csv/preview)

- Published *Sporting Future: A New Strategy for an Active Nation*;
- Launched the Paths for Communities scheme in 2012, which was a £2 million funding scheme designed to encourage and enable local rural communities to develop and enhance local pathways;
- £20 million revenue funding for sustainable travel transition year 2016-17
- £60 million Access fund for 2017-18 to 2019-20 to continue the legacy of the LSTF.

## 8. Consultation on the actions to deliver our objectives

- 8.1 Over the last year we have been working with our partners in local bodies, the third sector and the wider public and private sector to develop a strong foundation for future Investment Strategies. In the coming year, we will focus on four key areas that support the delivery of our ambition, targets and objectives for cycling and walking:
- We will establish a new Expert Committee, and make appointments to that Committee;
  - We will help local bodies that are serious about increasing cycling and walking in their local areas, to take a more strategic approach to improving conditions for cycling and walking, issuing guidelines on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs) and supporting the production of LCWIPs in areas with significant potential for high levels of cycling and walking;
  - We will engage with Local Enterprise Partnerships, building on our existing successful Sustainable Transport Delivery Excellence programme in order to build capability and understanding;
  - We will develop a mechanism for effectively sharing knowledge and lessons learned by the eight Cycling Ambition Cities, five Walking Cities and others so that all authorities can benefit from their experience and learning.
- 8.2 We are committed to devolving control over transport, housing, skills and healthcare with elected mayors. Throughout 2016 Government will be working with local authorities to agree a number of 'devolution deals' that give these areas control over their own transport issues. In this changing landscape, we will enable and support new mayors and combined authorities to harness the benefits available through walking and cycling in boosting economic prosperity and healthier communities. The Cities and Local Government Devolution Act 2016 makes possible the formation of Sub-national Transport Bodies (STBs), which will also devolve transport planning and decision making at a higher and more strategic level, covering much wider geographies. These are at an early stage of development, with Transport for the North and Midlands Connect two emerging groupings to date, and it is possible that they may in future wish to consider strategic walking and cycling interventions alongside other modes.
- 8.3 The draft Cycling Delivery Plan contained actions based around four themes - vision, leadership and actions; funding; infrastructure and planning; and safety and perceptions of safety. Each of these areas are fundamental to achieving our headline objectives.
- 8.4 In order to achieve our objectives for 2020, the Government will continue and initiate a range of activities during the period of the first Cycling and Walking Investment Strategy. While we know that these activities will move us further towards achieving our targets and ambition for walking and cycling, it is not straightforward to quantify

precisely specific impacts in each area. Developing a mechanism for doing this will be a key priority during the development of the second Cycling and Walking Investment Strategy.

- 8.5 The delivery of our ambition is divided into three themes in section 2:
- Better Safety
  - Better Mobility, and
  - Better Streets
- 8.6 For ease of reference the following sections are divided by these three themes but it is important to note that actions within each theme can contribute to the delivery of more than one of our objectives outlined in section 4. For example the use of 20mph limits can benefit both cyclists and pedestrians.

## Responding to the consultation

8.7 The proposed activities for the first Strategy are set out in this section. Government is inviting views on these proposals through the questions posed at the end of this section. The proposed activities set out below are not all for the Department for Transport. They need to be taken forward by Departments across Government, by local bodies, and in partnership with stakeholder groups and the public. It is only by working together that our ambition for walking and cycling can be achieved. This is why we are consulting on our ideas for delivering our high level objectives - so that we can seek your opinions on our plans and gather your suggestions on further actions we and others can take to help achieve our objectives.

8.8 We are seeking views on each of the broad areas for action identified below via the questions posed. We have set up a dedicated website to record your comments and responses to this consultation. You can add your responses by [clicking here](#). You can also submit material for consideration to this email address: [walking.cycling@dft.gsi.gov.uk](mailto:walking.cycling@dft.gsi.gov.uk), or hard copies can be sent to:

Cycling and Walking Investment Strategy consultation  
Department for Transport  
2/14 Great Minister House  
33 Horseferry Road  
London  
SW1P 4DR

8.9 In addition, we will also host a number of consultation workshops around England. Further information including how to book a place at one of these events can be accessed by [clicking here](#).

## Better Safety

8.10 In section 2 we outlined how the delivery of a safe and reliable way to travel for short journeys is a key element of our ambition for cycling and walking in England. The actions below set out how we will deliver streets where cyclists and pedestrians feel they belong and are safe.



- 8.11 We will continue to address cycle and pedestrian road safety issues as outlined in the Department for Transport's Road Safety Statement published in December 2015<sup>25</sup>. This is in addition to continuing to work across Government and with freight and cycling representative groups and vehicle manufacturers on issues specific to the safety of cyclists and pedestrians. We continue to watch with interest initiatives implemented in London and other cities within the UK and abroad, and will consider the impact of rolling out nationally once further information is available.
- 8.12 The design of cycling and walking facilities is the responsibility of the local traffic authority. In all new design, traffic authorities need to consider the impact on all road users, for example pedestrians when designing cycling schemes. Cycling and walking infrastructure will benefit from the Department for Transport's revision of the Traffic Signs Regulations and General Directions (TSRGD). The revised TSRGD includes many new measures which will benefit cyclists and pedestrians including:
- New types of traffic lights for cyclists, to give them a 'head start' at junctions
  - A new parallel pedestrian/cycle crossing
  - Allowing cyclists to cross the first stop line at an Advanced Stop Line at any point, rather than only through the gate/lead-in lane
  - A wider range of signing for cycle routes
  - Pedestrian countdown signals, as trialled in London
  - Removing pelican crossings as an option for authorities putting in new crossings
  - Introducing 40mph zones, which are similar to 20mph zones, but use 40mph zone entry signs, and painted roundel markings on the road. A few such zones have already been created through authorisation, most recently for the New Forest National Park in August 2014
  - We will also be revising the Traffic Signs Manual, including producing a new chapter on traffic signals and pedestrian crossings.
- 8.13 As highlighted in section 5, Highways England's Cycling Strategy<sup>26</sup> was published in 2016, supporting its plan to invest £100 million on cycling from a £250 million fund ring-fenced for cycling, safety and integration. This will enable cycle-proofing of the strategic road network and reduce any severance from new roads schemes by enhancing access for a variety of users, including pedestrians, horse riders and the disabled. Highways England is also committed to upgrading and increasing the number of safe crossings on the network in the interests of the safety and convenience of more vulnerable customers as well as ensuring they integrate with other networks including local roads and rail links.
- 8.14 We remain firmly committed to providing cycle training to school children in order to give the next generation of cyclists the skills and confidence to cycle safely on local roads. In recognition of the importance of this, we will provide £50 million over the next four years to support Bikeability cycle training in schools. This funding will help to increase children's road awareness, encourage active travel and improve future motorists' empathy for more vulnerable road users. This also supports the Department for Education's 2014 Travel to School Guidance which supports both cycling and walking to school<sup>27</sup>.

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<sup>25</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/487704/british\\_road\\_safety\\_statement\\_print.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/487704/british_road_safety_statement_print.pdf)

<sup>26</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/490545/S150572\\_Cycling\\_Strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/490545/S150572_Cycling_Strategy.pdf)

<sup>27</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/445407/Home\\_to\\_School\\_Travel\\_and\\_Transport\\_Guidance.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/445407/Home_to_School_Travel_and_Transport_Guidance.pdf)

8.15 We are also expanding the range of training available to schools by offering Bikeability Plus – a new range of training modules designed to tackle specific barriers to cycling. This programme aims to encourage more children and families to engage in cycling, ensuring children experience cycling from an early age and providing them with the skills to keep on cycling. The modules can be selected by grant recipients to meet local needs and include:

- ‘Bikeability Learn to Ride’ which provides cycle training to children and families with no previous experience of cycling, in a non-threatening environment;
- ‘Bikeability Balance’ which provides children in Reception and Year 1 with a positive experience of cycling, breaking down a key barrier of not being able to ride by using balance bikes to develop their handling and awareness;
- ‘Bikeability Fix’ – providing children with the know-how to fix and maintain their bikes;
- ‘Bikeability Transition’ – supporting children making the transition to secondary school by planning safe routes to their new schools and participating in led rides.

## Better Mobility

8.16 In section 2 we outlined the need to encourage more people to cycle and walk by making it easy, normal and enjoyable. In order to achieve this, we will deliver better routes and networks with better links to schools, workplaces and transport hubs supported by behaviour change interventions.

8.17 Ensuring a seamless transition from public transport to and from walking and cycling routes and networks is key to increasing the number of walking and cycling stages to train stations and other transport interchanges. The Buses Bill will provide local authorities with the tools they need to improve local bus services. The Bill will give authorities the option to take more control of their local services, through implementing Quality Partnerships, new ‘Enhanced Partnerships’ or through adopting a franchising approach. These approaches will provide authorities with the ability to better integrate bus services with wider public transport networks, and with sustainable travel options such as cycling and walking facilities.

## Case Study: Cambridgeshire County Council - walking and cycling bridleway alongside 'guided busway'



The Government has already committed to 'cycle proof' new roads and this notion can be extended to public transit schemes. As with a new road the creation of new public transport corridors such as busways, new trams or opening new railways offers the chance to add in traffic free cycle and walking routes alongside it.

In 2011 Cambridgeshire County Council opened a 25 km 'guided busway' for a cost of £181 million.

A walking and cycling bridleway alongside it is encouraging more cycling, and helping commuters to become more active on their way to work. The cost of the first 10 km of new weatherproof bridleway was less than £2 million. It is now being extended through the Centre of Cambridge as part of the Cambridge Cycle Ambition scheme. The additional costs of such infrastructure is a marginal additional cost when set aside the overall scheme cost and can provide an attractive invitation to walk and cycle.

(Image courtesy of Shane Snow)

- 8.18 In order to increase the use of walking and cycling to access train stations and other transport interchanges we will continue to explore opportunities for promoting cycling and walking in franchise specifications for rail operators, in any refurbishments of stations and for new stations delivered by Network Rail such as through the New Stations Fund.
- 8.19 Since 2012 the Department for Transport has provided almost £30 million to train operating companies for new and improved cycle facilities at stations to make it easier and more convenient for people to cycle to and from the station. When complete, over 20,000 new cycle parking spaces at stations will have been added as a result of this project more than tripling the number of cycle parking spaces at stations across England. In the same period, cycle trips to stations have increased by 66% per annum to an all-time high of 38 million journeys.
- 8.20 The funding has been delivered through the Cycle Rail Working Group, a body of experts from across the cycle and rail industries. They have used their experience and expertise to ensure that high quality facilities have been built at prime locations ensuring good value for money and increased customer satisfaction for rail users.
- 8.21 Schemes include innovative cycle hubs, cycle hire schemes, improved access and safe and secure cycle parking. 'Bike and Go' has been launched across three rail networks providing convenient cycle hire for the onward journey. The largest cycle hub in the country has been built at Cambridge station offering 3,000 cycle parking spaces, cycle hire, cycle repairs and a retail outlet, and a new mobile phone app called 'PlusBike' providing those travelling by cycle and train with all the information they need for their trip.

8.22 The Cycle Rail Working Group<sup>28</sup> has produced a Cycle Rail Toolkit to help ensure that high-quality cycle infrastructure is in place to support the anticipated increase in cycle-rail journeys. And they continue to motivate and support train operators and Network Rail in their ongoing delivery of cycle rail initiatives.

### Case study: PlusBike – a new information portal

The number of journeys by cycle and train is at an all-time high largely due to new cycle infrastructure at stations which means people can confidently park their cycle knowing it will be safe. But people also need to know what facilities are available at the stations they are travelling from and to, if they can take their cycle



on the train, or if there is cycle hire facilities at their destination. Developed by the Association of Train Operating Companies and funded by the Department for Transport, PlusBike offers a free online source for information on cycling facilities available at stations and on trains in Britain.

Before you travel, you can find out the level of cycling facilities at any given station including the number and type of cycle parking spaces, cycle hire facilities at the station, with the app providing a direct link to any existing hire scheme near to the station, and cycle carriage policy on



different train services.

PlusBike is available through National Rail Enquiries or as a mobile app so can also be used on the go.

**Robert Goodwill MP - Minister of State,  
Department of Transport launching PlusBike**

(Image courtesy of Greater Anglia)

8.23 In summer 2016 we will issue guidance to local bodies on developing Local Cycling and Walking Infrastructure Plans (LCWIPs). LCWIPs reflect a strategic approach to increasing walking and cycling. Central Government intends to actively support those local bodies that wish to, to develop LCWIPs in their areas. This builds on the feedback from local bodies to the Cycling Delivery Plan consultation which welcomed support to increase levels of walking and cycling. The LCWIP guidance will build upon good practice from across the UK and will include a level of service tool to help local bodies assess how well infrastructure meets cyclists' and pedestrians' needs as

<sup>28</sup> Membership of CRWG includes: Philip Darnton (Chair), ATOC (Secretariat), Network Rail, TfL, British Transport Police, Sustrans, DfT, Transport Focus and Local Authority representation.

well as a directory of design guidance to encourage high quality infrastructure solutions that support increased levels of walking and cycling.

- 8.24 In order to support LEPs to identify and deliver infrastructure which will support cycling and walking through both the Access fund and other funding sources highlighted in section 4, we will continue our existing successful Sustainable Transport Delivery Excellence programme in order to build capability and understanding. The programme began in 2015 and engaged 28 LEPs at a cost of £250,000. A second tranche of the programme has been launched for 2016.
- 8.25 We will enable local bodies to increase walking and cycling in their local communities through a range of support and tools. Our joint working with members of the Cycle Proofing Working Group has led to the launch of a one stop portal of examples of good practice for local bodies and practitioners responsible for providing cycling and walking infrastructure<sup>29</sup>. We will promote the LCWIP guidance and the one stop portal of examples of good process through the Cycle Proofing Working Group and other routes to local bodies, professional bodies, the private sector and training providers. We will work with local bodies to encourage implementation of cycling legacy network pathway demonstrator schemes, and encourage the use of a National Propensity to Cycle Tool (to be launched in summer 2016) which will enable local bodies to identify areas of high cycling propensity. These tools will facilitate strategic decision-making which will help make walking and cycling the natural choice for shorter journeys or as part of a longer journey in local areas.
- 8.26 Behaviour change is a key element of making cycling and walking the natural choice for shorter journeys, or as part of a longer journey. Since 2012 both the Government and the previous Coalition Government have funded a number of sustainable transport behaviour change projects, many of which provided support for cycling and walking, to support both capital and revenue projects through the Local Sustainable Transport Fund. The Government will continue to support the use of behaviour change projects to deliver the objectives of this Strategy through the £20 million Sustainable Travel Transition Year funding launched in February 2016, and the new £60 million Access fund for 2017-18 to 2019-20 (in addition to £500 million capital funding). As part of the development of the Access fund the Department for Transport will work with local bodies to reduce administrative burdens in bidding for funds.
- 8.27 The Department for Transport is contributing to the Inter-Ministerial group on Clean Growth. The Department is looking into the extent to which behaviour change measures to promote sustainable transport can support carbon reduction and better air quality. As part of this we are considering how increases in cycling and walking can contribute to a reduction in CO<sub>2</sub>, NO<sub>x</sub> and particulate emissions from private motor vehicles.

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<sup>29</sup> <https://www.gov.uk/government/groups/cycle-proofing-working-group>

### Case Study: Walk to School

Since 2012, through the LSTF, Living Streets coordinators delivering the Walk to School project (led by Durham County Council) have worked intensively with 140 schools across 11 local authorities to identify and tackle physical barriers on local walking routes to schools. A School Route Audit has been completed at each school, with the opinions of pupils, teachers, parents/carers and influential members of the community being collected during a site visit. Each audit records and maps concerns about accessibility, safety or the condition of routes to school and puts forward a set of recommended actions.

Participating local authorities have implemented a number of small scale infrastructure schemes to address issues raised through these audits such as a new double zebra crossing between St John Plessington College and St John's Catholic Infant School, Wirral.

**Before and after the installation of a double zebra crossing at St John Plessington College in Wirral, identified by students doing a School Route Audit as key to encouraging walking to school**



(Images courtesy of Living Streets)

- 8.28 Employers from the public sector, private sector and third sector organisations have a key role to play in encouraging employees to walk and cycle to and from workplaces but also during working hours and breaks. We continue to support initiatives such as Walk to Work week and national Cycle to Work day and we will work with employers and local bodies to support the delivery of such behaviour change programmes through the Access fund. As Government we will encourage civil servants to participate and will promote such awareness raising opportunities through Government communication channels.
- 8.29 In order to share good practice from walking and cycling projects across England including Local Sustainable Transport Fund projects, Cycling Ambition Cities and the Department of Health Walking Cities programme we will deliver a range of stakeholder events in partnership with training providers across 2016-17 which will build on the Local Sustainable Transport Fund knowledge sharing hub. In order to build on our shared ambitions to increase walking and cycling, we will work with the Department of Health and Public Health England to hold a summit to outline the Government's ambition for walking and cycling and the associated health benefits in 2016-17.

- 8.30 Technological innovation can support behaviour change interventions whether through phone based apps to encourage children to walk to school, to embedding technology within the streetscape itself. We will work with the Transport Catapult Centre to support research into new technologies which will support the delivery of our objectives. More broadly we also support research to increase the evidence base for walking and cycling to most effectively make the case for investment.
- 8.31 Electric cycles can encourage cycling by groups that may otherwise find it challenging to take up cycling, and we support the roll out of Electrically Assisted Pedal Cycles (EAPCs). In March 2015 we announced the launch of a £700,000 pilot which is giving 11 hotspots in cities, rural and tourist areas the opportunity to trial electric cycle sharing schemes (Figure 6). This pilot is due to complete at the end of March 2016 and a report on the study will be published in summer 2016. We will continue to promote the use of EAPCs, building on the lessons of the pilot for use by workplaces and educational facilities.

Figure 6 Map of EAPC pilot hotspots

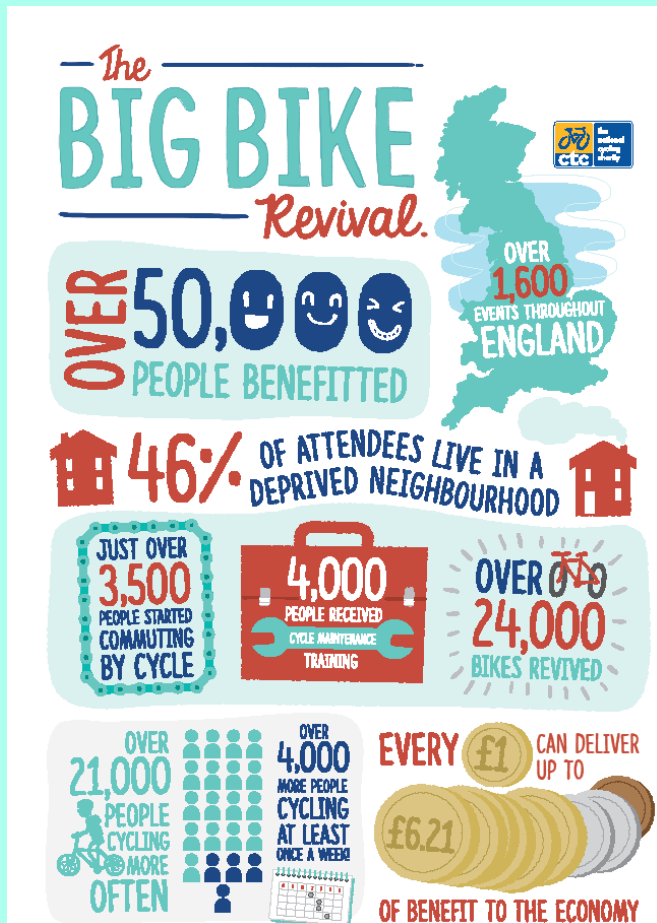


- 8.32 We will also work to increase awareness of the use of cycles as a mobility aid. We understand that there will be occasions when it is not possible for users to dismount from their cycle and will work to increase awareness of the need for discretion when implementing 'cyclist dismount' regulations in public areas, including stations.

## Case Study: Big Bike Revival

The Big Bike Revival is a strongly evidenced social marketing campaign delivered by Cycling UK and funded by the Department for Transport. It works by engaging a network of established community focused initiatives where cycling has been adopted to help address, economic, social or health inequality. The type of community initiative that becomes involved varies widely and has typically been formed to address local needs; e.g. high levels of anti-social behaviour, low levels of employment, physical inactivity or to provide engagement opportunities in support of a prevalent or an excluded demographic.

Cycling UK is developing and supporting a network of Community Cycle Clubs that is representative of the initiatives offering regular cycling activities for the communities they service. The Cycling UK network represents the broadest and most inclusive range of cycling activity across the UK and therefore helps to make cycling accessible to those that stand to benefit the most from doing it, typically hard to reach communities and within some of the more deprived regions within our society.





## Better Streets

- 8.33 In section 2 we outlined how the delivery of civilised places where people come first is a key element of our ambition for cycling and walking in England. Streets and roads make up around three quarters of all public space. Their appearance and the way they function therefore have a significant impact on people's lives. Well-designed, accessible streets can encourage people to walk or cycle more as part of their daily routines, reducing their risk of developing a number of health problems. Streets which encourage people to linger and spend time can also provide economic benefits, for example for local retail.
- 8.34 In recent years there has been a significant step change in attitudes to street design and management. The focus is increasingly on creating streets that function as places to visit and spend time in. Some innovative shared space schemes have been very popular - others less so. In all cases the needs of disabled and sight impaired pedestrians should be considered.
- 8.35 The Department already encourages this, through its guidance on street design, Manual for Streets, published in 2007, which changed the approach to the design and provision of residential and other streets. It enjoys an excellent standing among practitioners seeking to provide well-designed streets. The Manual includes a hierarchy of provision that puts walking and cycling at the top. Following these principles can help design places that encourage cycling and walking, and all the benefits this can bring.
- 8.36 The actions below will deliver places designed for people, and improved public realm which plans for walking and cycling and is brought to life by community based activities.
- 8.37 The use of 20mph zones and limits can make a difference to both actual and perceived levels of safety in our cities, towns and villages. We believe that local bodies are best placed to determine the speeds limits for their areas, based on local knowledge and the views of the community. In order to assist local bodies in their determination on the role of 20mph zones and limits the Department for Transport has commissioned Atkins, AECOM and Professor Mike Maher from University College London to carry out a research project into the effectiveness of 20mph speed limits, with this study due to be completed by the end of 2017. The study will consider a range of outcomes including speed, collisions, injury severity, mode shift, quality of life, community, economic public health benefits and air quality. It will also examine drivers', riders' and residents' perceptions of 20mph speed limits and assess the relative cost/benefits to specific vulnerable road user groups including cyclists.
- 8.38 Local authorities have the powers to introduce pavement parking restrictions where they consider it appropriate and the Department for Transport has taken steps to assist them in this. The Government has issued guidance to local authorities about using Traffic Regulation Orders (TROs) to ban pavement parking and removed the requirement for an individual sign authorisation for local authorities in England (outside London). During 2016 the Department for Transport will work with a range of stakeholders to examine the legal and financial implications of an alternative pavement parking regime and the likely impacts on local authorities. This will commence with a roundtable between the Parliamentary Under Secretary of State for Transport and key stakeholders to help inform the Department's subsequent research.

- 8.39 The Paths for Communities (P4C) scheme encouraged communities to create multi-use paths, allowing use by walkers, cyclists and horse-riders, resulting in 55km of new bridleways. P4C also sought to create routes with greater accessibility, such as improved access for wheelchair users and pushchairs, and use of benches. The Department for Environment, Food and Rural Affairs (Defra) evaluation of the scheme showed that the paths were encouraging new use and a broader range of types of use, with one in seven users being classed as a new user. Defra carried out an evaluation of the socio-economic benefits of the scheme. Economic impacts include expenditure by users of the 43 paths being estimated at £8.9 million at a local level. In addition, new activity taking place on three case study paths equates in total to an estimated £112,500 per annum in saving to personal health, the NHS and in lost productivity.
- 8.40 Rights of Way Improvement Plans (ROWIPs) should be consulted when developing local walking and cycling plans as they should contain locally appropriate ideas for improving access for walkers and cyclists. ROWIPs are statutory requirements for local authorities and are the primary means by which local bodies should identify changes to be made to their rights of way network to provide a better experience for users. Further advice is available from Natural England<sup>30</sup>.
- 8.41 We will work across Government and with local bodies to ensure new housing projects - from Garden Cities to small developments - are designed using the principles developed from Manual for Streets and subsequent design guidance to encourage cycling and walking through supporting infrastructure and the provision of local services accessible by walking and cycling. We will also work with other government departments to raise awareness of relevant guidance such as Sport England's Active Design Guidance<sup>31</sup> (supported by Public Health England) and Transport for London's Healthy Streets Approach.
- 8.42 As part of this work we will work through the Cycle Proofing Working Group to commission a six month review into how the planning system supports cycling and walking provision. The review will report back with specific, realistic recommendations for how we can improve application of the existing planning framework when it comes to walking and cycling.

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<sup>30</sup> <https://www.gov.uk/guidance/local-authority-rights-of-way-improvement-plans>

<sup>31</sup> <https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/>

## Case study: Diglis cyclist and pedestrian bridge, Worcester

New bridge links up communities and develops recreational walking and cycling areas.



(Image courtesy of Sustrans)

Diglis Bridge is a striking new bridge over the River Severn making it easier for people to get around Worcester on foot and by cycle, a key factor in developing a town-wide network of signed routes.

The scheme is part of Sustrans Connect2 programme, funded through the BIG Lottery. This extended the traffic-free network to the north of the city alongside the Worcester and Birmingham Canal, linking to employment, leisure and educational centres. The network of routes, radiating from Diglis Bridge, included new stretches of traffic-free path, toucan crossings and signing.

The riverside area of the city needed redevelopment to turn it into a focal point for residents and tourists. The installation of the bridge was to play a key role in that, increasing bar and restaurant sales by at least a 20%, as the bridge brings more walkers and cyclists to the area.

Diglis Bridge also provides opportunities for increasing levels of activity, in particular for more hard to reach groups, such as novice cyclists and families, who are often not the target of schemes associated with the highway alone. Before it was built, surveys indicated to expect about 31,000 trips annually to pass the west bank riverside where the bridge was proposed. Surveys after the bridge was built gave a figure of 465,000, showing just how important the intervention is to the area. Convenience was a major factor in people using the facility – 90% of users said they used the bridge because it was the most convenient option.

### **Question 1**

**The Government would be interested to hear views on the approach and actions set out in section 8 of this strategy**

### **Question 2**

**The Government would be interested to hear views on the potential roles of national government departments, local government, other public bodies, businesses and the voluntary sector in delivering the strategy and what arrangements could best support partnership working between them**

### **Question 3**

**The Government would be interested to hear suggestions and evidence of innovative projects and programmes which could be developed to deliver the objectives outlined in Section 4**

### **Question 4**

**The Government would be interested to hear your views on how to increase cycling and walking in typically under-represented groups (for example women, older people, or those from black, Asian or minority ethnic backgrounds**

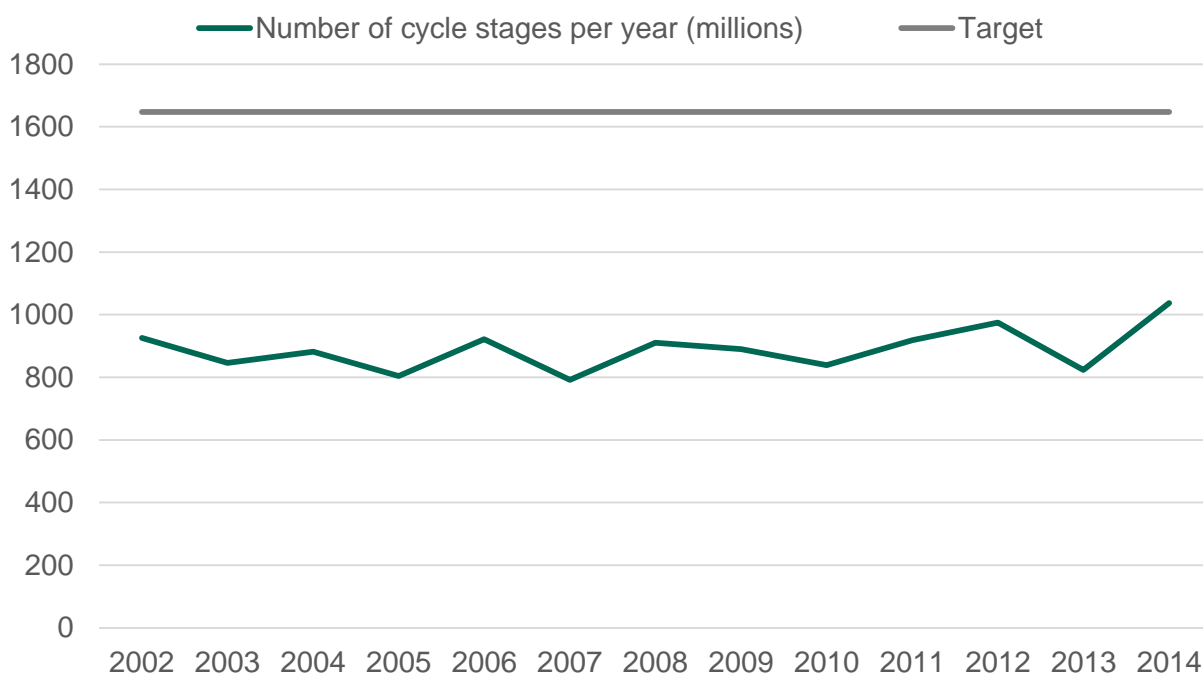
### **Question 5**

**The Government would be interested to hear views on what type of assistance Local Authorities and Local Enterprise Partnerships would find beneficial to support development of ambitious and high standard Local Cycling and Walking Infrastructure Plans**

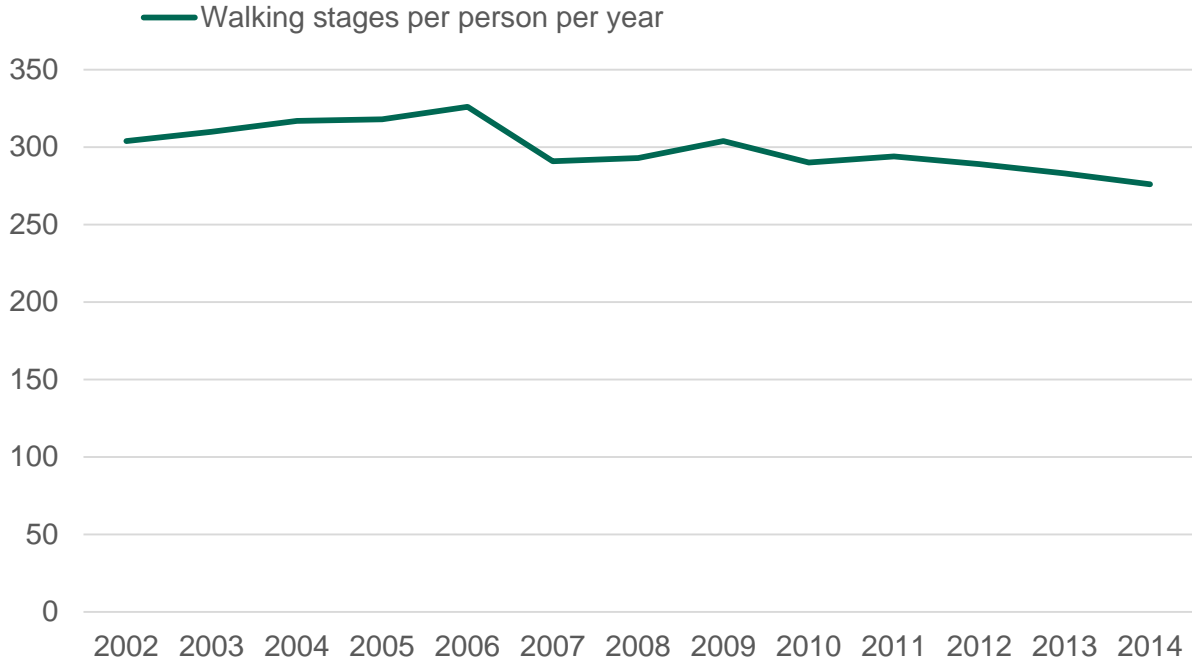
# Annex A: Data and Objectives - Cycling and Walking

A.1 The charts in this Annex show recent data for cycling activity (Figure A1), walking activity (Figure A2), the rate of cyclists killed or seriously injured per billion miles cycled (Figure A3) and walk to school data (Figure A4).

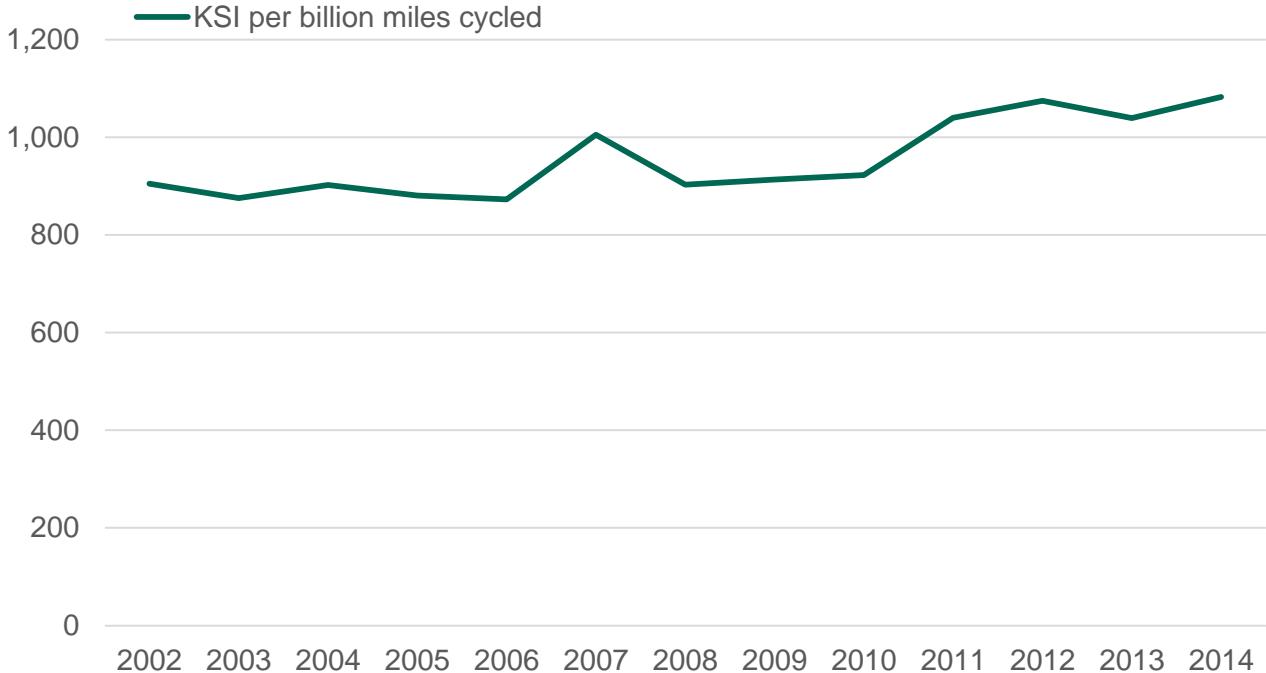
**Figure A1 Actual number of cycle stages made per year - 2010-2014 (National Travel Survey, 2014 and population estimates)**



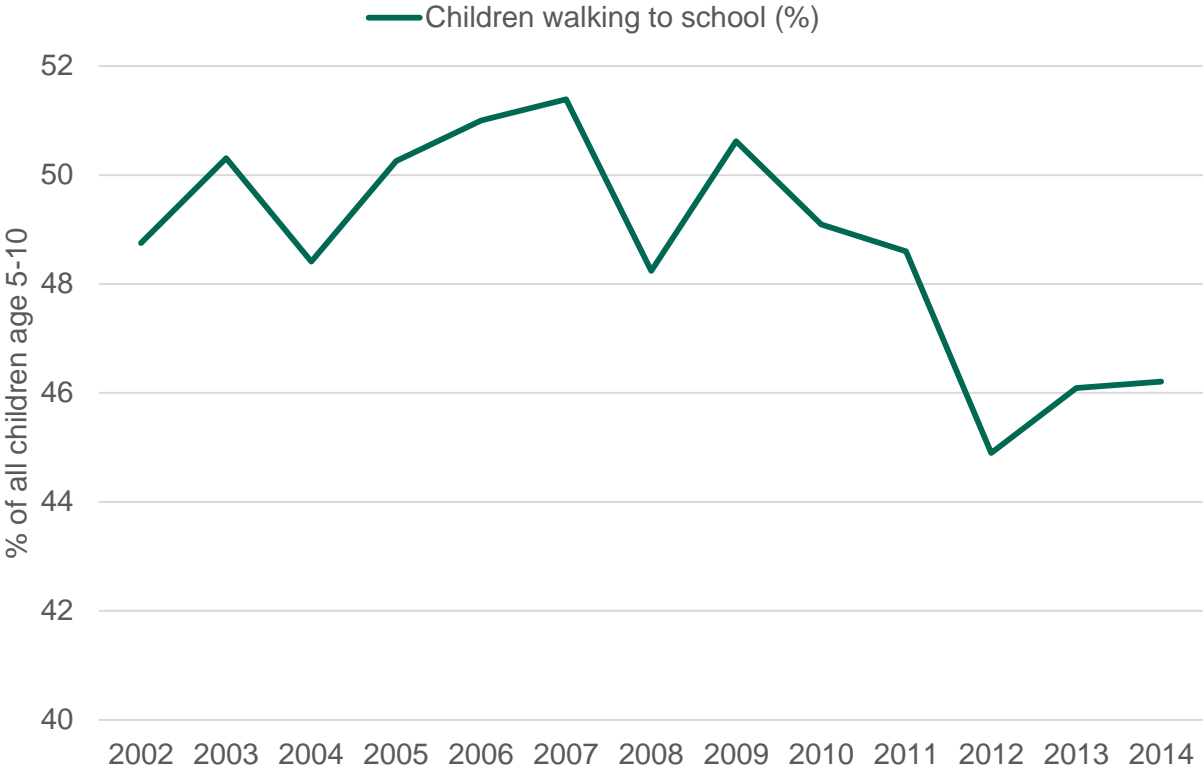
**Figure A2 Actual number of walking stages per person per year 2002-2014 (National Travel Survey, 2014)**



**Figure A3 Rate of cyclists killed or seriously injured per billion miles cycled 2002 - 2014 (Reported Road Casualty Report, 2014/Road Traffic Estimates in Great Britain, 2014)**



**Figure A4 Percentage of children aged 5-10 that usually walk to school 2002-2014 (National Travel Survey, 2014)**



ROWIP Consultation –Rural Land Managers and Local Businesses

**About the Land Manager/ Business**

1. What type of business are you involved in? (If you have more than one business, please indicate your main or core business.)
  - Estate – private
  - Estate – wholly or partly open to the paying public
  - Equestrian – e.g. riding school or livery.
  - Agricultural – smallholdings or other small enterprise
  - Agricultural – family farm up to 500 acres
  - Agricultural – larger family farm (over 500 acres) or commercial enterprise
  - Recreational e.g. hospitality or shops
  - Other (please specify)
2. Please provide the postcode of where your business is located?
3. What types of land are you directly involved in either managing or benefiting from? (Tick all that apply)
  - Arable
  - Pasture (livestock)
  - Pasture (Equine)
  - Parkland (open to the public)
  - Parkland (private)
  - Sporting Land (golf, fishing, shooting etc.)
  - Woodland
  - Other (please specify)
4. What is your responsibility for the land?
  - Owner occupier
  - Tenant
  - Employee
  - Estate/Farm Manager
  - Other (please specify)

**PROW and Your Business**

5. Approximately how many miles of public rights of way run over land which you manage or have an interest in?
  - 0
  - 0 – 1/2mile
  - 1/2- 2 miles
  - 2 – 5 miles
  - Over 5 miles
  - Unknown
6. Thinking about the potential benefits associated with public access over land, please indicate the significance to your business ( very significant, significant, not very significant, not at all significant)



- Benefits my business directly
  - Benefits my business indirectly
  - Benefits the local economy
  - A factor in enabling diversification
  - Appreciation and understanding of the countryside
7. How could well managed rights of way and other access help your business?  
Free text box

### **PROW Network**

8. Which of the following are the most significant problems associated with public access? (tick all that apply)
- Inadvertent trespass by path users
  - Deliberate trespass by path users
  - Intrusion of privacy at residence
  - Misconceptions that the “right to roam” applies to land
  - Illegal use by vehicles
  - Anti-social behaviour
  - Inconsiderate parking
  - Litter
  - Loose dogs
  - Dog fouling
  - Time/cost in maintaining rights of Way
  - Stock worrying
  - Stock getting out
  - Cycling on footpaths or surrounding farmland
  - Other (please specify)
9. In your opinion, which of the following would be the most valuable in assisting with making the public more aware of their responsibilities as well as their rights? (Tick all that apply)
- Working with schools and with the local community
  - Information boards in the countryside/on paths
  - Countryside code promotion
  - Use of the press and media
  - Improved access to information online
  - Farm open days
  - Exhibitions, shows and events
  - Working with user groups
  - Other (please specify)
10. Which of the following factors would most encourage you to provide greater access to the public land owned by you? (tick 3)
- I do not own land
  - Payments for permissive access (e.g. through agri-environment scheme)
  - “pay per use” access (e.g. toll rides)

- Compensation for new right of way created in the public interest
  - Compensation for upgrading suitable footpaths to bridleways
  - New paths for old (e.g. diversion/closure of path out of yards/away from buildings in return for other improvements, or swapping little used inconvenient paths for desired link in the path network)
  - Nothing would
  - Other (please specify)
11. Which of the following factors would discourage you from providing greater public access? (tick 3)
- Nothing
  - Disruption to normal business activity
  - Regards for privacy
  - Additional responsibility for path maintenance, gates etc.
  - Occupier's liability
  - Payments and incentives are too low
  - Negative impact on wildlife/countryside
  - Adequate public access already
  - Prevented for legal reasons e.g. land owned by family trust or prevented by terms of lease
  - Other (please specify)
12. Please use the space below to tell us if there is anything else you, as a manager/owner of land, believe we should consider in producing a Rights of Way Improvement Plan for Suffolk?
13. Relationship with the Rights of Way and Access Team -please select from Very good, good, adequate, poor, very poor, don't know
- How would you describe your dealings with members of the team?
  - Would you describe the team as being informative when communicating with you in relation to access matters?
14. Would you like to be kept informed of Suffolk County Councils Rights of Way Improvement Plan 2 (ROWIP 2)? If so, please provide your email address.

## Parish Councils

1. Name of Parish/Town Council

**Current Network**

2. What do you think about the current provision of rights of way in your parish?  
– Free text box
3. In general, how would you rate the overall:-
  - Condition of the routes?
  - Signage of the routes?
  - Very good
  - Good
  - Adequate
  - Poor
  - Very poor
4. To what extent do you agree or disagree with the following statements, in relation to your parish (strongly agree, agree, neither agree nor disagree, disagree or strongly disagree.)
  - There are enough public rights of way in the parish
  - Public rights of way do not go to the places that people want
  - Public rights of way are in a poor state of repair
  - Public rights of way are used by too many people to be enjoyable
  - Public rights of way are easy to find
  - There is enough information about public rights of way
  - Public right of way are an important facility for local people
  - Public rights of way are badly signed
  - Dog fouling on routes is a big problem
  - Vandalism of signs and gates along routes is not very common
5. How regularly have you encountered any of the following when using your parish's public rights of way in the last 12 months? (regularly, occasionally, once or twice or not at all)
  - Vegetation encroaching upon paths
  - Insufficient head clearance from overhanging trees
  - Poor sight lines at junctions with roads
  - Public rights of way that cross busy roads
  - Muddy/boggy/flooded routes
  - Rough surfaces/deep ruts
  - Gates that are difficult to open/close
  - Dogs that are out of control
  - Aggressive/intimidating animals
  - Hostility from other users
  - Hostility from landowners/occupiers
  - Other (please specify)

## Parish Involvement

6. What is the level of your Council's involvement in local paths?
  - We have a nominated councillor who monitors the local rights of way.
  - We have an active volunteer group/working party working on local rights of way
  - We have no specific arrangements for rights of way
  - We have no interest
7. What is the level of interest of your Parish/Town Council in being more actively involved in maintaining and improving the network of paths in your local area?
  - Very interested
  - Interested
  - Not very interested
  - Not interested at all
8. What would encourage greater participation from your Parish/Town Council in maintaining, improving and promoting local paths?
  - Access to grants and other funding
  - Better access to maps showing the location of paths
  - More support from Suffolk County Council's Rights of Way and Access Development Team
  - Availability of a workforce or volunteer group
  - Being accredited to national schemes e.g. Walkers are Welcome
  - Nothing would
9. Do you look for public rights of way improvements as part of your response to planning consultations?

## Improvement/ROWIP 2

10. In your opinion, what would improve access to the countryside? Free text?
11. In your opinion what would encourage people to use the PROW network more? (Select all that apply)
  - Complementary activities (e.g. bird watching, natural history, heritage)
  - Confidence that paths will be in good condition
  - Easy access Walks
  - General Information leaflets
  - Good local public transport link
  - Confidence in not getting lost/a feeling of safety
  - Guided Walks
  - Long distance/regional paths
  - More information on the Suffolk County Council website
  - Paths linking to other places of interest (e.g. the next village)
  - Safe places to park
  - Village sign boards/ information points
  - Other (please specify)

12. In your opinion what would improve utility paths (i.e. village/town paths used for getting to and from shops, work or schools) (tick all that apply)
- Excluding illegal users (e.g. motorbikes on footpaths)
  - Improved signage
  - Improved surfaces
  - Lighting
  - Litter bins
  - More vegetation clearance
  - Other (please specify)
13. Thinking about adding to or changing the local network, in your opinion where should our priorities lie? (pick 3)
- The creation of new footpaths
  - The creation of new bridleways
  - Exchanging redundant paths for new, more useful ones
  - Link up existing paths to create more useable and circular routes
  - Upgrading footpaths to bridleways
  - Dealing with anomalies in the legal record (E.g. dead end paths)
  - Other (please specify)
14. Is there anything else you, as a Parish/Town Council, believe we should consider in reviewing the Rights of Way Improvement Plan? (e.g. are there any issues which are unique to your parish)
15. Are there any quick wins or longer-term objectives of local importance to the right of way network that you would like to highlight at this stage? If so please provide details below.
16. Would you like to be kept informed of Suffolk County Councils Rights of Way Improvement Plan 2 (ROWIP 2) or becoming more involved in looking after or promoting your parish's public rights of way? If so, please provide your email address.

## Suffolk –Rights of Way Improvement Plan

Suffolk has around 9800 registered public rights of way, which equates to a distance of over 3500 miles. This is made up of a vast network of public footpaths, bridleways, byways and restricted byways (for more information about the different types of rights of way please visit: <http://publicrightsofway.onesuffolk.net>).

In 2000 The Countryside and Rights of Way Act was introduced, this created a statutory duty for all councils to produce, publish and review “Rights of Way Improvement Plans”(ROWIPs). A ROWIP is a strategic document which sets the direction and ensures that the rights of way service is kept relevant. Suffolk’s first and current ROWIP was published in 2007, a copy of it can be found at <http://publicrightsofway.onesuffolk.net/assets/ROWIP/SCC-ROWIP.pdf> it is now time for the plan to be reviewed and updated.

As part of this review Suffolk County Council intends to progress its rights of way service priorities in light of the current and future needs of users balanced against ongoing resource and budget capacity. We will endeavour to continue our aims of maintaining levels of accessibility on the rights of way network, develop working relationships with a range of partners and make improvements to it, with a view to providing a sustainable network for all.

A key part of preparing a ROWIP is consultation. We want to engage with interested groups and individuals to help shape and inform the new plan. We have prepared three questionnaires tailored to different groups; users and non-users, parish councils and local businesses. This will give people the opportunity to feedback their ideas and concerns about the network. This questionnaire is aimed at .... Please complete any of the questionnaires that you feel are relevant to you; your feedback will help to improve Suffolk’s next ROWIP.

## Users/ Non Users Questionnaire

1. As described by the introduction, would you describe yourself as a regular user of public rights of way?
  - Yes (answer questions for users)
  - No (answer questions for non-users)

## User Questions

2. How do you currently use Suffolk's public rights of way (tick all that apply)?
  - Walking
  - Dog Walking
  - Jogging/Running
  - Cycle
  - Horse Ride
  - Carriage Driving
  - Mobility Chair/Scooter
  - 4x4 or other off road vehicle
  - Other (please specify)
3. How often do you use Suffolk's public rights of way?
  - Daily
  - Weekly
  - Monthly
  - Yearly
  - Never or very rarely
  - Other (please specify)
4. What are your main reasons for using public rights of way? (please tick all that apply)
  - For the enjoyment of the activity (e.g. enjoy cycling or riding)
  - To enjoy the countryside
  - To be near to the water (e.g. rivers or the sea)
  - To visit attractions
  - For exercise
  - To access local facilities i.e. shops or post office
  - To meet up with people
  - To walk the dog
  - For birdwatching/wildlife spotting
  - Member of walking/riding/cycling/driving club
  - To go to work, school or college
  - To get to bus stops or railway stations
  - Other (please specify)
5. How do you get to the public rights of way or countryside that you use? (tick all that apply)
  - On foot
  - By train
  - By car
  - By bus
  - By bicycle
  - Other (please specify)

6. Travelling to public rights of Way Select from (less than 1 mile, 1-2 miles, 3-5 miles, 6-10 miles or over 10 miles)
  - How far do you currently travel?
  - How far would you be willing to travel?
7. Which type of route do you prefer to go on?
  - Local routes
  - Long distance
  - Circular routes
  - Linear paths
  - Leafleted promoted routes
  - Paths to sites of natural beauty
  - Paths of historic interest
  - Inter-village routes
  - Other (please specify)
8. When out using public rights of way, what facilities do you look for? (tick all that apply)
  - Places to sit/rest/picnic
  - Refreshments (e.g. café or pub)
  - Car Park
  - Public transport
  - Information boards
  - Play areas
  - Toilets
  - Remote places with no facilities
  - Accessible facilities
  - Other (please specify)

Current state of the network

9. How would you rate the public rights of way network as it is?
  - Very good
  - Good
  - Adequate
  - Poor
  - Very poor
  - Don't know
10. What puts you off using particular paths? Free text box.

**Non- User questions**

11. Would any of the following support encourage you to be more active in the countryside?
  - One to one buddy system
  - As part of a group
  - With friends or family
  - Alone
  - Other – please specify
12. Does anything prevent you from being in the countryside?
  - Too busy with family life



- Don't own transport or lack of public transport
  - Lack of confidence (where to go/what to do)
  - Nothing for the kids to do
  - A disability
  - I feel I am too unfit
  - Cost
  - No accessible rights of way nearby
  - Footpath suitability e.g. unsuitable surface, width or facilities.
  - Not of interest to me
  - Other – please specify
13. What would help you access the countryside and rights of way?
- Horse riding/ cycle routes and trails
  - Different surfaces
  - More available information on routes e.g. local walking or cycling guides and maps
  - Maps of easy local walks
  - Regular organised activities e.g. led walks, cycle or riding groups, walking festivals and health walks
  - Volunteering opportunities
  - Following a trail/local footpath
  - Visiting an attraction
  - Smart phone interactive trails
  - Circular walks
  - Geocaching
  - Having the confidence to use a map or go out alone
  - Better transport links
  - Other – please specify

Questions for all answering survey

Promotion

14. Do you think it is easy to find information about local rights of way?
- Very easy
  - Easy
  - Adequate
  - Difficult
  - Very difficult
  - Don't know
15. Where do you find information on local rights of way?
- Leaflets
  - Books
  - Online e.g. Discover Suffolk
  - Maps
  - Friends and family
  - As part of led groups/associations
  - Tourist Information Centres
  - Parish News

- Village halls and notice boards
  - Work place
  - Recommendations
  - Social media
  - I don't
  - Other – Please specify
16. Where would you like to find information about local rights of way?
- Libraries
  - Local newspapers
  - Online
  - Local shops
  - Tourist Information Centres
  - Suffolk County Council website
  - Town halls
  - Bus stops
  - Train stations
  - Community centres
  - Doctors surgeries
  - Notice boards in parks
  - Other – Please specify

#### Rights of Way Improvement Plan 2

17. How important is each of the following to Suffolk's public rights of way? (very important, important, not important, not at all important, don't know)
- Develop schemes to look after public rights of way e.g. path warden schemes
  - Plan for healthy communities in larger developments
  - Consolidate the definitive map
  - Coastal access: develop and promote the asset
  - Ensure removal of all physical barriers e.g. stiles
  - Make it easier and safer to walk or cycle to school
  - Improve and extend the bridleway network
  - Maintain the network with signage and way markers
  - Better understand how to make walk, cycling and horse riding more relevant to non-users
  - Develop more robust relationships with the tourism sector
  - Provision of short walks which join up and create longer routes
  - Work with the British Horse Society to promote horse riding
  - Develop website and innovative technology to promote use of the network
18. Are there any further comments you would like to make about public rights of way in Suffolk?
19. Are you a member of any groups or clubs that are involved with the use of parks, open spaces and/or paths?
- Ramblers association
  - Cyclist touring club
  - British Horse Society
  - Friends of parks and greenspaces
  - Health walks

- Other

20. Do you or anyone in your family consider themselves to have a disability that affects accessing the countryside?

- Yes – please provide more information
- No

If Yes

21. What would make using Suffolk's public rights of way easier? – free text box.

Add standard SCC gender, ethnicity, and age etc. template

22. Please provide your postcode

23. Would you like to be kept informed of Suffolk County Councils Rights of Way Improvement Plan 2(ROWIP 2)? If so, please provide your email address.

## Your communications plan.



<b>Project name</b>	ROWIP 2 Consultation
<b>Project officer/s</b>	Lead officer/s: Claire Parker, Ellie Tudor
<b>Cabinet Member</b>	Cllr James Finch
<b>Local councillor/s</b>	N/A
<b>Communications officer/s</b>	Lead officer/s: Helen Raven

### Project summary

We have a statutory duty to prepare and review a Rights of Way Improvement Plan (ROWIP) every ten years, the first was published in 2006. The first ROWIP covered the period 2006 -2016, this is now coming to an end and ROWIP 2 needs to be prepared. A ROWIP is intended to be the “main way local highway authorities will identify the changes to be made, in respect of the managements and improvements, to their local rights of way network in order to meet the Government’s aim of better provision for walkers, cyclists, equestrians and people with mobility problems”.

In order to prepare the ROWIP 2 we need to undertake two rounds of consultation. Initially this will be consulting various groups re: the public rights of way (PROW) network as it is, what they would like to see change and what they feel our priorities should be for the future. We hope for this consultation to start just after Easter and be available for around a month.

The second round of consultation will be based around the consultation draft of the ROWIP 2 document. Statutory guidance states that this must be out for consultation and notification should be published in at least 2 local newspapers. The consultation must be open for a minimum of twelve weeks and we hope that this will commence in September.

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**Purpose of the plan**

To set out the communications activities that will be carried out to support the promotion of the ROWIP 2 Consultation.

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**Project key messages**

- To identify changes that will "improve provision for walkers, cyclists, horse riders and those with mobility problems".
  - To consult with a range of user and non-user groups to assess;
    - The extent to which local rights of way meet present and future needs of the public.
    - The opportunities provided by local rights of way and in particular by footpaths, cycle-tracks, bridleways and restricted byways for exercise and other forms of open-air recreation and the enjoyment of their area.
    - The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.
  - To deliver a ROWIP 2 by the end of 2016, having followed procedures for full consultation with a range of user and non-user groups.
- 

**Communications objectives**

- Design a communications activity plan to raise awareness of the ROWIP 2 Consultation using a range of tools and channels to ensure timely and effective communications to the target audiences.
  - Deliver specified communications activities, ensuring that activities are delivered on time.
  - Measure the effectiveness of communication activities.
- 

**Who we are going to speak to**

- Residents:
    - PRow users – walking groups, cyclists, horse riders, off road groups
    - Non-user groups
  - Councillors
  - Staff
  - Parish councillors
-

- 
- District and borough councillors
  - Land managers
- 

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**How we are going to speak to them – delete as appropriate**

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**Face to face:** Through the Suffolk Walking Festival

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**Online:** SCC website

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**Media:** Press release

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**Social media:** SCC twitter (retweeted via Discover Suffolk), Streetlife

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**Print:** Posters in libraries, SCC buildings, Country Parks

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**Direct mail:** Use existing email contact lists

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**Advertising:** Paid for press advertising will have to be used in the second stage of the consultation

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**Budget spend**

- N/A
- 

**How are we going to know it's working?**

- Number of people completing the survey
  - Press coverage
  - Retweets
  - Response to direct mail
  - Responses via Streetlife
  - Contacts made via the Contact Centre
-

## Communications activity plan

Date	Event/action	Communication channel	Audience	Responsibility / lead	Progress and review / comments
	Cllr Finch briefed on ROWIP 2	Face to face	Cllr Finch	Claire Parker	Need to agree whether Cllr Finch would like comms to councillors, SALC, D/Bs to come from him or whether he is happy for the team to do it. Is he happy for us to draft content and to approve? Does he want to see surveys beforehand?
	Surveys added to SurveyMonkey	N/A	N/A	Ellie Tudor	
	Surveys finalised	N/A	N/A	Ellie Tudor	Need to agree who has final sign off – see above
	Hard copy surveys and posters designed and printed	N/A	N/A	Ellie Tudor	Ellie to contact Mark Dunningham at Design and Print to get quotes for designing hard copy questionnaire

					and poster and get print timetable
	Hard copy surveys and posters distributed to libraries, SCC buildings	N/A	N/A	Ellie Tudor	Ellie to contact Gipping Court to discuss recommended numbers for printing – numbers of questionnaires and posters and timetable for distribution. Also confirm what additional information they will need to go out with them – instructions for use
	Draft and (where necessary) get approval for supporting documents: <ul style="list-style-type: none"> <li>• Direct mail</li> <li>• Instructions for posters and questionnaires</li> <li>• Press release</li> <li>• Webpage</li> <li>• Tweets</li> </ul>	N/A	N/A	Various	See above re; sign offs <ul style="list-style-type: none"> <li>• Ellie / Claire to draft messages / instructions – Helen can support to read through drafts</li> <li>• Matt to write tweets and posts</li> <li>• Press team to draft release and</li> </ul>



	<ul style="list-style-type: none"> <li>Streetlife posts</li> </ul>				<ul style="list-style-type: none"> <li>get approvals</li> <li>Digital team to draft content for webpage</li> </ul>
	Develop content for webpage and establish short URLs for Survey Monkey questionnaire and webpage	SCC website	Residents / all	Digital content team	Ellie to contact Andy Tipp to let him know that the survey is coming and to get timetable for getting it on the site – what additional information do they need. Can they provide a short URL for the Survey Monkey questionnaire and the webpage
	Contact centre	N/A	N/A	Ellie Tudor Chris Collyer providing content for agent instruction page	Ellie to ensure Chris C has everything for launch including weblinks
1 June	Launch	N/A	N/A		
	Issue email to all councillors	Email	All councillors	tbc as above	
	Issue press release to all local media	Press release	Media	Press team	
	Issue email to SALC	Email	SALC	tbc as above	

	Issue email to district and borough comms	Email	D/B councillors / Residents	Helen to send out via D/B comms colleagues with request to tweet weblink for survey, promote to residents online and in newsletters etc, forward to district and borough councillors	
	Send out tweets / posts	Social media	All	Matt Woor / Discover Suffolk to retweet – who is the contact?	
From 1 June and ongoing	Issue emails to user groups	Email	User groups / Walking Festival participants	Ellie Tudor	
From 1 June and ongoing	Add link to survey and short paragraph about the survey to customers with outbound updates about PROW issues they have reported	Email	Users Parish councillors	Contact centre team	
From 1 June	tbc	insideSCC / mySCC	Staff	Internal comms team	Helen to speak to internal comms team to agree what we can include and timetable for content / approval

Ongoing from 1 June	Add link to emails	Email signatures	Existing contacts	Ellie Tudor	

<b>Suffolk Local Access Forum</b>	
<b>Title: General Paper</b>	
<b>Meeting Date:</b>	<b>21<sup>st</sup> April 2016</b>
<b>Author/Contact:</b>	<b>Andrew Woodin</b>
<b>Venue: Suffolk Association of Local Councils Offices, Claydon</b>	

## Introduction

This paper summarises progress on other items of interest to the forum.

## Sizewell C

Andrew Woodin and Annette Robinson met EDF reps on 15<sup>th</sup> February 2016, specifically to discuss access. Detail was provided on how coastal defences would be improved and re-profiled and the point was repeated the stakes here are that much higher with the ECP using this route. The trigger for temporary closures of the SCP/ECP will be 1. Construction of any beach landing facility (BLF), 2. Construction of the marine off loading facility (MOLF, jetty over the path), 3. Some occasions during defence construction, 4. IF the MOLF isn't constructed, and the BLF is used, then the path will be closed for the delivery of abnormal indivisible loads which cannot come in by road or rail. It was accepted at the meeting that more information on length and duration of closures is needed, but generally SCC officer thought the consultants were attempting to keep closures of the SCP/ECP to a minimum. The meeting agreed the importance of addressing how all this is communicated to the public, eg through websites.

The green access legacy remains a concern, including securing the linear route SCC access officers would like to see from Aldeburgh to Minsmere and beyond, and especially the section through Aldhurst Farm.

A Recreational Disturbance workshop was held on 25<sup>th</sup> February 2016. Representatives of conservation bodies including SCC Natural Environment Manager and the Area Rights of Way Manager, met EDF and consultants in March. This was the latest in a series of workshops exploring the information from the visitor surveys relating to the displacement of visitors from Sizewell onto nearby sensitive sites. The quality of the data and the many assumptions and extrapolations about the number of people who would choose to go elsewhere was questioned and it was considered that EDF had underplayed the possible impacts.

Aldhurst Farm on the edge of Leiston is in the process of being redeveloped as natural habitat (reedbeds, heath and grassland) as mitigation for the habitat loss on Sizewell Belts. EDF suggested that this site could be promoted as an alternative location for recreation and access; there was some concern that this was contrary to the original aims for the site and concerns raised as to how this would be managed.

There was also a request for clarity as to EDF's vision for the estate once the build is completed.

### **Draft Cycling and Walking Investment Strategy**

The government wants to create a walking and cycling nation and has created a draft cycling and walking strategy for consultation. It is seeking:

- Suggestions and evidence of innovative projects and programmes which could be developed to further its goals of:
  - Increasing cycling activity,
  - Reversing the decline in walking activity,
  - Reducing the rate of cyclists killed or seriously injured,
- Views on how to increase cycling and walking in typically under-represented groups,
- Views on the approach and actions set out in the strategy to meet our key objectives,
- Views on the potential roles of government and non-government bodies in delivering the strategy, plus the how they work together,
- Views on the assistance local authorities and local enterprise partnerships would find beneficial to support development of infrastructure plans,
- Views on our proposed activities for meeting our objectives of better:
  - Safety
  - Mobility
  - Streets

The county council is considering its response and members are invited to share their thoughts about how the strategy could be used to both improve public rights of way to deliver healthy and sustainable access for walkers and cyclists, and raise awareness and promote the use of green access.

Further information is available here:

<https://www.gov.uk/government/consultations/draft-cycling-and-walking-investment-strategy> and see appendix 1.

### **Rights of Way Improvement Plan**

As the forum is aware, all local highways authorities have a statutory duty to write and publish a Rights of Way Improvement plan. Suffolk County Council intends to publish their second 10 year ROWIP this year. SLAF were consulted in July 2015 and the results of this consultation have, in conjunction with the 5 key Council priorities, helped to form the basis of a public consultation which will open for four weeks from June 1<sup>st</sup> 2016. The content of the questionnaires is subject to change. See Appendix 2.

The consultation will be distributed as per the communications plan at appendix 3.

A draft ROWIP will be produced by the end of August 2016 providing sufficient time to go back out to consultation for a period of 12 weeks prior to publishing the final document in December 2016.

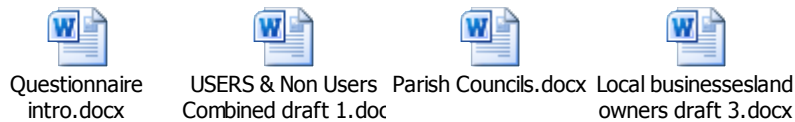
A further update will be provided to SLAF at its July meeting and all SLAF members will be emailed directly with both consultations. **We ask for your support with the wider distribution of this via your networks and represented groups.**

END  
AW/SCC April 2016

Appendix 1:



Appendix 2:



Appendix 3:

