

Pre submitted questions

Question	Response
What % of the Highways budget is spent on Active Travel?	When we consider the Capital and Works Programme, Active Travel is fully taken into account. However, there are a number of factors which mean we cannot provide a specific percentage, as the element of the budget for active travel comprises of revenue and capital funding but also grants from Active Travel England. Essentially, active travel is embedded into the various revenue and capital works the council undertakes whether this be through the implementation of a scheme like a crossing, maintaining the surface of a road/cycleway/footway, providing school crossing patrols, delivering cycle training or promoting behaviour change etc...
Is there any proactive monitoring of the state of overgrowth of hedges, etc along side foot and/or cycle paths? The route along Ashby Road in Loughborough seems to get incursions from plants on a fairly regular basis, yet still seems to need members of the public to report it.	<p>The authority is currently revising inspection regimes on the network. The target is to ensure that all sealed surface routes are visited once a year. This includes cycleways. In addition, some routes are on cyclical cut regimes.</p> <p>If you come across a particular issue, then do let us know. Visit Report a problem on the Leicestershire site and submit a report. Mostly vegetation from hedges is the local occupier's responsibility so it can take a bit of time.</p>
Wild camping or near as allowed anywhere.	<p>You would always need to seek permission from the landowner before camping. You can do this via the Government website https://www.gov.uk/search-property-information-land-registry however there is a cost associated with this.</p> <p>Wild camping is predominantly limited to National Parks in England and Wales. You can find more information online and there are useful articles such as https://getoutside.ordnancesurvey.co.uk/guides/is-wild-camping-legal-in-england-wales/ that you may find useful.</p> <p>We are not aware of any Wild Camping sites in Leicestershire. There are some sites that describe themselves as nearly wild camping sites.</p>
A reliable bus service. I was rather late last time.	Thank you for your comments. It is difficult to provide a full response without specific detail however we do apologise that you have experienced dissatisfaction. If the bus service is supported by Leicestershire County Council, please send details of the service and when this occurred to choosehowyoumove@leics.gov.uk . If the bus service is

	commercially operated, please contact the bus operator directly.
<p>How do active travel groups in the county become trusted partners? We feel we are kept at arm's length currently which is very different from counties where they are making faster progress and seem to be getting more investment.</p>	<p>We value the input that Active Travel Groups and Advocates bring. At Leicestershire County Council we are developing our expanding active travel policies and strategies with the adoption of the Cycling and Walking Strategy, Local Cycling and Walking Infrastructure Plans and most recently the Local Transport Plan 4 and the development of the Multi Modal Area Investment Plans. We have been working closely with Active Travel England, Internal departments as well as partners and stakeholders. The Cycling, Walking and Wheeling Forum is a great platform for active travel groups to meet, share ideas and thoughts with representatives from Leicestershire County Council. This is still new and continues to expand but has been a great mechanism to start conversations with representatives from communities. As the forum becomes more established and schemes developed, we will begin to seek input from groups/advocates through this forum.</p> <p>An ongoing pilot in Market Harborough has provided a good case study for how we can build on the relationships we have and create a framework to move forward with in the future across the county. Whilst we work on developing this each district has a Sustainable Travel Representative who can be contacted through choosehowyoumove@leics.gov.uk to discuss any active and sustainable travel related schemes or initiatives.</p> <p>Robynn Beauregard – Charnwood/North West Leicestershire Julia Thomas – Melton/Oadby & Wigston Bethany Wiseman – Harborough/Blaby Sarah Henry/Jessica Herbert – Hinckley & Bosworth</p>
<p>Interdependencies between LCWIPS and MMAIPS?</p>	<p>LCWIPs will support and aid the development of the MMAIPs across Leicestershire to identify interventions and solutions to support and enable active travel within our local communities. This work is at an early stage as part of the MMAIPs Pilot.</p>
<p>How does Leicestershire County Council and it's Borough Councils measure their success in helping residents to travel more easily?</p>	<p>The County Council measures our success through the successful delivery of all the great schemes and behavioural projects as part of the wider Active Travel programme under Choose How You Move. For example, this could be measuring how many people saw our communication promoting E-bike training and demonstration or Dr Bike clinics, how many subsequently signed up and took part in the programmes, and then participants sharing their experience via a post-delivery survey, to understand what worked well, and in turn help inform development of future projects that help people travel actively.</p>

	<p>All these projects form part of the overall delivery of the Cycling and Walking Strategy Action Plan, which we update annually on our the LCC website.</p> <p>Our Cycling and Walking Strategy sits under our new Local Transport Plan (LTP4). On a wider level under our LTP4 as part of Monitoring our Success, we are developing core Key Performance Indicators (KPIs) and Performance Indicators (PIs) and how these will be reported upon. These indicators will be used to assess the ongoing success of LTP4 over the long period of its delivery, including active travel projects and programmes.</p>
<p>What are you doing to maintain the current walking & cycle paths as many are not safe due to vegetation growth.</p>	<p>The authority is currently revising inspection regimes on the network. The target is to ensure that all sealed surface routes are visited once a year. This includes cycleways. In addition, some routes are on cyclical cut regimes.</p> <p>If you come across a particular issue, then do let us know. Visit Report a problem on the Leicestershire site and submit a report. Mostly vegetation from hedges is the local occupier's responsibility so it can take a bit of time.</p> <p>Report it webpage: https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/report-a-road-problem</p>
<p>Does Leicestershire County Council work proactively with farmers to ensure that rights of way are preserved eg. ensuring that footpaths and bridleways are preserved in arable fields?</p>	<p>The County Council has run a number of publicity programmes and produced a Guidance leaflet for Farmers. In the past this was mail dropped to all Farms.</p> <p>This was to specifically advise arable Farmers on path restoration and clearing paths once a crop becomes an obstruction.</p> <p>In addition, reports from the public are investigated and if necessary, the occupier contacted. Farmers are allowed to plough cross field paths as long as they are restored and any crop kept clear once it grows up. Headland paths should not be ploughed.</p>
<p>What procedures are in place to start getting schemes from the LCWIP delivered?</p>	<p>The adopted and in-development LCWIPs are being used as part of the evidence base for the Multi-Modal Area Investment Plans (MMAIPs) which are the delivery plans for the new Local Transport Plan (LTP4). These MMAIPs will form the basis of annual integrated scheme delivery programmes funded from a combination of grant funding, developer funding and County Council allocation under the Medium-Term Financial Strategy (MTFS).</p>
<p>Have new Travel Plan Officers been appointed to projects yet?</p>	<p>Yes, officers are working through travel plan obligations and will be contacting travel plan coordinators in due course. However,</p>

	<p>you are welcome to contact each officer through ChooseHowYouMove@leics.gov.uk</p> <p>Robynn Beauregard – Charnwood/North West Leicestershire</p> <p>Julia Thomas – Melton/Oadby & Wigston</p> <p>Bethany Wiseman – Harborough/Blaby</p> <p>Sarah Henry/Jessica Herbert – Hinckley & Bosworth</p>
<p>Why doesn't LCC adopt a common policy and practice in its marking of cycle path/lane junction crossing points consistent with changes announced to the 17th edition of The Highway Code on 29th January 2022. How many cyclists need to be injured or killed in collisions before LCC accepts its negligent attitude towards compliance is a risk to life?</p>	<p>As the highway authority whilst we will when designing new or renewing schemes adhere to the latest guidance; such as LTN 1/20 (Cycle Infrastructure Design) where this is possible within the constraints of the existing highway network, there is no remit to retrospectively change the highway on each and every change to legislation/regulation.</p> <p>Developers creating new cycle facilities are also advise within the Leicestershire Highways Design guidance that all road crossings should be designed to LTN 1/20's core design principles (Safety, Directness, Coherence, Comfort and Attractiveness)</p> <p>Due to limited funding the County Council needs to take a pragmatic approach when / where changes are prioritised on the network.</p> <p>If there is a specific location that users are finding difficult to adhere to the existing layout, they can advise via the on-line contact form accessed here</p>
<p>How will equestrian access be included in the Active Travel plans? ATE Route Check User Manual p.29 states:'Horse riding is explicitly included in Active Travel'</p>	<p>Horse traffic will be considered alongside all other choices that people make. Where the route being reviewed is a byway or bridleway then provision will be part of any proposals.</p> <p>Elsewhere the development of the cycleway network sometimes leads to new routes that can be utilised by horse traffic. It is possible to provide barriers that restrict unwanted use but allow for horse riders as the Glenfield to Ratby route proves.</p> <p>As ever, it is important to engage with a wide range of users including horse riders to ensure developing routes are open and available to as wide a proportion of potential users as possible.</p>
<p>Does the Council have specific maintenance plans in place for each on road and off road cycleway? If so are they</p>	<p>The maintenance plan for the council's on-highway cycle network is specified in the LCC "Highway Maintenance Operational Plan" and is determined by highway safety inspections.</p>

visible to members of the public?

Safety inspections are designed to identify defects likely to create danger or serious inconvenience to users of the network or the wider community. Such defects include those that will require urgent attention, as well as those where the locations and sizes are such that longer periods of response would be acceptable.

All carriageways, footways and cycle tracks are inspected at regular intervals, ranging between every month to 12 monthly periods, depending on the road/footway/cycle track type. These safety inspections are undertaken to detect defects likely to present a danger or nuisance to the travelling public, and to rectify them with an appropriate degree of urgency.

Cycle tracks that form part of the carriageway will be covered when the carriageway/footway is inspected, cycle tracks that are separate from the carriageway will be inspected on foot or bicycle. Additional inspections may be necessary in response to user or community concern,

because of incidents or extreme weather conditions, or because of monitoring information.