

CABINET

12 September 2023

GREEN & ACTIVE TRAVEL

Report of the Portfolio Holder for Highways, Transport, and the Environment

Strategic Aim:	Sustainable Lives Healthy and Well	
Key Decision: Yes	Forward Plan Reference: FP/280423	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr C Wise, Portfolio Holder for Highways, Transport, and the Environment	
Contact Officer(s):	Penny Sharp – Strategic Director-Places	psharp@rutland.gov.uk
	Emma Odabas – Acting Senior Transport Manager	01572 720923 eodabas@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the Local Cycling & Walking Infrastructure Plan – LCWIP (Appendix A)
2. Approves the Sustainable Modes of Travel Strategy – SmoTS (Appendix B)
3. Approves the Alternative Fuels Plan (Appendix C)
4. Notes the update provided in relation to Local electric vehicle infrastructure (LEVI) progress (Appendix D)

1. PURPOSE OF THE REPORT

- 1.1 This report sets the strategic direction of active and sustainable travel and introduces new plans to implement key activities and projects.
- 1.2 The report also provides an update on works relating to electric vehicle infrastructure.

1.3 This report seeks approval for the new strategies and action plans so that ambitions for sustainable and active travel can be achieved.

2. BACKGROUND AND MAIN CONSIDERATIONS

2.1 Local Cycling & Walking Infrastructure Plan (LCWIP)

2.2 Local authorities in England are required by central government to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) to set out long term plans for delivering new or improved infrastructure for walking and cycling. New national policy and guidance titled 'Gear Change' has been published by government, setting higher and more ambitious standards for infrastructure required to achieve the government's vision to increase journeys made by cycling or walking by 2030.

2.3 Government has confirmed that local authorities who do not have a current LCWIP would be unlikely to be able to access active travel funding in the future.

2.4 Following approval of the LCWIP, next steps would be the preparation of detailed plans for the priority infrastructure schemes identified within the LCWIP where the greatest impact on encouraging an increase in active travel journeys could be achieved. This will ensure that RCC is in the best position to bid for any future active travel funding available.

2.5 2.6 An LCWIP is a higher-level strategic document setting out a future vision for potential improvements to the county to promote increased walking and cycling journeys by residents and visitors to Rutland.

2.6 Government guidance highlights that Local Planning Authorities should consider incorporating LCWIPs into Supplementary Planning Documents where this would build upon and provide more guidance on the policies in Local Plans.

2.7 The Rutland Local Plan is still at its formative stages and so the LCWIP is useful as part of the evidence base for the preparation of the Local Plan and in forming planning policies for consultation. It also supports the development of the Local Plan Infrastructure Delivery Plan which assesses the impact of planned development on existing infrastructure.

2.8 Preparing LCWIPs should also help the County Council to consider the impact of planning applications and other proposed land use changes on existing and planned cycling and walking infrastructure, and to identify sites that are well served, or capable of being well served, by cycling and walking routes. The existence of a LCWIP will assist developers in the preparation of Travel Plans, Transport Assessments and Statements.

2.9 The first LCWIP for Rutland is attached - Appendix A. The plan will be reviewed bi-annually or as required because of changes such as a refresh of the Local Transport Plan or the new Local plan.

2.10 Sustainable Modes of Travel Strategy (SMOTS)

2.11 Local authorities have a statutory duty under the Education and Inspections Act 2006 to promote sustainable travel to school, in particular the promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.

- 2.12 The strategy is a statement of the council's overall vision, objectives, and work programme for improving accessibility to schools. Our commitment is to encourage parents and children to choose more active, healthier, and environmentally friendly ways of travelling to school, as an alternative to driving.
- 2.13 RCC will continue with an annual work plan focussed on educating, and enabling schools, students and parents to prioritise safe and active travel to school.
- 2.14 **Objectives**
- 2.15 Our key objectives are:
- to contribute towards the immediate and long-term health and well-being of children and young people through active travel.
 - to reduce road traffic, ease congestion and reduce carbon emissions, especially on routes to schools through active travel and the use of public transport and car sharing.
 - to allocate resources, where these are available, that create, sustain, and maintain a transport infrastructure that is conducive to active, healthy, safe, and environmentally friendly ways of travelling to school.
 - to use travel planning to create a culture of active and sustainable travel among children and parents that has a long-term impact on future travel choices.
- 2.16 Working with schools, parents, pupils, and partnership agencies we will encourage more active modes of travel by promoting walking, cycling, and scooting, public transport and car sharing through activities and initiatives.
- 2.17 Rutland's updated SMOTs is attached – Appendix B
- 2.18 **Alternative Fuels Plan**
- 2.19 In November 2020, the Prime Minister put the UK on course to be the fastest nation in the G7 to decarbonise road transport, announcing that:
- Sales of all new petrol and diesel cars and vans would end in 2030.
 - All new cars and vans to be fully zero emission at the tailpipe by 2035.
- 2.20 The government has published an electric vehicle charging infrastructure (EVCI) strategy which sets out the vision and an action plan for the rollout of EVCI in the UK, ahead of the above phase out dates.
- 2.21 There is now a requirement for all local authorities to publish a long-term plan to meet the EV charging needs in a local authority or region.
- 2.22 RCC's approach to a localised plan addressing EV charging (appendix 3) is based on a wider approach covering all forms of greener transport/fuel (including EV and the associated infrastructure) which may have potential to advance in the future such as:
- Hydrogen,

- Solar power
- Biofuel.
- Liquid Petroleum gas (LPG)

Officers will continue to monitor and compare the availability and costs of greener vehicles, fuel types, new technology and other factors affecting investment and operational considerations for both fleet and external contracts.

2.23 The proposed approach is to put in place a plan based on:

- Public education/advice
- Signposting to grants, schemes, and services
- Encouraging private sector charge point investment into the county.

2.24 As this sector develops, so will RCC's Alternative Fuel Plan with consideration to the appropriateness of the known local demand and with input from the transport sector.

2.25 In addition to the strategy, the intention is to create a greener transport webpage which will inform and update residents, businesses, and visitors to the area of the following:

- Relevant projects RCC is involved in (Appendix D details examples of this work)
- Any national or local surveys
- Useful links to EV charge point location websites/apps such as Zap-map
- Useful links to mobile EV Charging solutions such as Charge fairy and EVBoost
- Consultations – local and national
- Promotion of any available local or national grants available

2.26 **Local Electric Vehicle Infrastructure (LEVI)**

2.27 The UK Government's LEVI Fund supports local authorities in England to work with the chargepoint industry, to improve the roll out and commercialisation of local charging infrastructure.

2.28 These public chargepoints will help residents who don't have off-street parking and need to charge their electric vehicles (EVs).

2.29 The fund includes:

- Capital funding to contribute to the costs of delivering chargepoints.

- Capability funding for local authorities to employ and train new staff specifically to plan and deliver chargepoint infrastructure.

2.30 RCC has submitted claims for both capital and capability funding. Details and a timeline of RCC's involvement with the LEVI fund to-date can be found in appendix D.

3. FINANCIAL IMPLICATIONS

3.1 Projects associated with the workstreams detailed within this report will be funded via any future grant funding secured. There are no implications for RCC's budgets.

4. LEGAL AND GOVERNANCE CONSIDERATIONS

4.1 Any legal implications are detailed within the body of the report.

5. COMMUNITY SAFETY IMPLICATIONS

5.1 The Council is required by Section 17 of the Crime & Disorder Act 1998 to consider community safety implications. No implications found.

6. HEALTH AND WELLBEING IMPLICATIONS

6.1 All work detailed in this report is centred around RCC's efforts to increase, promote and remove barriers to sustainable and active travel choices which will in turn contribute to improvements in health and wellbeing of residents and visitors to the county.

7. DATA PROTECTION IMPLICATIONS

7.1 A data protection impact assessment has not been completed as there are no data protection implications.

8. CONSULTATION

8.1 Green and active travel featured heavily in the results of the 2021 Future Rutland conversation with residents supporting the need for improvements in footpaths, cycle paths, and reduced vehicle emissions.

8.2 Whenever grant funding becomes available for walking/cycling improvement schemes, the priority schemes identified within the LCWIP will be subject to public consultation.

8.3 In 2024, Tranche 2 of LEVI funding will see further investment into EVCP's. It is envisaged that identifying possible chargepoint sites for commercial investment will be subject to consultation with local communities.

9. ORGANISATIONAL IMPLICATIONS

9.1 TUPE (Transfer of Undertakings (Protection of Employment) Regulations 2006) and subsequent amendments will not apply to any items within this report.

10. SOCIAL VALUE & ENVIRONMENTAL IMPLICATIONS

10.1 All policies, strategies and projects detailed within this report focus on enabling greener transport which will have a positive impact on:

- Protecting the environment by reducing emissions.
- Supporting happiness and wellbeing by removing barriers to green and active travel
- Access to services such as employment, education, health and leisure by providing safe and sustainable travel options in the county.

11. CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

11.1 This report contains new strategies and action plans which will aid and support the delivery of sustainable and active travel improvements in Rutland.

11.2 Sustainable and active travel initiatives lead to reduced emissions and have a positive impact on the health and wellbeing of residents.

11.3 A commitment to making green and active travel provision a priority for the county will contribute to achieving many of RCC's corporate strategy commitments:

- Net zero carbon
- Greener communities
- Connected communities
- Supporting independence
- Healthy lifestyles
- Safe & inclusive

12. BACKGROUND PAPERS

12.1 None

13. APPENDICES

13.1 Appendix A – LCWIP

13.2 Appendix B – SMOTS

13.3 Appendix C – Alternative Fuels Plan

13.4 Appendix D – LEVI Funding briefing note

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.