

Lincolnshire Cycling Strategy



Strategy overview

Lincolnshire County Council (LCC) recognises the role that walking and cycling (active travel) can play in improving the health and wellbeing of our residents, how it can support the economy and contribute towards our commitments to combating climate change.

Active travel will, increasingly, form a key part of how Lincolnshire residents move around the county. As a form of tackling congestion, reducing our carbon footprint, and improving our health, walking and cycling must play an important role.

Walking and cycling can also play a part in other, non-transport, issues. Our high streets and towns are changing, we rise to this challenge by adapting to what the high street will look like in the future and making our towns and villages more 'people friendly'. We will encourage economic growth and support the vitality of towns and villages as places where people dwell and where the principle focus of the town is not to facilitate the through movement of motor traffic.

The development of walking and cycling strategies is a key step in our approach to increase all forms of walking and cycling activity in Lincolnshire, from people travelling to work to those enjoying a walk or jog in their local area or a weekend cycle ride.

While cycling and walking both contribute towards similar objectives to improve health, benefit the environment and support the economy, we have taken the approach to develop separate parallel strategies for each. This approach has been adopted to recognise the differences between the two modes of travel, both in terms of their characteristics and the way that people consider them as way of getting around.

Introducing our Cycling Strategy

Our Cycling Strategy sets out how LCC will support cycling in the long-term to improve cycling provision and increase the number of people who cycle on a regular basis. We clearly present our vision and objectives to allow us to plan for the future and lay out our direction for how we take cycling forward in Lincolnshire.

The Cycling Strategy supports the overarching (draft) objectives of the Lincolnshire LTP 5, as follows:

- Economic growth;
- Greening of transport and climate change;
- Creating a thriving environment;
- Supporting safety, security and a healthy lifestyle;
- Promoting high aspirations; and,
- Quality of life.

Along with other sub-strategies of LTP 5, such as the Walking Strategy, this strategy presents how LCC will, through collaboration with partners, deliver policies to facilitate and encourage more cycling by more people across Lincolnshire.

We are ambitious in our aims to increase cycling participation rates and improve the quality of cycling provision in our county. This Strategy brings together the key themes that will enable us to advance that ambition and ensure we have a whole council approach to taking cycling forward in a positive direction.

This strategy will not work in isolation; we are developing our Local Transport Strategies which aim to rebalance travel towards active and sustainable travel options. Supporting this vital work are our cycling and walking network plans, providing a vision for the future of cycling across the county and giving us that foundation for future funding bids.

We are also looking to take advantage of the fantastic leisure cycling market within our county; from the big skies of our fenlands to the rolling hills of the Lincolnshire Wolds the county has something to offer every type of current or potential cycle user. The National Cycle Network Route 1 runs the length of the county, taking in some of the best traffic free riding in the country and taking visitors to some of our finest tourist attractions.

We believe that Lincolnshire can be an example of a rural county leading the way in delivering sustainable travel options. Through this Strategy we hope to realise that ambition and make Lincolnshire a cycling county for all.

Benefits of cycling

Cycling in any form offers the potential to benefit the health of Lincolnshire's residents, boost the economy, improve the environment and enhance the communities we live in. It offers great potential as a low-cost form of transport for short journeys as well as an enjoyable way to spend our leisure time.

The case for investing in cycling is strong¹ due to the range of benefits that it provides and the contribution to wider policy objectives around health, climate change and a sustainable economy.

Health and wellbeing

Many people are not physically active enough and this is contributing to poor physical and mental health². The direct and indirect costs of physical inactivity on the UK economy equates to £7.4 billion each year^{2,3}. UK Physical Activity Guidelines recommend that adults should undertake at least 2.5 hours of moderate activity every week⁴.

Regular exercise for just 20 minutes per day can reduce the risk of heart disease, type-2 diabetes, and stroke⁵. Just 20 minutes of cycling is approximately a three-mile trip by bike and over 50% of the trips people make in Lincolnshire are under three miles, highlighting the opportunity for people to fit this level of exercise into their daily routines.

A more active population means a healthier population with physically active people taking 27% fewer sick days than their colleagues⁶. Those who cycle regularly to work take 1.3 fewer sick days per year on average – saving our NHS £128 million annually⁷.

Cycling has also been shown to benefit mental health, particularly with regards to the journey to work, which is a common cause of stress. Active travel has been shown to reduce levels of stress, helping to support improvements to mental health^{8,9}.

Our vision is to make Lincolnshire one of the best rural counties for cycling in the UK, taking advantage of our natural environment to encourage leisure cycling and making cycling the natural and accessible choice for shorter utility trips for all abilities and ages.

Environment

The health of our planet is an issue of importance like never before, the way we travel is one of the key ways we can all play our part in reducing our emissions and our carbon footprint. A total of 27% of the UKs total emissions come from transport, with 91% of this being from road transport vehicles¹⁰. Meanwhile, 56% of motor vehicle trips are less than 5 miles, and almost 20% are less than one mile¹¹. People who drive to make these trips every day could reduce their motor emissions by a fifth by choosing cycling as a commute for only one day per week.

More people cycling for more of their journeys rather than using the car will benefit the environment through reductions in air pollution, emissions and congestion. Noise and air pollution, particularly in our urban areas, is cause for concern and has links to poor health, such as heart disease and lung cancer⁷. Shifting just 10% of short urban trips from cars to cycling in urban areas in England could save over 100 premature deaths annually¹².

Economy

Nationally, it is estimated that cycling contributes £5.4 billion a year to the economy, the majority of this coming from improved health, reduction in loss of life and reduced pollution and congestion¹⁷.

Locally, cycling helps to support the economy with people travelling by bicycle making more frequent visits and spending more in local shops on average than those that arrive by car¹⁴ while cycle parking delivers five times more retail spend per square metre than the same area of car parking¹³. However, retailers often over-estimate the contribution of car drivers compared to those arriving by sustainable modes¹⁴.

Locations with segregated cycle facilities saw an increase in retail sales by 24% more than comparative locations¹⁵, while public realm improvements connected with active travel can increase retail sales up to 30%¹⁶. It is evident that local high streets shaped around active travel will help deliver economic benefits, while making for more pleasant and desirable places to visit.

The UK cycling industry contributes £2.9 billion to the economy through the sale of bikes, equipment and cycling employment⁷. Cycling also plays a significant role in the UK tourism economy, with £520 million of tourism spend attributed to cycling and mountain biking and over 35,000 jobs directly related to the cycle tourism industry¹⁷.

Employers will benefit from an increased focus on cycling too. Congestion costs the City of Lincoln £127 million per year with drivers spending 36 hours annually in stationary traffic¹⁸. As our urban areas grow the associated demand for travel will increase and we cannot continue to build our way out of congestion through new highway infrastructure.

Challenges and opportunities

Through the compilation of an appropriate evidence base and stakeholder input, the following challenges and opportunities for cycling have been identified for Lincolnshire.

| Challenge | Opportunity |
|---|---|
| Parts of the county suffer from high-levels of deprivation, particularly related to health and disability. This can create a barrier to people cycling. | Cycling offers a way of fitting in the regular exercise people need into their daily routine. |
| Half of the population live in rural areas where many amenities are not within cycling distance. The dispersed population makes it difficult to reach many residents with measures to promote and facilitate cycle use. | Rural areas are more challenging for creating more utility cycling but offer opportunities for more leisure cycling. The population that live in urban areas are closer to many amenities, offering potential for cycling for everyday journeys. |
| Across the county, 80% of households have access to a car or van, with over 66% of travel to work trips in Lincolnshire being made by these modes of transport. | In urban areas between 30% and 50% of households do not have access to a car or van. Cycling can provide a flexible and affordable way for people to reach amenities in their local area. |
| Many existing developments are designed predominantly for access by car. | New land use developments offer potential to create sustainable communities from the outset, with cycling being a key mode of travel. |
| Cycle infrastructure in many parts of the county (in particular urban areas) is non-existent or not fit for purpose, particularly with regards to the latest national guidance (LTN 1/20). The lack of infrastructure and concerns about safety are the main barriers to cycling for many people. | |
| Personal barriers to cycling include ill-health, concerns over security and safety and household characteristics. | |

| Challenge | Opportunity |
|--|---|
| Natural and man-made barriers to cycling are present in many urban areas, such as waterways, highways and railways. These barriers are compounded by a lack of crossing points, restricting accessibility. | |
| Parts of the county suffer from high-levels of deprivation, particularly related to health and disability. This can create a barrier to people cycling. | The county as a whole has a flat topography which is favourable for cycling by people of all levels of fitness, ability and confidence. |
| | The topography not only makes cycling feasible on daily basis for utility trips, it makes Lincolnshire a popular destination for tourists who want to cycle as part of their holiday or potentially the primary reason for their holiday in the county. |
| | There are many popular cycle routes across the county, such as the Water Railway, offering opportunities for leisure cycling. |
| | Lincolnshire has a proud cycling heritage and reputation for hosting major cycling events, such as the Lincoln Grand Prix. This can be built on to promote further cycle use and attract visitors to the county. |

Strategy overview and approach

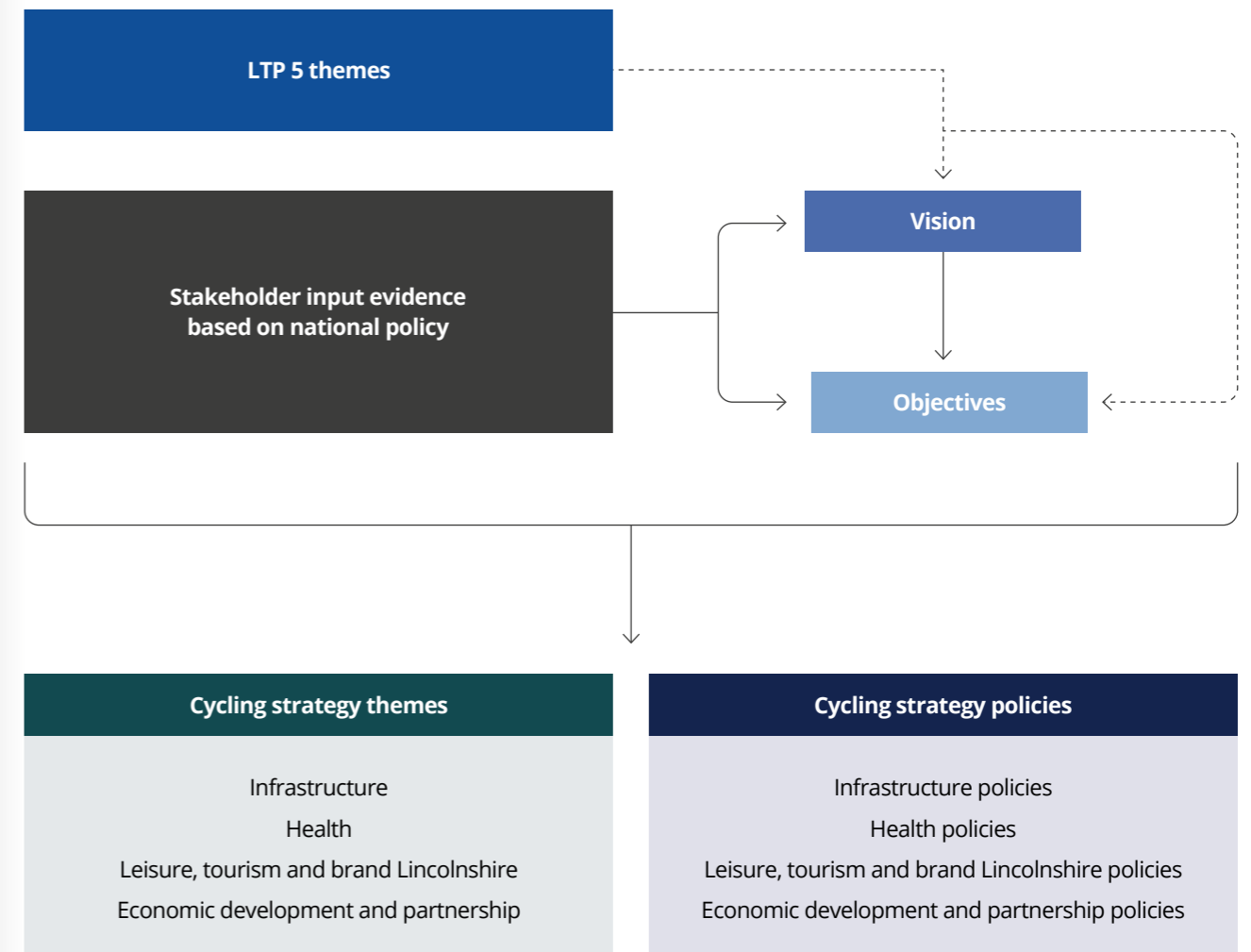
This cycling strategy has been developed to support the overarching objectives of the Lincolnshire LTP 5.

The strategy has been developed using an evidence-based approach, drawing on a range of data and informed by stakeholder input as well as national and local policy.

The figure below presents the approach that has been undertaken to developing the strategy vision, objectives, themes and policies.

The Lincolnshire cycling strategy vision presented in the Introduction section will be realised through the following four Objectives:

- Widen participation in cycling to make it a natural choice for all residents.
- Develop our leisure and tourism offer promoting cycling in the county.
- Improve safety for cycle users and the perception of safety.
- Implement appropriate and effective cycle infrastructure that is safe and inclusive for all.



The objectives will be achieved through the implementation of a range of Policies.

These policies have been categorised into four themes:

- Infrastructure;
- Health;
- Leisure, tourism and brand Lincolnshire; and,
- Economic development and partnerships

The strategy policies sit within one of the themes and contribute to one or more of the four objectives.

The vision, objectives, themes and Policies have been informed by the extensive evidence base, stakeholder engagement and policy review.

Policies

The Cycling Strategy objectives will be achieved through policies that are arranged into the five themes.

The policies are introduced and presented in the following sections, which also provide a description of the four themes.

The table of policies within each theme references how each of the policies contribute towards one or more the strategy objectives.

Theme 1: Infrastructure

Improving cycle Infrastructure to enable more people to cycle more often.

Safe cycling infrastructure is vital to ensuring people feel able to cycle. The 'feeling' of safety is most often cited as a barrier to cycling with 62% of adults aged 18+ in England agreeing that "it is too dangerous for me to cycle on the roads"¹⁹. Although cycling is inherently a safe activity and is more likely to prolong life than shorten it²⁰ if our residents perceive it as an unsafe activity due to the lack of appropriate infrastructure, they are less likely to embrace it.

We have some fantastic cycling routes, but these routes are only as strong as the weakest link. As an authority, we will ensure that new routes connect between the places people want to go to and from, providing 'total routes' for communities and not cutting out where it proves too difficult. Many of these routes will target families and those less confident, providing the incentive to cycle that wasn't there before.

As an authority, we are committed to rebalancing our city, towns, and villages away from motor traffic and towards people. Creating an environment for all our residents to cycle (and walk) in safety around their communities.

Finally, safe cycle through-routes are not enough. We will explore the provision of safe and accessible cycle storage in our towns and villages, encouraging people to dwell, shop, and enjoy their communities sustainably.

Theme 2: Health

Cycling for the health of people and planet.

The physical and mental health challenges that we face in Lincolnshire will continue and potentially get worse unless we fundamentally change how active we are. Cycling offers great potential for people to improve their physical and mental health while allowing them to get to the places they need to reach. It is also an enjoyable leisure activity and a low-impact form of exercise that supports a healthy lifestyle.

We will work to embed cycling at an early age by ensuring as many children as possible are able to access Bikeability cycle training. By helping to establish travel habits and confidence, cycling can last a lifetime. We will also work to make cycling safe for all so that they feel comfortable in being able to use this excellent form of exercise.

The benefits of active travel for both our physical and environmental health are an untapped resource that together we can exploit.

Theme 3: Leisure, tourism and brand Lincolnshire

Cycling for leisure and tourism and building the brand "Cycle Lincolnshire".

Lincolnshire has some of the best cycling country in the United Kingdom. From the big skies and flat roads of our fenlands to the undulating hills of the Lincolnshire Wolds the county has something to offer everyone.

Nationally, the county is renowned for its cycling; from Les Fensom, the Fenland Flyer, to Rebecca Durrell. Lincoln hosts the much-respected Lincoln Grand Prix, with its fearsome Michaelgate cobbled climb, and, for those yet to turn professional, over 1,000 people participate in the Lincoln Grand Prix Sportive alone. Our county boasts a proud cycling heritage that we will build upon.

The early success of the Cycle England project with our partners at Visit Lincoln has shown the potential for cycle tourists to visit our county.

In 2019, TUI Nederland marketed Lincolnshire routes to their Dutch market. We want to take this forward, building a brand to promote cycling around the county taking advantage of our environment and to access our visitor sites from Gainsborough Old Hall to Ayscoughfee Hall.

We also want to encourage our own residents to cycle to enjoy and explore their county. In England, 42% of people aged over five own a bicycle. Amongst adults, bike ownership peaks at ages 40-49 years with 49% owning or having use of a bicycle¹¹. Cycling UK estimate that over 80% of adults have access to a bicycle, yet the amount of adults cycling in Lincolnshire once per month for leisure is only 14.8%¹¹. The potential is there, we must harness it.

We will work with our communities to identify leisure cycling routes and obstacles to getting people on their bikes, ensuring your voice is heard in taking the future of cycling in our county forward.

Theme 4: Economic development and partnership

Cycling for the economy, revitalising the high street and supporting access to economic opportunities.

The lack of access to key economic opportunities such as employment and education, is a particular challenge across the county. Cycling offers the potential for a low-cost and accessible means of travel for people to reach these opportunities, particularly in our urban areas. By providing the appropriate infrastructure and access to a bicycle, we can facilitate more people to cycle for some of their journeys.

As the high street changes, the streetscape and road function need to change with it. Residents and visitors will expect a high street to be more of an experience with the balance between traditional retail and leisure altering. A pedestrian and cycle friendly environment will help to encourage those residents into our market towns.

As mentioned in a previous section; employees who cycle to work take fewer sick days and when surveyed state that their productivity is raised. We will work with businesses to continue our work on behaviour change and to encourage employees to cycle to work.

| <p>To achieve theme 1</p> <p>The Lincolnshire cycling strategy objectives in relation to the infrastructure theme will:</p> | Widen participation in cycling to make it a natural choice for all residents. | Develop our leisure and tourism offer promoting cycling in the county. | Improve safety for cycle users and the perception of safety. | Implement appropriate and effective cycle infrastructure that is safe and inclusive for all. |
|--|---|--|--|--|
| Ensure all new infrastructure is developed according to national standards (for example LTN 1/20 and the Manual for Streets) and ensure cycling is considered in new major infrastructure projects. | ● | ● | ● | ● |
| Examine opportunities to retrofit existing infrastructure to improve quality and ideally according to LTN 1/20. | ● | ● | ● | ● |
| Work with planning authorities, parish councils, and other bodies to identify potential non-highways areas for improvement including bridleways and dedicated private land routes. | ● | ● | | ● |
| Work with planning authorities, parish councils, and other bodies to identify and mitigate physical barriers to cycling, such as the crossing of roads, railways and waterways, particularly those identified as key links and where the current and proposed PRoW network intersects. | ● | ● | | ● |
| Work collaboratively with partners and enforce travel plans where relevant as part of the planning process to maximise funding opportunities for cycling infrastructure from every available source, including Section 106 and competitive bidding. | ● | | ● | ● |
| Develop and review cycling and walking network plans for every local transport strategy area along the lines of the DfT's LCWIP process. | ● | | | ● |
| Expand the 'School Living Streets' programme across Lincolnshire based on initial trial in Lincoln. | ● | | ● | ● |

| <p>To achieve theme 2</p> <p>The Lincolnshire cycling strategy objectives in relation to the health theme will:</p> | Widen participation in cycling to make it a natural choice for all residents. | Develop our leisure and tourism offer promoting cycling in the county. | Improve safety for cycle users and the perception of safety. | Implement appropriate and effective cycle infrastructure that is safe and inclusive for all. |
|---|---|--|--|--|
| Work with the health sector to propose prescription cycling. | ● | | | |
| Promote and advocate cycling as a public health benefit, working across teams and with partners to develop cycling campaigns. | ● | ● | | |
| Continue our support of Bikeability in the county to develop confident cyclists at the earliest possible age. Work with the DfT to establish Lincolnshire as a rural 'beacon' authority for Bikeability training. | ● | | ● | |
| Continue to prioritise, behavioural change campaigns by targeting residents at key points in their lives to establish active travel as a natural transport choice. | ● | | ● | |
| Work with the Lincolnshire Road Safety Partnership to reduce the number and severity of cycle user casualties, working towards vision zero in terms of deaths and serious injuries. | ● | | ● | |

| <p>To achieve theme 3</p> <p>The Lincolnshire cycling strategy objectives in relation to the leisure, tourism and brand Lincolnshire theme will:</p> | Widen participation in cycling to make it a natural choice for all residents. | Develop our leisure and tourism offer promoting cycling in the county. | Improve safety for cycle users and the perception of safety. | Implement appropriate and effective cycle infrastructure that is safe and inclusive for all. |
|---|---|--|--|--|
| Develop (alongside partners) a consistent signage and way finding strategy enabling cycle users to easily identify routes. | ● | ● | | ● |
| Work with partners to develop and promote a 'Cycle Lincolnshire' brand, building on the success of the Cycle England project. | | ● | | |
| Revamp our mapping, ensuring digital and paper coverage of maps for all types of cycle users. | ● | ● | | |
| Continue to support cycling events such as Lincoln Grand Prix Sportive and others throughout the year to establish Lincoln as a destination for amateur cyclists. | | ● | | |
| Developing community cycling champions around the county and engaging with local cycling groups. | ● | ● | ● | |

| <p>To achieve theme 4</p> <p>The Lincolnshire cycling strategy objectives in relation to economic development and partnership theme will:</p> | Widen participation in cycling to make it a natural choice for all residents. | Develop our leisure and tourism offer promoting cycling in the county. | Improve safety for cycle users and the perception of safety. | Implement appropriate and effective cycle infrastructure that is safe and inclusive for all. |
|--|---|--|--|--|
| Continue our support of the Hirebike scheme in Lincoln and examine opportunities for bike share in other areas. | ● | ● | | ● |
| Work collaboratively with planning authorities to enable access to non-highways funding, for example, the Future High Streets Fund. | | | | ● |
| Engage with businesses and business groups to maximise employee cycling potential. | ● | | ● | |
| Ensure parking is considered in network planning to enable residents to dwell and shop via bike. | ● | ● | | ● |
| Encourage and facilitate the use of cycling for 'first mile and last mile' trips in urban areas for both people and freight, reducing the economic burden and costs of congestion. | ● | ● | | ● |

Delivery

The delivery of the LTP 5 and its sub-strategies, such as this Cycling Strategy, are primarily the responsibility of the LCC.

The key mechanisms for delivering this Strategy will be through the LTP Project Board and the Local Transport Boards.

Some of the policies included in the Cycling Strategy are solely the responsibility of LCC and will be delivered collaboratively by various teams within the Council.

However, to enable the effective delivery of the strategy and fully realise the Council's vision for increasing cycling, we will need to work in collaboration with partner organisations to successfully deliver many of the policies. We will seek to draw on our partners' experience, knowledge and authority in the delivery of the policies and the ultimate achievement of our Cycling Strategy objectives.

To drive forward this Cycling Strategy and the Walking Strategy, we will establish an Active Travel Delivery Group that will bring together key partners involved in the delivery of walking and cycling policies.

The Active Travel Delivery Group will set out SMART actions (Specific, Measurable, Achievable, Realistic, and Time-based) aligned to each of the policies to form an implementation plan for bringing forward the contents of the Cycling Strategy.

The Active Travel Delivery Group will allow for collaboration between different organisations that share mutual aims of increasing walking and cycling in Lincolnshire. The Group will also facilitate alignment with existing strategies, such as Active Lincolnshire's Let's Move Lincolnshire⁵⁷ physical activity blueprint.

Our key delivery partners are set out against each of the Cycling Strategy policies under each of the five overarching themes in the following table.

| Infrastructure | |
|--|---|
| Policies | Working with |
| Ensure all new infrastructure is developed according to national standards (for example LTN 1/20 and the Manual for Streets) and ensure cycling is considered in new Highways projects. | <ul style="list-style-type: none"> • Planning authorities |
| Examine opportunities to retrofit existing infrastructure to improve quality and ideally according to LTN 1/20. | <ul style="list-style-type: none"> • Planning authorities |
| Work with planning authorities, parish councils, and other bodies to identify potential non Highways areas for improvement including bridleways and dedicated private land routes. | <ul style="list-style-type: none"> • Planning authorities • Parish councils |
| Work with planning authorities, parish councils, and other bodies to identify and mitigate physical barriers to walking, such as the crossing of roads, railways and waterways, particularly those identified as key links and where the current and proposed PRoW network intersects. | <ul style="list-style-type: none"> • Planning authorities • Parish councils |
| Work collaboratively with partners and enforce travel plans where relevant as part of the planning process to maximise funding opportunities for walking infrastructure from every available source, including Section 106 and competitive bidding. | <ul style="list-style-type: none"> • Planning authorities |
| Develop and review cycling and walking network plans for every local transport strategy area along the lines of the DfT's LCWIP process. | <ul style="list-style-type: none"> • Planning authorities |
| Cycling for health | |
| Policies | Working with |
| Work with the health sector to consider prescription cycling. | <ul style="list-style-type: none"> • Lincolnshire CCG |
| Promote and advocate cycling as a public health benefit, working across teams and with partners to develop cycling campaigns. | <ul style="list-style-type: none"> • Lincolnshire CCG • Sustrans • Active Lincolnshire |
| Continue our support of Bikeability in the county to develop confident cyclists at the earliest possible age. Work with the DfT to establish Lincolnshire as a rural 'beacon' authority for Bikeability training. | <ul style="list-style-type: none"> • DfT |
| Continue to prioritise, softer, behavioural change campaigns by targeting residents at key points in their lives to establish active travel as a natural transport choice. | <ul style="list-style-type: none"> • Planning authorities • Schools |
| Work with the Lincolnshire Road Safety Partnership to reduce the number and severity of cycle user casualties, working towards vision zero in terms of deaths and serious injuries. | <ul style="list-style-type: none"> • Lincolnshire Road Safety Partnership |

Leisure, tourism and brand Lincolnshire

| Policies | Working with |
|---|---|
| Develop (alongside partners) a consistent signage and way finding strategy. Enabling cyclists to easily identify routes. | <ul style="list-style-type: none"> • Planning authorities |
| Work with partners to develop and promote a 'Cycle Lincolnshire' brand, building on the success of the Cycle England project. | <ul style="list-style-type: none"> • Planning authorities • Sustrans • Active Lincolnshire |
| Revamp our mapping, ensuring digital and paper coverage of maps for all types of cyclists. | |
| Continue to support cycling events such as Lincoln Grand Prix Sportive and others throughout the year to establish Lincoln as a destination for amateur cyclists. | <ul style="list-style-type: none"> • Event organisers |
| Developing community cycling champions around the county and engaging with local cycling groups. | <ul style="list-style-type: none"> • Planning authorities • Parish councils • Cycling clubs/groups |

Economic development and partnership

| Policies | Working with |
|---|--|
| Continue our support of the Hirebike scheme in Lincoln and examine opportunities for bike share in other areas. | <ul style="list-style-type: none"> • Bike share operators • Lincoln city council • Planning authorities |
| Work collaboratively with planning authorities to enable access to non-highways funding, for example, the Future High Streets Fund. | <ul style="list-style-type: none"> • Planning authorities |
| Engage with businesses and business groups to maximise employee cycling potential. | <ul style="list-style-type: none"> • Business groups • Individual businesses • Planning authorities |
| Ensure parking is considered in network planning to enable residents to dwell and shop via bike. | <ul style="list-style-type: none"> • Planning authorities |
| Encourage commuter, and low goods 'last mile' delivery cycling, reducing the economic burden and costs of congestion. | <ul style="list-style-type: none"> • Planning authorities • Businesses |

Monitoring and measuring success

To ensure that our walking and cycling strategies are effective, we will monitor performance and review the strategies on a regular basis. To monitor and measure success of these strategies we will:

- Review and report on our performance every year;
- Develop our thinking and approach based on performance, changing technology and other opportunities for innovation;
- Be open to challenge from partners and stakeholders;
- Actively monitor published data sources; and,
- Identify appropriate technology and data sources to collect our own data across Lincolnshire.

Our approach to data

Robust data gathering and reporting is crucial to making our work a success. Holding sufficient, and suitable, data allows us to spot changes and pinpoint weaknesses. It allows us to be proactive by seeing our actions are changing the way we travel and which of our residents and communities need support.

Some of the sources are published data that we will access, and others will be generated specifically to support the monitoring of this strategy. We will also work with partner organisations who already undertake a range of data analysis, such as the Lincolnshire Road Safety Partnership, to gain key insights.

A solid evidence base is also essential for ensuring Lincolnshire has the best possible chance of the Government funding. Government funding rounds are very competitive and although the county has seen several successes so far, we must have modern and high-quality data capture to demonstrate our case.

Underpinning all this must be recognition that modern technology requires modern data capture. We will work with IT and app providers to access high quality trip data can give us detailed and accurate insights into areas for improvement.

We will seek out additional data sources that may be identified through the course of the active travel strategies and be open to technological and methodological innovations to support our monitoring approach.

We cannot do this alone; we will work with local active travel groups and support new ones to provide that constructive feedback that shows us how developments affect you. Through this we will seek to capture the evidence to support the developments you need to make cycling and walking a viable choice. We will also invite consultation on a range of active travel KPIs for the county to consider.

Monitoring framework

The following monitoring framework presents how we will monitor the strategy against each of the objectives. The framework is based on several indicators of change in walking and cycling behaviours and the sources that we will use to analyse these indicators.

The Cycling and Walking Strategy along with developed indicators will be included as part of the monitoring of the LTP.

| Objective | Indicator | Source |
|--|--|--|
| Implement appropriate and effective cycle infrastructure that is safe and inclusive for all. | Audit scores | <ul style="list-style-type: none"> • Audits • Public feedback |
| | Mode share of cycling for journeys to work | <ul style="list-style-type: none"> • Census data • Travel plan data |
| Widen participation in cycling to make it a natural choice for all residents. | Mode share of walking for school trips | <ul style="list-style-type: none"> • School travel surveys • Living Streets travel tracker data |
| | Frequency of cycling for travel | <ul style="list-style-type: none"> • Active Lives data • DfT walking and cycling statistics • Travel Plan data |
| | Frequency of leisure cycling | <ul style="list-style-type: none"> • Active lives data • DfT walking and cycling statistics • Travel plan data |
| Develop our leisure and tourism offer promoting cycling in the county. | Cycle use near to leisure and tourism attractions | <ul style="list-style-type: none"> • Counts |
| | Mode of travel to reach leisure and tourism destinations | <ul style="list-style-type: none"> • Surveys |
| | Usage of leisure cycling routes | <ul style="list-style-type: none"> • Surveys • Counts |
| Improve safety for cycle users and the perception of safety. | Number of collisions involving cycle users | <ul style="list-style-type: none"> • STATS19 data |
| | Level of concern about safety and security when cycling | <ul style="list-style-type: none"> • Surveys • Travel plan data • Public feedback • DfT cycling statistics |

Case studies

Development of local cycling and walking infrastructure plans.

An evidence-based approach to developing networks and improving infrastructure.

LCC has an ongoing programme of developing LCWIPs for each of the largest urban areas in the county. The programme follows the DfT methodology for developing LCWIPs, utilising an evidence-based approach to identifying where investment in walking and cycling infrastructure will deliver the greatest benefits.

The development of the LCWIPs has been a collaborative process, engaging with key stakeholders to inform the plans and identify the priority routes for further development. The LCWIPs provide LCC with a series of priority schemes that can be rapidly developed in response to funding opportunities. The LCWIP networks also support the securing of funding through the planning process, providing clear plans of where infrastructure needs improving in relation to land use developments.

References

1. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/877511/cycling-and-walking-business-case-summary.pdf
2. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374914/Framework_13.pdf
3. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/371096/claiming_the_health_dividend.pdf
4. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/832868/uk-chief-medical-officers-physical-activity-guidelines.pdf
5. www.nhs.uk/live-well/exercise/exercise-health-benefits
6. www.nice.org.uk/guidance/ph41/resources/physical-activity-walking-and-cycling-pdf-1996352901061
7. eprints.lse.ac.uk/38063/1/BritishCyclingEconomy.pdf
8. Hansen, K. Nielsen, T. (2014), Exploring Characteristics and Motives of Long-Distance Commuter Cyclists, Transport Policy, Vol. 35, No. 1, pp. 57-63
9. Martin, A. Goryakin, Y. Suhrcke, M. (2014), Does Active Commuting Improve Psychological Wellbeing? Longitudinal Evidence from Eighteen Waves of the British Household Panel Survey, Preventive Medicine, Vol. 69, pp. 296-303
10. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984685/transport-and-environment-statistics-2021.pdf
11. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906276/national-travel-survey-2019.pdf
12. Woodcock, J., Tainio, M., Cheshire, J., O'Brien, O. and Goodman, A. 2014 Health effects of the London bicycle sharing system: health impact modelling study BMJ. 2014; 348: g425 www.bmj.com/content/348/bmj.g425
13. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf
14. Clifton, K.J., Muhs, C., Morrissey, S., Morrissey, T., Currans, K. and Ritter, C. 2013 Examining Consumer Behavior and Travel Choices core.ac.uk/download/pdf/37776121.pdf
15. www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
16. www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf
17. s27245.pcdn.co/wp-content/uploads/2018/06/The-Value-of-the-Cycling-Sector-to-the-British-Economy-FINAL2.pdf
18. thelincolnite.co.uk/2018/02/the-price-of-congestion-in-lincoln
19. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906698/walking-and-cycling-statistics-england-2019.pdf
20. www.cyclinguk.org/campaigning/views-and-briefings/health-and-cycling

Glossary

| | | | |
|----------|---|---------|---|
| CRP | Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines. | LTB | Local Transport Boards. |
| DFT | Department for Transport – the Government body who buy most train services and fund Network Rail. | RAP | Route Action Plan. |
| ECML | East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross. | HIAMP | Highways Infrastructure Asset Management Plan. |
| EMR | East Midlands Railways – local and regional services across the East Midlands and Long-distance high speed services to London along the Midland Mainline. | SEA | Strategic Environmental Assessment. |
| GBR | Great British Railway – the proposed future organisation to run England Railway, taking over from Network Rail, DfT and TOCs. See Rail White Paper. | SA | Sustainability Appraisal . |
| LCC | Lincolnshire County Council. | GVA | Gross Value Added. |
| LNER | London North Eastern Railway. Operate Long-distance high-speed services to London along the East Coast Mainline. | TfL | Transport for London. |
| LTP 5 | The Lincolnshire County Council's 5th Local Transport Plans (lasting 5 years to 2028/29). | LENNON | Latest Earnings Networked Nationally Overnight. |
| MML | Midland Mainline, line accommodating fast services between Yorkshire and London, starting at Sheffield and Nottingham/Lincoln and travelling to London St. Pancras via Leicester. | ATC | Automatic Traffic Count. |
| Northern | Northern Trains – local and regional train company operating services across the north of England. | EV | Electric Vehicle. |
| ORR | Office of Rail Regulation who oversee Network Rail's performance and report back to DfT. | DECC | Department of Energy and Climate Change. |
| RTB's | Regional Transport Bodies, including Transport for East Midlands/East Midlands Councils (TfEM/EMC), Midlands Connect, Transport for the North (TfN). | SUEs | Sustainable Urban Extensions. |
| TOC | Train Operating Company. | UKCRF | UK Community Renewal Fund. |
| TPD | Trains per day. | UKSPF | UK Shared Prosperity Fund. |
| TPX | Transpennine Express – inter-regional train company operating services across the north of England and into Scotland. | LUF | Levelling Up Fund. |
| XC | Cross Country – a train operator serving long-distance routes excluding London. | LATS | Local Area Transport Strategies. |
| COVID-19 | Coronavirus pandemic of 2019/20. | LCWIP | Local Cycling and Walking Infrastructure Plan. |
| | | ROWIP | Rights of Way Improvement Plan. |
| | | PRoW | Public Rights of Way. |
| | | CPO | Chargepoint Operator. |
| | | EVCP | Electric Vehicle Chargepoint. |
| | | BAME | Black, Asian and Minority Ethnic groups. |
| | | NTS | National Travel Survey. |
| | | CBSSG | COVID-19 Bus Services Support Grant. |
| | | JSNA | The Joint Strategic Needs Assessment. |
| | | DLUHC | The Department for Levelling Up, Housing and Communities. |
| | | SIDP 21 | Strategic Infrastructure Delivery Plan 2021. |



This page is intentionally left blank