

Stage 1: Determining scope

Government policy and targets

The Government's Second Cycling and Walking Investment Strategy recognises that during the pandemic lockdowns of 2020-21, quieter roads enabled the release of pent-up demand for active travel.

Quieter roads meant less congestion and road danger, and gave many more people the confidence and opportunity to enjoy travel on foot, wheelchair and cycle.

Given shrinking financial resources, enabling more people to feel confident when cycling and walking instead of driving is more important than ever, and CWIS2 is clear that we cannot afford to lose the opportunity this presents to transform places for active travel as a 'spend to save' policy.

Besides which, active travel is good for the environment, economy and health. It is a key part of wider strategies for reducing air pollution and helping people to avoid long term illness and premature death due to inactivity thus saving the NHS billions of pounds annually.

Delivery of CWIS2 is underpinned by policies in Gear Change and design guidance in LTNI/20, both of which were published by the Department for Transport in 2020.

Both Gear Change and LTNI/20 exist to support a transformation of our cities and rural areas to support dense networks of safe routes and junctions for cycling and walking, and a host of 'complementary measures' from cycle hire to communal on-street cycle storage. Taken together, these initiatives will fulfil the ambition of making

"walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040", with half of all journeys in towns and cities being cycled or walked by 2030.

Revised targets for walking and cycling include:

- Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 50% in 2030 and to 55% in 2035.



Government policy: Gear Change is the detailed expression of policies set out in the Cycling and Walking Investment Plan (updated 2022).

- Increase walking where walking activity is measured as the total number of stages per year, to 365 per person per year in 2025.
- Double the number of cycling stages per year.
- Increase the percentage of children aged 5-10 who usually walk to school from 49% in 2014 to 55% in 2025.

CWIS-2 is valid from April 2021 until March 2025, with clear links to other policy commitments including the Transport Decarbonisation Plan and Net Zero Strategy. It outlines the Government's current funding commitment to 2025.

Local authorities are preparing Local Cycling and Walking Infrastructure Plans that need to show ambition and a commitment to redistributing roadspace and complying with LTNI/20 if they are to be funded.

Schemes for pedestrians and cyclists also need to show inclusion as a 'golden thread' in the pursuance of the above targets. Equalities Impact Assessments will identify how routes positively and effectively respond to the needs of groups with protected characteristics within the meaning of the Equality Act 2010.

Finally, CWIS2 will require the integration of plans for walking and cycling with wider policy context, being both informed by and informing local policies including Local Plans, Infrastructure Development Plans and Local Transport Plans.

Population and LCWIP geographical extent

St Mary's is the main inhabited island of five. The Council of the Isles of Scilly is the Highway Authority and is responsible for the construction, maintenance and management of the highway network on St Mary's only, as shown on the map in Appendix 2.1.

Road networks on the other four 'off' islands (St Martin's, Tresco, Bryher and St Agnes) are managed privately by the Duchy of Cornwall. The off-islands have small populations with agriculture and tourism forming their main sources of income. Since people often hold more than one job to cover living costs, they may travel between the islands to reach work.

The adopted 2015 Local Plan describes the island's demographic profile. The various Council and health services provide for a 2011 Census population of approximately 2,203 people in 989 households. The total population was updated in 2014 to an estimated 2,259 persons or 74 people fewer than in the peak of 2008. The largest population centre is St Mary's, with 1,723 people in 2011, followed by Tresco (175), St Martin's (135), St Agnes (84) and Bryher (85). The main population centres on St Mary's is Hugh Town.

The Local Plan projects that the islands' working population (16-64) will decline from 65% to 54% of the total by 2030, leading to added pressure on local services, shortages of staff, and concerns about the islands' self-sufficiency especially when factoring in the migration of retirees looking to the islands for a slower pace of life. The majority of land ownership and management rests with the

Duchy of Cornwall, with large areas managed by tenant farmers and the Isles of Scilly Wildlife Trust.

The islands do not have a network of definitive public rights of way. Instead, all footpaths are permissive and provided at the discretion of the landowners and farmers. Over time this has meant the network's extents have changed, extended or reduced.

The geographical extent of this LCWIP incorporates all the populated islands, (Figure 1)

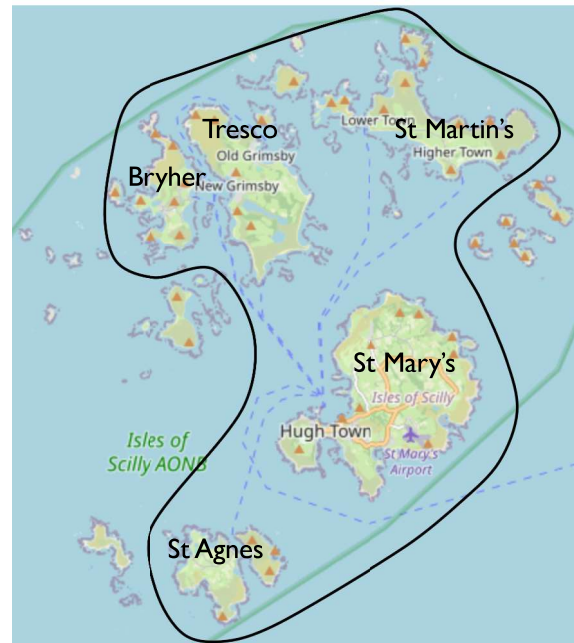


Figure 1: Geographical boundary: the five inhabited islands

although direct DfT funding can only apply to St Mary's because it is the only island with public highway.

Figure 2 (next page) shows the extent of St Mary's island Highway network and sections of third party roads, tracks and permissive paths affected by this LCWIP. All proposed schemes on third party land are subject to agreement from the relevant landowner and their tenants.

Governance

High level governance is essential to the success of this plan. Relying on local decision-making by individual local councillors and delegated officers would otherwise put undue pressure on them in the event of public opposition to the proposed measures, raising the risk of failure.

Collective decision making across the islands, coupled with ongoing public and stakeholder engagement, will spread this burden. Delivery also requires officer support at the highest possible level, preferably with the Chief Executive or an Assistant Director.

A programme Board will be established with interested lead members, senior officers and specialist officers tasked with leading the network's design and construction. The board will meet regularly to discuss the activities of those directly responsible for making funding bids, designing schemes and delivering infrastructure on the ground. The Board could include members of key stakeholder groups including the Police, school, hospital, businesses and interested local people.

Timescale: LCWIP and delivery

This LCWIP covers a period of ten years from adoption with review anticipated every five years.

However, the timescale for delivery is theoretically (subject to funding) much shorter as, due to the high costs and logistical effort involved, it will be important to maximise the use of machinery and materials imported just once from the mainland.

Engagement

Engagement is continuous and has so far involved a wide range of stakeholders who have collectively enabled us to gain a greater understanding of issues surrounding road danger as well as potential solutions. We have found overwhelming support for the idea of making walking and cycling easier, safer and more attractive as an alternative to driving.

The following tables set out comments people have made at formal stakeholder meetings and an on-street 'market stall'. These are presented with an indication of what can be included in the LCWIP and what the LCWIP will do to address local concerns.

The main themes raised at the 'market stall' public engagement event (tables below) were identified as "driver behaviour/safety" (35 mentions), followed by "improvement" (15 mentions), and "maintenance" (7 mentions). These reflect strongly expressed perceptions of danger experienced when walking and cycling on the island's roads, which is also a dominant theme in responses to the public questionnaire.

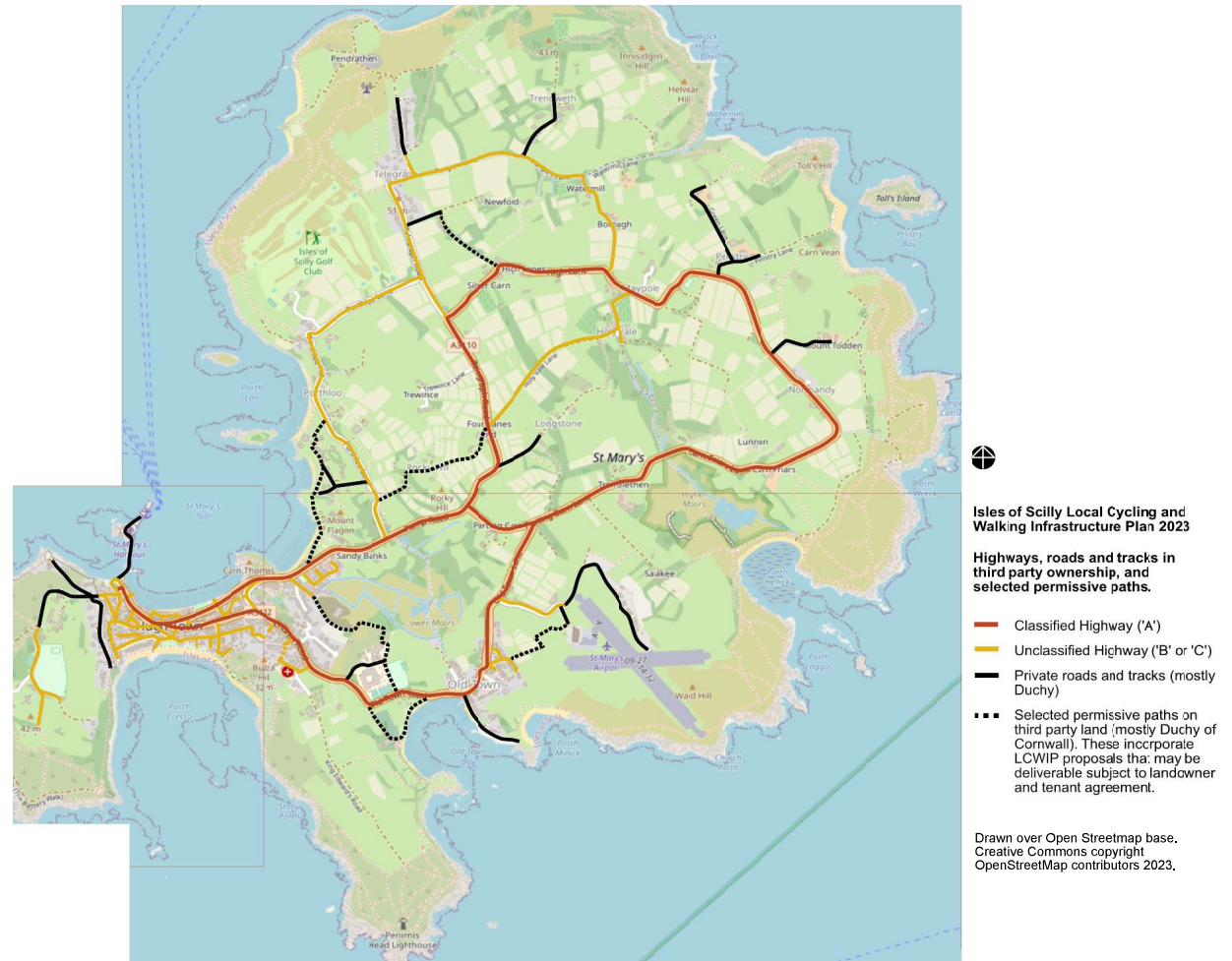


Figure 2: Extent of Highway network and selected third party road and track network, St Mary's.