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Meeting	CABINET
Time/Day/Date	5.00 pm on Tuesday, 27 February 2024
Location	Abbey Room, Stenson House, London Road, Coalville, LE67 3FN
Officer to contact	Democratic Services (01530 454512)

AGENDA

Item	Pages
1. APOLOGIES FOR ABSENCE	
2. DECLARATION OF INTERESTS	
Under the Code of Conduct members are reminded that in declaring interests you should make clear the nature of that interest and whether it is a disclosable pecuniary interest, registerable interest or other interest.	
3. PUBLIC QUESTION AND ANSWER SESSION	
4. MINUTES	
To confirm the minutes of the meeting held on 31 January 2024	3 - 8
5. COMMUNITY LOTTERY SCHEME	
The report of the Strategic Director of Communities Presented by the Community Services Portfolio Holder	9 - 30
6. NWL LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN AND STRATEGY	
The report of the Strategic Director of Communities Presented by the Community Services Portfolio Holder	31 - 212
7. PERFORMANCE MONITORING REPORT	
The report of the Chief Executive Presented by the Infrastructure Portfolio Holder	213 - 226

8. INVESTMENT PROPERTY LEASEHOLD DISPOSALS

The report of the Strategic Director of Place
Presented by the Housing, Property and Customer Services Portfolio Holder

227 - 230

Circulation:

Councillor R Blunt (Chair)
Councillor M B Wyatt (Deputy Chair)
Councillor T Gillard
Councillor K Merrie MBE
Councillor N J Rushton
Councillor A C Saffell
Councillor A C Woodman

MINUTES of a meeting of the CABINET held in the Abbey Room, Stenson House, London Road, Coalville, LE67 3FN on WEDNESDAY, 31 JANUARY 2024

Present: Councillor R Blunt (Chair)

Councillors M B Wyatt, T Gillard, K Merrie MBE, N J Rushton, A C Saffell and A C Woodman

In Attendance: Councillors D Everitt, J Legrys, P Moulton and S Sheahan

Officers: Mrs A Thomas, Mr J Arnold, Mr A Barton, Miss E Warhurst, Mr P Stone and Mr T Devonshire

77. APOLOGIES FOR ABSENCE

There were no apologies received.

78. DECLARATION OF INTERESTS

There were no interests declared.

79. PUBLIC QUESTION AND ANSWER SESSION

Mr Donovan asked the following question:

Is the Council aware of the wide-ranging services provided by Age UK Leicester Shire & Rutland across NW Leicestershire and funded from external sources, including the charity's reserves?

- A 4 day-a-week day centre based in Coalville serving 56 people at an annual cost of £108,000. Serving the needs of people living with dementia, mobility, and personal care needs, mental health and learning disabilities.
- A neighbourhood mental health cafe in Measham for people aged over 18 (2 days per week). Annual cost of £30,000.
- A Home Care Service supporting 54 older people - cleaning, meal preparation and companionship.
- A Dementia Support Service. Between October-December 2023 195 people supported. Plus, a memory clinic once a month. 31 members with 26 people on the waiting list.
- An information/advice Service. Between January 2022 and December 2023, the charity supported 1,152 people - benefit claims, benefit checks and general enquiries.

Benefits claimed for older people living across NW Leicestershire amounted to £249,107 during that period – money that would be spent in the local area.

The Corporate Portfolio Holder provided the following response:

Yes, the Council and Cabinet is aware of the work that Age UK conducts in the district. I'm also aware that the Chief Executive recently met with Mr Donovan to listen to his concerns in response to the budget proposals. The Council has also received written

representations from both Mr Donovan and Mr Young, Assistant Director, Age UK, Leicester Shire & Rutland.

The Council is aware of the reserves position of Age UK at both the local and national level.

At today's meeting, Cabinet will be considering the budget proposals to recommend to Council next month. From recent discussions and correspondence referred to above, the Council is aware that the funding provided supports around 40 clients in the district at a cost of £22,000 per year.

The Council is aware of the range of services provided by Age UK Leicester Shire & Rutland to support older people, their carers and families, many of which are highlighted in the question from Mr Donovan. We understand that they are committed to providing much-needed support to older people to help them remain independent in their own homes.

It would be wrong of me to pre-empt that discussion and decision of Cabinet today, but we are fully aware of the work and also the comments made by Age UK to our budget consultation which will be taken into account in coming to our decision today.

As a supplementary question, Mr Donovan said that he had made a promise over thirty years ago, to what was then Age Concern, that services within the district would be maintained and developed, as an indication of the longstanding commitment which Age UK Leicester Shire & Rutland had to the district. Were Members aware that the grant provided by the Council served to leverage other investment from Age UK Leicester Shire & Rutland into the district?

In response, the Corporate Portfolio Holder emphasised that he was aware of all the good work which Age UK Leicester Shire & Rutland did, but advised that the Council was in a position where tough decisions had to be made. However, he noted that this was still only a proposal at this stage, and he suggested that Mr Donovan could write to him detailing the grants which Age UK Leicester Shire & Rutland received from other District Councils in Leicestershire, as well as Leicestershire County Council and Leicester City Council. He would assess that information to ascertain the impact which the proposed cut would have, and in light of this information the final proposal might be amended before it was recommended to full Council on 22 February. Nevertheless, as of the moment, it would remain the recommendation of the Cabinet to withdraw the grant.

80. MINUTES

The minutes of the meeting held on the 9 January 2024 were considered.

It was moved by Councillor T Gillard, seconded by Councillor T Saffell and

RESOLVED THAT:

The minutes of the meeting held on 9 January 2024 be confirmed as an accurate record of proceedings.

81. ROBUSTNESS OF BUDGET ESTIMATES AND ADEQUACY OF RESERVES

The Corporate Portfolio Holder presented the report.

It was moved by Councillor N Rushton, seconded by Councillor K Merrie, and

RESOLVED THAT:

The S151 Officer's advice, set out in section 7 of the appendix, be noted, as part of proposing to Council the General Fund Budget Report 2024/25, Housing Revenue Account Budget 2024/25 Report, and the Capital Strategy and Treasury Management Strategy 2024/25.

Reason for Decision: to ensure the Council meets its statutory requirements when considering its budget.

82. CAPITAL STRATEGY, TREASURY MANAGEMENT STRATEGY AND PRUDENTIAL INDICATORS 2024/25

The Corporate Portfolio Holder presented the report.

It was moved by Councillor N Rushton, seconded by Councillor T Gillard, and

RESOLVED THAT:

1. The attached Council Report (Appendix A) be endorsed and recommended to Council for approval at its meeting on 22 February 2024.
2. Authority be delegated to the Section 151 Officer, in consultation with the Corporate Portfolio Holder to make amendments to the Council report prior to consideration at Council on 22 February 2024.

Reason for Decision: to meet the requirements of the Chartered Institute of Public Finance and Accountancy (CIPFA) Prudential Code for Capital Finance in Local Government.

83. GENERAL FUND BUDGET AND COUNCIL TAX 2024/25

The Corporate Portfolio Holder presented the report.

It was moved by Councillor N Rushton, seconded by Councillor T Saffell, and

RESOLVED THAT:

1. The attached Council Report (Appendix A) be endorsed and recommended to Council for approval at its meeting on 22 February 2024 subject to the following amendments:
 - That the proposal to remove the grant of £1460 funding to Ashby Museum be withdrawn. The full amount is to be paid in 2024, but the Council is minded to reduce the grant in equal instalments over three years beginning the financial year 2025/26.
 - That the proposal to remove the freephone number, to make a saving of £2500, be withdrawn.
2. The fees and charges as set out in Appendix 3 of the Council report be approved.
3. Authority be delegated to the Section 151 Officer, in consultation with the Corporate Portfolio Holder to make amendments to the Council report prior to consideration at Council on 22 February 2024.

Reason for Decision: to allow the Council to approve the 2024/25 budget.

84. HOUSING REVENUE ACCOUNT (HRA) BUDGET AND RENTS 2024/25

The Corporate Portfolio Holder presented the report.

It was moved by Councillor N Rushton, seconded by Councillor A Woodman, and

RESOLVED THAT:

1. The attached Council Report (Appendix A) be endorsed and recommended to Council for approval at its meeting on 22 February 2024.
2. The fees and charges as set out in Appendix 3 of the Council report be approved.
3. Authority be delegated to the Section 151 Officer, in consultation with the Corporate Portfolio Holder to make amendments to the Council report prior to consideration at Council on 22 February 2024.

Reason for Decision: to allow the Council to approve the 2024/25 budget.

85. FORMER TENANT RENT ARREARS, CURRENT TENANT RENT ARREARS, COUNCIL TAX, NON-DOMESTIC RATES AND SUNDRY DEBTS

The Corporate Portfolio Holder presented the report.

A Member asked what the triggers were for the Council to recover National Non-Domestic Rates and over what time frame. The Corporate Portfolio Holder advised that he would consult with the Section 151 Officer and the Revenue and Benefits Team, and formally write to the Cabinet with the details.

It was moved by Councillor N Rushton, seconded by Councillor K Merrie, and

RESOLVED THAT:

The National Non-Domestic Rates write offs that are over £10,000 be approved.

Reason for Decision: to comply with proper accounting practices.

86. MINUTES OF THE COALVILLE SPECIAL EXPENSES WORKING PARTY

The Business and Regeneration Portfolio Holder presented the report.

It was moved by Councillor T Gillard, seconded by Councillor M Wyatt, and

RESOLVED THAT:

1. The minutes of the Coalville Special Expenses Working Party be noted.
2. The recommendations made by the Working Party at its meeting on 20 December 2023 be approved.

Reason for Decision: So that the decisions of the Coalville Special Expenses Working Party can be considered.

87. HOUSING IMPROVEMENT BOARD AND SCRUTINY TASK AND FINISH MOULD AND DAMP RECOMMENDATIONS

The Housing, Property and Customer Services Portfolio Holder presented the report.

A Member asked about planned changes to the IT system. The Portfolio Holder referred to the Strategic Director of Communities, who advised that tweaks had been identified as being required for the existing system to better manage the process and to incorporate best practice from other providers.

A Member asked whether the current Housing software system had been created by the organisation. The Strategic Director of Communities advised that it was one of three industry standard systems, tweaked to the Council's specifications.

The Chair noted that resolving issues in the Housing Service was something which was both a key Alliance priority and something that there was strong cross-party consensus over.

It was moved by Councillor A Woodman, seconded by Councillor K Merrie, and

RESOLVED THAT:

1. The Scrutiny Task and Finish Group be thanked for its work examining the issue of Mould and Damp during the last quarter.
2. The response to that report as set out in paragraph 2.2 of this report be agreed.
3. The actions by the Portfolio Holder in conjunction with the Strategic Director of Communities and the Head of Housing in addressing the improvement of the Housing Service, as set out in paragraph 3.3. onwards in this report, be noted and endorsed.

Reason for Decision: to comply with the constitution regarding a Task and Finish Report, and to update Cabinet on wider work to improve the Housing Service.

88. EXCLUSION OF PRESS AND PUBLIC

It was moved by Councillor R Blunt, seconded by Councillor T Gillard, and

RESOLVED THAT:

In pursuance of Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the remainder of the meeting on the grounds that the business to be transacted involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Act and that the public interest in maintaining this exemption outweighs the public interest in disclosing the information.

Reason for decision: To enable the consideration of exempt information.

89. APPOINTMENT OF HOUSING CONTRACTORS

The Housing, Property and Customer Services Portfolio Holder presented the report.

Members discussed the contents of the report.

It was moved by Councillor A Woodman, seconded by Councillor N Rushton, and

RESOLVED THAT:

The recommendations within the report be approved.

Reason for Decision: to comply with the Council's Contract Procedure Rules.

The meeting commenced at 5.00 pm

The Chairman closed the meeting at 5.34 pm

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CABINET – TUESDAY, 27 FEBRUARY 2024



Title of Report		COMMUNITY LOTTERY SCHEME	
Presented by		Councillor Michael Wyatt Portfolio Holder for Community and Climate Change PH Briefed <input checked="" type="checkbox"/> Yes	
Background Papers		Minutes of the Community Scrutiny Committee, 8 February 2024.	Public Report: Yes Key Decision: Yes
Financial Implications		<p>The Community Lottery Scheme will be financially self-sustaining with the Council's initial and on-going costs being met by income from the Scheme. However, this is based on the assumptions as highlighted in Section five of the report. There are risks that income levels will not be realised, but these are considered to be low. It is considered extremely low risk that the scheme will not cover its initial set up costs and may, therefore, not have a detrimental impact on the Council's budget.</p>	
		Signed off by the Section 151 Officer: Yes	
Legal Implications		<p>Legal Services has advised on the project. Due to the bespoke nature of delivering a Community Lottery Scheme in partnership with local authorities, there is only one organisation that has been identified who can deliver this. Consequently, delegated authority will need to be exercised by the Head of Community Services to satisfy the requirements of the Contract Procedure Rules and to enter into an arrangement with this organisation. This would be a twelve-month agreement with a further procurement process taking place to identify a preferred delivery partner every twelve months to ensure value for money for the Council.</p> <p>The Council will also need to nominate two Lottery Licence holders to deliver the Community Lottery Scheme.</p>	
		Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications		<p>It is proposed that the Community Focus Team Leader is the officer who takes responsibility for liaising with the preferred delivery partner and ensuring the effective delivery of the Community Lottery Scheme.</p>	
		Signed off by the Head of Paid Service: Yes	

Purpose of Report	To seek agreement to the establishment of a local authority lottery for North West Leicestershire.
Reason for Decision	To offer financial security to voluntary and community groups across NWL and to support further community work via the grants scheme with the income generated from the Community Lottery.
Recommendations	<p>THAT CABINET:</p> <ol style="list-style-type: none"> 1) NOTES THE COMMENTS FROM COMMUNITY SCRUTINY COMMITTEE AS SET OUT IN PARAGRAPH 8.1 OF THE REPORT 2) AGREES THAT A NORTH WEST LEICESTERSHIRE COMMUNITY LOTTERY BE INTRODUCED IN 2024/25. 3) AGREES TO APPOINT GATHERWELL LTD AS THE COMMUNITY LOTTERY OPERATOR FOR THE NORTH WEST LEICESTERSHIRE COMMUNITY LOTTERY SCHEME AND DELEGATES AUTHORITY TO THE HEAD OF COMMUNITY SERVICE AND DIRECTOR OF RESOURCES TO NEGOTIATE AND FINALISE ANY ASSOCIATED AGREEMENTS. 4) AGREES THAT THE DIRECTOR OF RESOURCES AND HEAD OF FINANCE BE NOMINATED AS PERSONAL LICENCE HOLDERS FOR THE PURPOSES OF GAMBLING COMMISSION REQUIREMENTS 5) AGREES THAT THE INCOME GENERATED THROUGH THE COMMUNITY LOTTERY SCHEME IS REINVESTED BACK INTO THE COUNCIL'S COMMUNITY GRANTS PROGRAMME.

1.0 BACKGROUND

1.0 The Community Lottery Scheme was developed with the aim of helping good causes raise money within their local community. Since 2015, around 140 councils and community and voluntary organisations have set up and run a Community Lottery Scheme in their local community (see **APPENDIX A** for details of some of the local authorities who currently run a lottery scheme). In Leicestershire this includes Melton, Harborough, Blaby and Charnwood.

1.1 The Council is considering introducing a Community Lottery Scheme (CLS). The principle of the scheme would be that NWL residents would have the opportunity to purchase a £1 ticket on a weekly basis with a view to winning a national cash prize. The £1 ticket fee would then be distributed between the following:

- A local 'good cause' which would be a voluntary or community group, or a specific project or initiative organised by such a group.
- NWLDC.
- The cash prize pot.
- The organisation that supports delivery of the CLS.

1.2 The benefits for the Council would be:

- Additional income generated for the Council budget that could be used to support NWLDC community-based projects or initiatives.
- Additional income generated for the community and voluntary sector organisations which may allow for the Council to reduce the funding support it currently offers through its grant schemes.

1.3 The benefits for the voluntary and community organisations would be that the CLS:

- Empowers organisations to raise money for their projects and initiatives in a different way as opposed to continually applying for grants.
- Gives the organisation control to proactively sell their organisation or good cause to the local community.
- Keeps funds local to the district as the groups would need to serve residents of North West Leicestershire.
- Offers a more sustainable form of funding for the organisation.

1.5 Whilst there are a number of organisations that can support the delivery of a CLS, there is only one that has been identified that has extensive experience of doing so in partnership with a local authority. Gatherwell Ltd is an External Lottery Manager, registered with the Gambling Commission to run lotteries across the UK. To date they have raised money for over 13,000 good causes and they deliver in partnership with all local authorities listed in **APPENDIX A** along with examples of neighbouring authorities' good causes.

2.0 COMMUNITY LOTTERY SCHEME OVERVIEW

2.1 In order to deliver a CLS, the Council would commission an External Lottery Manager (ELM) who would work in liaison with the Council's nominated officer to deliver the scheme. The ELM would support the Council with the following:

- Ensuring all appropriate licences are obtained from the Gambling Commission.
- Creating and managing a NWLDC CLS website.
- Promoting the scheme to the voluntary and community sector.
- Liaising with the voluntary and community sector to identify 'Good Causes'.
- Managing the relationship with the voluntary and community sector organisations engaged.
- Administering ticket sales, payments, and prizes.
- Marketing and promoting the CLS.

2.2 In order to deliver a CLS, the Council would need to have two nominated representatives named on the Council's licence. From discussions with other authorities, this would normally be the Head of Finance and the Council's Section 151 Officer.

2.3 If approved, it would take 16-20 weeks to launch the CLS. This is to enable all the bullet points as highlighted at 2.1 to be delivered.

2.4 As part of the promotion of the scheme, it would be proposed to have a launch day for the CLS. If timing allows, this would potentially align with the 125 year celebration

event at Coalville Park on 29-30 June 2024 to allow for maximum exposure of the CLS.

- 2.5 Following the launch, there would be ongoing promotion of the scheme. Whilst this will be co-ordinated by the ELM in liaison with officers, it will also incorporate the voluntary and community organisations to allow them to effectively promote their good causes and gain ticket sales. **APPENDIX B** sets out how the scheme will work.

3.0 PROCUREMENT IMPLICATIONS

- 3.1 As highlighted at 1.5, there is currently only one organisation that has extensive experience of delivering a CLS in partnership with local authorities and this is Gatherwell Ltd.
- 3.2 Gatherwell Ltd has a proven track record of working with the councils to deliver low-cost lotteries and offers the flexibility to provide a scheme tailored to North West Leicestershire's requirements.
- 3.3 Subject to approval to commence with the CLS, due to the value of having a 12-month contract with Gatherwell Ltd, the Head of Community Services has the delegated authority to allow an exemption from obtaining three quotes and to enter into an agreement with Gatherwell Ltd to deliver the CLS as the Council's preferred partner.
- 3.4 In order to ensure ongoing best value for the Council, officers would then review every 12 months to understand if there are any other providers of a CLS tailored to meet the requirements of a local authority and to undertake a further procurement process in line with the requirements of the Contract Procedure Rules to determine who would be best placed to become the Council's preferred CLS delivery partner for the following 12 months.

4.0 LEGAL IMPLICATIONS

- 4.1 The Gambling Act 2005 creates eight categories of a permitted lottery, one of which is a Local Authority Lottery. Local Authority lotteries are promoted by the relevant council and the net proceeds can be used for any purpose for which the authority has the power to incur expenditure. A NWLDC CLS must be run under an operating licence issued by the Gambling Commission and would need to comply with the specific licence conditions and relevant codes of practice.
- 4.2 The appointed ELM of the CLS would manage the lottery on the Council's behalf in accordance with Section 257 of the Gambling Act. The ELM would also obtain the necessary consent and operating licence from the Gambling Commission. However, the Council would remain responsible for ensuring that the lottery operates lawfully.
- 4.3 To this end, the Council would have an obligation to have two officers who would hold the Gambling Commission's Lottery Licence. It is proposed that in NWLDC this would be the Head of Finance/Deputy Section 151 Officer and Director of Resources/Section 151 Officer.
- 4.4 A CLS is classed as low risk by the Gambling Commission as they are a form of 'incentivised giving'. However, there are still procedures in place to mitigate against the risks of problem gambling:

- Maximum of 20 tickets per supporter.
- No instant reward or gratification when purchasing.
- Payment by direct debit and recurring payments (no cash).
- Unable to buy single tickets, or tickets for a draw on the same day.

5.0 FINANCIAL IMPLICATIONS

- 5.1 If the Council progresses with a CLS, the initial set up costs would be £7,025 for the first year, and these would be split over 2023/24 and 2024/25 if it commenced in June/July 2024. This cost would reimburse back from the first year of ticket sales into the Council. A breakdown can be seen in the table below:

Item	Outgoing Costs
Fees payable to Gatherwell Ltd	£5,000
Annual Gambling Commission Fee	£400
Gambling Commission initial set up license fee	£220
Annual Lotteries Council membership	£385
Lotteries Council membership initial set up fee	£20
Launch of the Community Lottery in North West Leicestershire (includes, workshops printing, posters, press releases, adverts in community newsletter)	£1,000
Total	£7,025

- 5.2 There are also ongoing annual costs of £1,285 per annum which are set out in the table below.

Item	Ongoing Costs
Gambling Commission fees	£400
Lotteries Council membership	£385
Marketing and Promotion	£500
Total	£1,285

- 5.3 Based on the success of the CLS in Charnwood and Blaby and considering the associated promotion undertaken in each authority, it is anticipated that the Marketing and Promotion budget allocated to the CLS in NWL should be adequate to generate average sales of 1,000 tickets per week at £1.00 per ticket.
- 5.4 The proceeds of each £1 ticket sale are split as follows:
- £0.60 is allocated to local 'Good Causes' (60%)
 - £0.18 is allocated to cash prizes (18.2%)
 - £0.18 is allocated to Gatherwell Ltd (18.17%)
 - £0.04 is the VAT element of the allocation to Gatherwell Ltd (3.63%).

As a direct comparison, 28% of ticket sales from the National Lottery go to good causes, 27.5% from the Postcode Lottery, and 20% from the Health Lottery.

- 5.5 Of the 60% allocated to 'Good Causes', £0.40 of this is allocated to a specific Voluntary or Community good cause with £0.20 being allocated to the Council to use towards community initiatives.
- 5.6 At the point of purchase of the lottery ticket on the website, the resident will choose which voluntary and community good cause they would like their purchase to contribute towards. If no good cause is chosen, then the full 60% or £0.60 will be allocated to the Council to use towards community initiatives.
- 5.7 Guidance from Gatherwell allows the Council to reclaim the VAT of £0.04 (3.63%) on their service charges. This can be reinvested back into the wider CLS.
- 5.8 Based on an estimate of selling 1,000 tickets per week, the income to the Council to contribute towards community initiatives will be £10,400 per annum. This is based solely on the contribution to the Council of £0.20 per ticket and does not consider any potential uplift from ticket purchases not nominating a 'Good Cause' or any VAT reclaim.
- 5.9 Whilst there will be initial set up costs to the Council incurred in 2023/24 if the CLS commenced in July 2024, 1,000 lottery sales tickets per week would ensure that by the end of 2024/25 all set up and ongoing running costs for the CLS would be fully covered and there would be a surplus generated that could be allocated to community initiatives of the Council's choice from 2025/26. This is highlighted in the table below, considering the expenditure as highlighted at 5.1 and 5.2, and the income at 5.8.

	Year	Quarter	Costs	Income	Cumulative Financial Position for the Council
0	2023/24	Q4	£6,025	£0	£-6,025
1	2024/25	Q1	£1,000	£0	£-7,025
1	2024/25	Q2	£500 (marketing)	£2,600	£275
		Q3		£2,600	
		Q4		£2,600	
2	2025/26	Q1,2,3,4	£1,285	£10,400	£9,390
3	2026/27	Q1,2,3,4	£1,285	£10,400	£18,505
4	2027/28	Q1,2,3,4	£1,285	£10,400	£27,620
5	2028/29	Q1,2,3,4	£1,285	£10,400	£36,735
Total					£36,735

- 5.10 The table above highlights that by the end of 2028/29, £36,735 of income would have been generated by the Council through the CLS that could be allocated to community-based initiatives. However, this is based on the following assumptions:
- 1,000 ticket sales per week.
 - A fixed marketing budget of £500 per annum.
 - No increase to Gambling Commission fees or to membership fees for the Lottery Council.
 - Any changes to the amount the Council receives per ticket if the annual procurement process identifies an alternative preferred delivery partner for the CLS.
- 5.11 Based on performance of the CLS in Charnwood and Blaby, it is not unreasonable to assume that 150 of the 1,000 tickets purchased weekly will not designate a 'Good

Cause'. If this is the case, then this will see an uplift of £3,120 to the income per annum.

- 5.12 It is proposed that a separate budget is established for the CLS to ensure that it is self-sustaining and does not impact negatively on Council budgets.
- 5.13 The income the Council generates through the CLS will be reinvested back into the community grant programme in line with the agreed community grant criteria.
- 5.14 Gatherwell Ltd has provided the Council with suggested/potential projections for NWL, as shown in the table below:

**NorthWest Leicestershire
Community Lottery Projections**

£1 Ticket Price / 1 Ticket per week								
<i>Ticket Price£</i>	<i>Number of players</i>	<i>% of Pop</i>	<i>Tickets bought per week</i>	<i>Number of weeks</i>	<i>Gross Return</i>	<i>Good Causes Total (60%)</i>	<i>Central Fund (20%)</i>	<i>Good Causes (40%)</i>
1	219	0.25	1.8	52	£20,503	£12,302	£4,101	£8,201
1	438	0.5	1.8	52	£41,007	£24,604	£8,201	£16,403
1	876	1.0	1.8	52	£82,013	£49,208	£16,403	£32,805
1	1314	1.5	1.8	52	£123,020	£73,812	£24,604	£49,208
1	1752	2	1.8	52	£164,027	£98,416	£32,805	£65,611
1	2191	2.5	1.8	52	£205,033	£123,020	£41,007	£82,013

Year 1
expectation
between
0.5% and
1%

NW Leicestershire estimated 18+ population 87,621

- 5.15 The Gross return column reflects the total ticket sales (£1). So, based on 1% of the population playing the lottery, the revenue annually would be £82,013 in Ticket Sales, £16,403 to the Council Central Fund, £32,805 to Good Causes directly, £14,926 on Prize fund, £17,879 to Gatherwell Ltd's running costs of which £2,977 of VAT would be reclaimable.

6.0 RESOURCE IMPLICATIONS

- 6.1 Whilst the CLS will be managed by the ELM, there would need to be a Council officer who supports and manages the scheme in liaison with them. It is proposed this is the Community Focus Team Leader within Community Services. The responsibilities of the Team Leader would include:
- Ensuring all licences are paid.
 - Ensuring the CLS is delivered in a fair, equitable and ethical manner.
 - Ensuring the preferred delivery partner of the Council undertake their responsibilities in an appropriate manner.
 - Considering and making recommendations to the Head of Community Services and Portfolio Holder for Community Services on which voluntary and community 'Good Causes' should be supported.
 - Presenting an annual report to Community Scrutiny on the CLS progress.

There is a risk that the additional workload created by the CLS may cause capacity issues for the Community Focus Team Leader and this will need to be monitored and re-assessed if necessary.

- 6.2 There is a requirement that the Licence Holders take part in a one-hour training session, so they fully understand their and the Council's responsibilities.

7.0 RISK

- 7.1 In establishing a new North West Leicestershire Community Lottery, any potential risks need to be considered. These have been highlighted in the table below along with suggestions on how they may be mitigated:

Risk	Risk Level	Mitigation
The voluntary and community sector choosing not to engage with the initiative	Low	Supported by the ELM, delivery of workshops to sell CLS, use examples from neighbouring authorities
Anticipated levels of ticket sales are not realised and, therefore, income levels are not as high as expected	Low	Increase marketing. Target marketing Review sales monthly. Consider withdrawing
The CLS is not financially sustainable	Very Low	Set-up costs covered by NWLDC General Fund consider withdrawing
Capacity of Community Focus Team Leader to manage the CLS	Medium	To be monitored and work levels/priorities re-assessed/reallocated if issues
A Licence Holder leaves the authority	Low	There are two licence holders to split the responsibilities and tasks. The role can be transferred in the short-term to the remaining licence holder and then an additional licence holder can be named when appropriate.

- 7.2 It should be noted that these risks do not appear to have been realised in other council-operated lotteries and it is considered that they are outweighed by the potential to generate new funding for local voluntary and community organisations. The worst-case scenario is that the initial start-up costs are effectively written off.

8.0 COMMUNITY SCRUTINY ENGAGEMENT

- 8.1 The CLS proposal was taken to Community Scrutiny Committee on 8 February 2024 to allow comments to be made by the committee for consideration by Cabinet when deciding whether or not establish a Local Authority Lottery. Comments and changes made to the document following the Community Scrutiny Committee include:

COMMENTS FROM COMMUNITY SCRUTINY	RESOLUTION
Paragraph 2.1 should say 'commission' not	Amended

'appoint'	
The financial set up cost, what does this include	Paragraph 2.1, sets out what the financial contribution would cover by Gatherwell Ltd (the External Lottery Manager).
Projected sale figures	The projected costs are highlighted in 5.9 Gatherwell Ltd was asked to provide projected costs and these are set out at 5.14 and 5.15.
Comparative figures from other authorities	Due to GDPR the Council has only been able to gather data from Blaby District Council at this stage, Appendix A
Feedback from other authorities	This can be viewed in Appendix A
Procurement process, has this been robust enough	Legal and Finance teams have advised on the project. Gatherwell Ltd is a specialist provider in this area, other providers have been considered but do not have the same output for the good causes. Please note in 3.4, the contract will be reviewed every 12 months.
Concerns relating to this scheme promoting gambling	Gatherwell Ltd would be responsible for robustly mitigating risks. Appendix B section "Gambling concerns managed" sets this out.
How would the scheme be promoted	Gatherwell Ltd would hold sessions to promote the scheme and encourage good causes to the local NWL website that would be created. Advertising material from Gatherwell Ltd would be provided to organisations to promote their good causes. Paragraph 5.9 shows that allocated funds from the scheme would be reinvested back into advertising
How will the tickets be sold	Gatherwell Ltd advised that the process was largely digitalised, with a phone line also available for less technologically enabled-residents, and that it was an easy to use platform. Appendix C shows step-by-step screen shots of the process for purchasing a ticket.
Limited funds to support the Officer who is supporting the Community Lottery Scheme	6.1 sets out the role of the Community Focus Team Leader. The Council will carry out an impact assessment at the end of year one both on staff time and the impact to the local charities.
Concerns of displacement of existing donations to charities	The CLS offers local charities and community groups the opportunity to gain funds and keeps funding local within NWL. Officers will undertake an impact assessment at the end of year one to understand what impacts there might be on local charities.

£1,000 does not seem enough for the launch	Officers have checked with Gatherwell Ltd and the average launch spend is £1,000.
The CLS should not affect the current grants scheme	Removed "The Community Lottery will look to offset the community grants expenditure" from 5.12.

9.0 TIMESCALE

Activity	Date
Community Scrutiny	8 February 2024
Cabinet	27 February 2024
Website/Gambling Licence	March – June 2024
Launch of NWL Community Lottery	June/July 2024

Policies and other considerations, delete as appropriate	
Council Priorities:	Clean, green and zero carbon - looking after the local environment. A well-run council - making sure Council services are provided in a positive and friendly way, that the Council provides value for money and that its finances are in good order.
Policy Considerations:	None.
Safeguarding:	The criteria for accepting good causes includes safeguarding measures.
Equalities/Diversity:	The process is online however a local phone number would be available for those individuals who are computer illiterate in order to purchase tickets and support their local 'good cause'.
Customer Impact:	The benefit to voluntary and community groups and to NWLDC will have a positive impact on residents and customers of the Council.
Economic and Social Impact:	Ensures income for the community and voluntary groups as highlighted within the report.
Environment, Climate Change and Zero Carbon:	Voluntary and community good causes and NWLDC community-based initiatives will potentially have a positive impact on the environment.
Consultation/Community Engagement:	Engagement with the voluntary and community sector to submit good causes. Launch day to promote the scheme with the community.
Risks:	As highlighted in the report.
Officer Contact	Paul Sanders Head of Community Services paul.sanders@nwleicestershire.gov.uk

APPENDIX A

Gatherwell – A growing network of over 120 local authority lotteries



Examples of good causes;

Charnwood Community lottery

- Quorn Local History Group <https://www.quorndon.com/localhistory/>
- Falcon support services <https://www.falconsupportservices.org.uk/>
- East Goscote community Library <https://east-goscote-community-library.webador.co.uk/>

Blaby Community Lottery

- Croft Happy Circle <https://leicesterleicestershireandrutland.icb.nhs.uk/be-involved/vcse-introduction/vcse-alliance/vcse-directory/happy-circle-croft/>
- Greenfields PTFA http://www.greenfieldstmary.oldham.sch.uk/parents_zone/ptfa/ptfa.html
- W.I.L.E Wombles in litter Education <https://womblesinlittereducation.co.uk/#:~:text=Our%20concept%20is%20very%20simple,sorts%20of%20littering%20we%20find.>

Harborough Community Lottery

- Great Glen Community Library <https://www.greatglencommunitylibrary.co.uk/>
- Dementia Harborough <https://www.dementiaharborough.org/>
- Harborough FM <https://harboroughfm.co.uk/>

Example of sales from another local authority in Leicestershire.

Year	Local Authority	Weekly ticket sells	Number of players per week	Average ticket per player	£ going to Good Causes (50p)	£ going to the Councils grant schemes (10p)	£ going to the cash prizes	£ going to Gatherwell Ltd	£ going to VAT
2022-23	Blaby	983	568	1.73	25,272	5,054	9,199	9,199	1,819

Feedback from other authorities that have the Community Lottery Scheme.

From Blaby District Council

- *Aside from the initial development fee, the Council does not pay annual fees to Gatherwell for the service so it is relatively self-sustaining.*
- *It requires relatively little officer time compared to say a community development or grants officer role.*
- *The Council can still control which organisations are accepted on the platform to ensure they are legitimate.*
- *It offers a fundraising platform for local Voluntary and Community Sector organisations. It complements the Council's community grants scheme, and allows organisations to raise un-ringfenced income without the need to provide receipts for expenditure etc (as is the case with publicly funded grants)*
- *It provides a fundraising platform that does not need face-to-face contact and offers a good level of return to good causes (60% from each ticket)*
- *The model used allows the Council to top up our community grants pot (10p from every ticket) allowing funding for an addition six to seven projects a year to be available.*

From Oadby and Wigston Borough Council

- *The lottery has been welcomed in the community and is on track to raise around £15,000 in the first year.*
- *The lottery was easy to set up but requires a good marketing plan to encourage signs ups and ticket sales.*
- *The Central Fund has been particularly successful and accounts for around half of the £15,000 raised. The Council is looking at setting up a separate grant scheme to distribute this to community groups.*
- *The lottery has been easy to manage and support from Gatherwell has been good. The platform largely runs itself and you mainly just need to focus on that comms work to promote sales.*
- *It's good that community groups get out what they put in. If they promote it a lot they sell more tickets and therefore get more money back – there is an onus on community groups to drive this in partnership with the Council.*

- *There have been very few issues over the idea of the Council 'encouraging gambling' – with perhaps two complaints early on and nothing since.*

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Draft North West Leicestershire District Council Community Lottery Scheme (CLS) Policy.

How will the scheme work in the district

The Council operates a CLS in accordance with a Community Lottery Operator (CLO).

The CLO will be engaging community groups across the district and provide information on how the CLS can support local organisations and services in raising funds to strengthen outcomes and build resilience.

A website showing the CLS will be created by CLO and where local groups can promote their good causes.

There are no application fees to join and the CLO will provide marketing materials to help promote organisations good causes.

Please note every twelve months the contract arrangements are reprocured.

How 'Good Causes' are accepted on the CLS

The Council has been granted a licence to run the lottery by the Gambling Commission and part of its licence obligations are to ensure that all 'good causes' meet certain criteria.

The Council will review each of the 'good causes' registering before they are accepted onto the CLS website.

The criteria used to identify 'good causes' is as follows:

- Must be a non-profit organisation; constituted group, registered charity or a social enterprise.
- Have a constitution or a formal set of rules appropriate to the legal status of the organisation.
- Have an active bank account named to the organisation.
- Must be active in their community and supports the residents of North West Leicestershire.
- Have a safeguarding policy in place if working with children, young people and/or vulnerable adults.
- Have adequate insurance cover for the project.

Where we would not accept a good cause:

- Requests from schools and Parent Teacher Associations (PTA), Parish or Town Council.
- Requests for funding for religious activities.
- Requests for funding for political activities or by a political organisation.
- Requests for funding for activities / projects which do not benefit individuals who live within North West Leicestershire.
- Requests for funding from private organisations or individuals.
- Requests where there is potential reputational risk for North West Leicestershire District Council.

Successful applications to the CLS will need to:

- Provide evidence of all eligibility criteria.
- Agree to spend the proceeds from the North West Leicestershire Community Lottery on community activities or services that directly benefit the residents of North West Leicestershire District.
- Agree to a site visit / meeting before agreement if required, possible six monthly spot checks thereafter or any further contact as deemed necessary by North West Leicestershire District Council for audit purposes.
- Aim to sign up to 20 supporters within the first month.
- Agree to the name of the organisation being used in publicity for the North West Leicestershire Community Lottery.
- Agree that the North West Leicestershire District Council logo must be included on all publicity material relating to your projects or activities that are funded through the North West Leicestershire Community Lottery.
- Inform North West Leicestershire District Council immediately if the organisation / group intends to disband, changes its aims, legal status or any other policy that may affect its eligibility for the scheme.

How are the proceeds of the £1 ticket allocated

The proposed scheme with Gatherwell Ltd as a CLO offers tickets at £1 each. Under this CLO, the £1 is allocated as below:

- 60p would go to local 'good causes' (this would be split between £0.40 allocated directly to the community organisation good cause and £0.20 being reinvested into the Council community grant scheme)
- 18p would be allocated for prize money
- 18p would go to the External Lottery Manager (Gatherwell Ltd)
- 4p would be VAT, which is reclaimable by the Council.

What does the Council do with the income generated by the ticket sells

Under the CLO with Gatherwell Ltd any income generated (which would be the 20p that the Council receives for each ticket sales) will be reinvested back into the Council's existing community grant scheme to be investing into community projects

Gambling concerns managed

As part of the Council's approach to the lottery, it is aware of the issues around problem gambling. As set out in the policies submitted to the [Gambling Commission](#), North West Leicestershire District Council takes this issue seriously.

The form of North West Leicestershire Community Lottery, as borne out by similar schemes operating in other local authority areas, is not considered to be particularly attractive to those with a gambling addiction as:

- It is being marketed with the promotion of 'good causes' as its focus.
- It is delivered remotely, non-cash based, and takes effort to subscribe to.
- There is no instant gratification element.

- The ability for players to self-exclude and have the ability to place blocks or caps on players is provided.

Gatherwell Ltd, as one of the CLOs, is an External Lottery Manager (ELM) and has a responsibility to run an ethical and responsible lottery. Gatherwell Ltd has provided guidance to mitigate the risk, as per below. Please note that the Council will be reviewing CLO providers every twelve months to ensure that the selected CLO has strict and robust gambling mitigations.

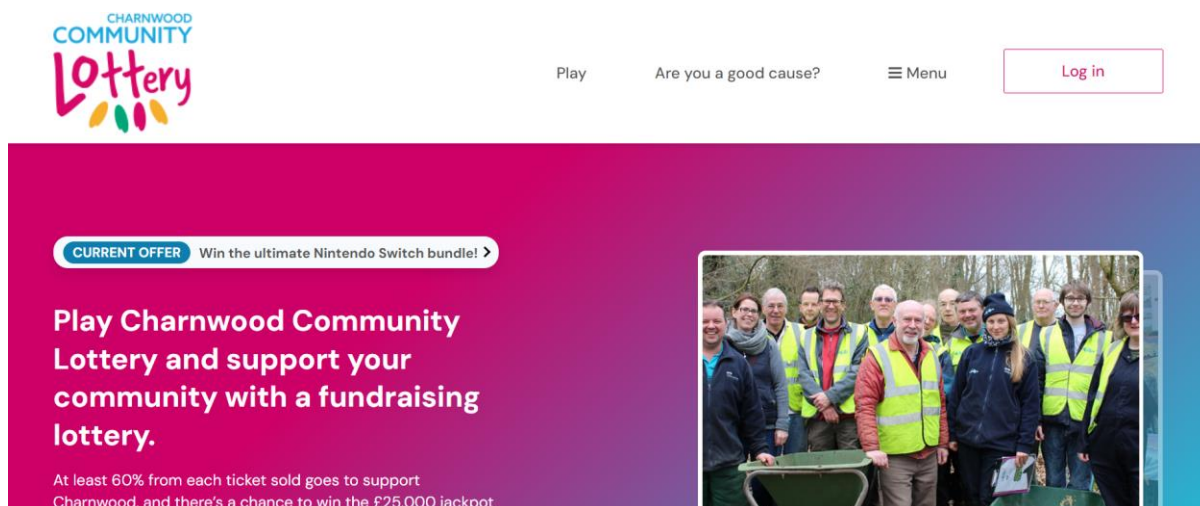
1. A lottery is a raffle; a supporter purchases a ticket, one of which is drawn at random just like picking a raffle ticket from the hat. Therefore, if the organisation holds a Christmas raffle or has a raffle at a summer fair, for example, it is exactly the same level of risk.
2. Although tightly regulated, the Gambling Commission view the lottery as a low risk form of gambling, hence the license required to hold a lottery is the same as a raffle.
3. Players have to be over 18 years of age to participate. The site requires all players to register for an account before they are able to purchase tickets and play the lottery which includes age verification via a date of birth.
4. Gatherwell currently runs successful lotteries for a number of religious organisations. For example, Village Halls and schools to name a couple of categories.
5. Although not right for everyone, it is each individual's choice whether to participate or not in the lottery. If a person doesn't agree with spending their money in a lottery, it does not mean everyone else should be prevented from taking part and raising money for the cause in this way.
6. There are strict guidelines in place to prevent marketing lotteries to underage or vulnerable people. This includes the imagery that can be used and where the Council? Gatherwell? can advertise.
7. Players can stop their subscription at any time. At the bottom of the website there are links to the Gamble Aware organisation for help if anyone needs it.
8. There is no instant gratification with a lottery and all monies must be cleared before a ticket can be entered into a draw.
9. There is a vigorous vetting process and very strict guidelines in place in order to gain approval and a licence to run lotteries via the Gambling Commission. This includes measures to protect children and vulnerable people from being harmed or exploited by gambling.
10. Players are able to set up a self-exclusion agreement and the lottery will take reasonable steps to prevent further participation, including removing their name and details from any marketing databases.
11. Safeguards are in place to ensure that ticket purchases are not excessive. These include Gatherwell Ltd monitoring this and contacting any supporter with a high-ticket yield to ensure they are fully aware of their purchase and lottery entries.

For any further information, please contact info@gatherwell.co.uk / 01865 582 482.

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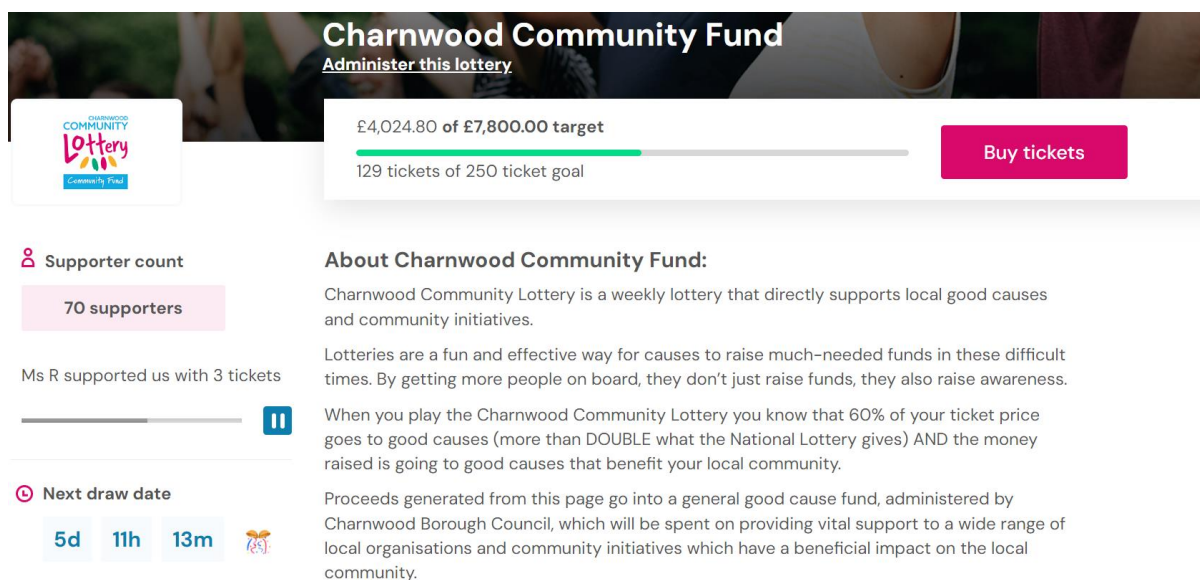
The ticket process to payment.

1. Find the website and choose Play



The screenshot shows the Charnwood Community Lottery website. At the top, there is a navigation bar with the logo on the left and links for 'Play', 'Are you a good cause?', 'Menu', and a 'Log in' button on the right. Below the navigation bar is a large pink banner. On the left side of the banner, there is a 'CURRENT OFFER' box that says 'Win the ultimate Nintendo Switch bundle!'. Below this, the text reads 'Play Charnwood Community Lottery and support your community with a fundraising lottery.' and 'At least 60% from each ticket sold goes to support Charnwood, and there's a chance to win the £25,000 jackpot'. On the right side of the banner, there is a photograph of a group of people, some wearing high-visibility vests, standing outdoors.

2. Select your chosen Good Cause (Charnwood Community Fund)



The screenshot shows the Charnwood Community Fund lottery page. At the top, there is a header with the title 'Charnwood Community Fund' and a link 'Administer this lottery'. Below the header, there is a progress bar showing the current amount raised (£4,024.80) against the target (£7,800.00). The progress bar is green and shows 129 tickets of 250 ticket goal. To the right of the progress bar is a 'Buy tickets' button. Below the progress bar, there is a section for 'Supporter count' showing 70 supporters and a note that 'Ms R supported us with 3 tickets'. To the right of the supporter count is a section titled 'About Charnwood Community Fund:' which contains text about the lottery and its purpose. At the bottom, there is a section for 'Next draw date' showing 5d, 11h, and 13m, along with a small icon of a lottery ball.

3. Select Your numbers

Select your numbers!

You are supporting [Charnwood Community Fund](#).
Only £1 per line each week.

Choose for me

8

8

9

9

9

9

×

Choose for me

×

Choose for me

×

[+ Add more tickets](#)


☐ Would you like to receive emails from Charnwood Community Lottery and the good causes you support about the different ways you can help support good

4. How you would like to pay DD or by Card

Order summary

You have chosen to play **1 ticket per week**.


How would you like to pay?



Direct Debit

Direct Debit is the safest and easiest way to pay. You can cancel at anytime.

Pay by Direct Debit



Debit card

We accept both Mastercard Debit and Visa Debit cards as payment options.

Pay by debit card

5. If Chosen DD then enter details DD details.

Order summary

You have chosen to play **1 ticket per week.**

For £4.34 every month.

[How is this calculated?](#)

Bank details:

Account holder name

The full name of the account holder

Account number

Sort Code

6. If Chosen by card then enter for the number of months (as below) and then enter Card details.

When would you like to pay?

☐ Pay Monthly

☒ Pay A One Off Payment

Months to play

How many months?...

1 month (£5.00 - 5 draws)

3 months (£13.00)

6 months (£26.00)

12 months (£52.00)

Card details

i Please note we can only take payment via debit card.

Due to a legislation change, we can no longer take credit card payments.

Please note the screen shots show the process from Charnwood's Community Lottery Scheme.

For North West Leicestershire Community Lottery it would be the same just with NWL branded.

Payments can be made on a Direct Debit or Debit (block Purchase) online. Payment for a block purchase can also be taken over the phone (a local NW Leicestershire area code number manned as NW Leicestershire Lottery).

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CABINET – TUESDAY, 27 FEBRUARY 2024



Title of Report	NWL LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN AND STRATEGY	
Presented by	Councillor Michael Wyatt Portfolio Holder for Community Services PH Briefed: Yes	
Background Papers	Community Scrutiny Meeting Minutes 24 November 2021 LCWIP Guidance Cycling Route Audits Walking Route Audits Route Prioritisation Audits Community Scrutiny Meeting Minutes 8 February 2024	Public Report: Yes
		Key Decision: Yes
Financial Implications	Whilst there are no financial implications in adopting the Local Cycling and Walking Strategy and Infrastructure Plan, there will be financial implications in delivering improvement schemes and works. These will be considered on a case-by-case basis as funding opportunities present themselves with business cases being developed and the appropriate corporate approvals and funding solutions sought prior to delivery.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	There are no legal implications in adopting the Local Cycling and Walking Strategy and Infrastructure Plan. However, there may be legal implications in the delivery of improvement schemes and these will be considered on a case-by-case basis as part of the business case for each individual project.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	None	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To inform Cabinet of the North West Leicestershire Cycling and Walking Strategy and draft Local Cycling and Walking	

	Infrastructure Plan, and to seek approval to adopt them corporately in order to assist with seeking funding streams to deliver improvements as highlighted in the Infrastructure Plan.
Reason for Decision	To help secure funding, whether as part of new developments or via other means, in order to enable delivery of the improvements as highlighted in the Local Cycling and Walking Infrastructure Plan. It will also form part of the evidence base for the Council's new Local Plan.
Recommendations	THAT CABINET ADOPTS THE NORTH WEST LEICESTERSHIRE CYCLING AND WALKING STRATEGY 2022-2032 AND LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN.

1. BACKGROUND

1.1 The government has an ambition to make England a great cycling and walking nation and has demonstrated a commitment to get more people cycling and walking through improving the infrastructure of cycling and walking networks throughout the country. This commitment is evidenced through the following:

- Department for Transport Cycling and Walking Investment Strategy 1 (2017).
- Gear Change: a Bold Vision for Cycling and Walking White Paper (2020).
- Cycle Infrastructure Design - Local Transport Note 1/20 (LTN1/20).
- Local Cycling and Walking Infrastructure Plans; Technical Guidance for Local Authorities.
- Department for Transport Cycling and Walking Investment Strategy 2 (2021/22).

1.2 The government's approach has been further supported by other organisations through the publication of related documents:

- Working Together to Promote Active Travel - A briefing for local authorities, Public Health England (2016).
- Active Design: Planning for health and wellbeing through sport and physical activity, Sport England (2015).
- The 20 Minute Neighbourhood, Town and Country Planning Association (2021).

1.3 Getting more people to cycle and walk within North West Leicestershire (NWL) and beyond will;

- Enhance the area's profile as an attractive place to live, work and visit.
- Contribute to the drive to encourage residents and visitors to increase levels of physical activity.
- Develop healthier communities.
- Help reduce CO2 levels and harmful particulates, such as PM 2.5.

1.4 An improved cycle and walking network will also contribute to:

- Supporting local businesses and the economy.

- Supporting local tourism.
- 1.5 The government has highlighted that, in order to be able to access funding streams to help facilitate infrastructure improvements, local authorities will need to have in place a Local Cycling and Walking Infrastructure Plan (LCWIP).
- 1.6 The creation of a LCWIP will enable the Council to:
- Identify short, medium and long-term investment priorities for cycling and walking infrastructure improvements.
 - Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.
 - Make the case for future funding for cycling and walking infrastructure.
- 1.7 The first stage to producing a LCWIP was to develop a Cycling and Walking Strategy (CaWS).

2 NORTH WEST LEICESTERSHIRE CYCLING AND WALKING STRATEGY 2022-2032

- 2.1 In February 2021 the Council commissioned consultants Knight, Kavanagh and Page (KKP) to support the Council in developing a CaWS. The CaWS sets out the context for improving cycling and walking networks, identifying key locations within and outside the district that need to be linked, and providing the evidence base for developing the LCWIP. It was developed in collaboration with and with the support of Leicestershire County Council (LCC) and NWL Planning Policy colleagues. It involved extensive consultation with key stakeholders including:
- Parish and town councils.
 - NWLDC officers and members.
 - Sustrans.
 - Neighbouring local authorities.
 - Local cycling and walking groups.
 - The National Forest.
 - The Forestry Commission.
 - LCC Public Health colleagues.
- 2.2 In November 2021, officers consulted with the Community Scrutiny Committee to secure feedback on the draft NWL CaWS (see background papers). Comments from Community Scrutiny members helped to shape the strategy into its final format which can be found at **Appendix 2**. In addition, members suggested that the document was slightly unwieldy and therefore an outward facing and easy to read overview version of the strategy was designed which can also be found at **Appendix 1**.
- 2.3 The vision of the CaWS is;
- “The vision for North West Leicestershire is, via development of a safe, attractive, integrated cycling and walking network plus a range of behavioural change initiatives to become a District where walking and cycling are safe, accessible and obvious choices for short journeys”.***
- 2.4 The objectives of the strategy are to:

- Create a highway infrastructure to support and encourage cycling and walking for all by:
 - Developing an accessible, safe cycling and walking network, with relevance to and links with employment, leisure, education and everyday destinations.
 - Ensuring that current and future networks are of a high standard.
 - Striking an appropriate balance between the needs of all road users.
 - Making all new schemes and infrastructure optimally inclusive and accessible to all.
 - Integrating existing and future networks with public transport hubs.
 - Working with key destination venues/agencies to secure their support for cycling and walking.
- Work with key partners to create a greener infrastructure
- Secure funding and support to enhance the cycling and walking infrastructure
 - Through the Local Plan and section 106 contributions
 - Through other external funding sources
- Develop and support behavioural change processes and opportunities

2.5 The table below gives an overview of the identified and prioritised cycle desire lines, potential routes, and/or locations as identified within the NWL CaWS;

Priority	Coalville	Ashby	Castle Donington	Kegworth	Measham	Ibstock
1	East to West route through Town Centre	Hicks Lodge	Green way around the Airport/EMEG	Link between Kegworth and Castle Donington/East Midlands Gateway	Strategic link to Ibstock	Route through the town centre
2	Coalville to Hugglescote/ Ellistown/Sence Valley	Town Centre Traffic Calming	Strategic Link to Kegworth	Strategic link north	Strategic Link to Ashby	Ibstock to Ellistown and Bardon Hill Industrial Estate
3	North to South through the Town Centre	Cloud Trail Extension	Upgrading Long Lane into a dedicated cycling route	Strategic link west/east	Creating a link between the new Jaguar Land Rover site and Measham	Strategic link to Coalville
4	Coalville to Ashby	Link to Coalville	Linking Castle Donington to Ratcliffe on Soar	Link to Loughborough		Strategic link to Ashby
5	Coalville to Coalville Community Hospital	Link to Swadlincote	Linking Kings Mills			Strategic link to Measham
6	Sence Valley Forest Park	Providing sustainable options from (proposed) Ashby railway station	Creating a link north to Sawley and beyond			
7	Connecting Coalville to the Cloud Trail		Strategic link to Loughborough			

- 2.6 With regards to walking, the NWL CaWS identified the need to link educational sites, key leisure sites, shopping areas, major employers, and tourist destinations, as well as the walking priorities highlighted in the table below:

Area	Priorities
Ashby	<p>Improve links from Bath Grounds crossing South Street and accessing the town centre.</p> <p>Improve pedestrian crossing points at the roundabout crossing Bath Street/Market Street/Kilwardby Street.</p> <p>Improve pedestrian links crossing Brook Street/Market Street.</p> <p>Improve National Forest Trail – Ivanhoe Way is currently not well maintained-improve surface quality.</p> <p>Integrate the Cloud Trail with 089 footpath at Money Hill.</p>
Coalville	<p>Review and improve all crossing points across main roads within town centre.</p> <p>Install a new walking route across Scotland's Playing Field linking in with the upgrade of the former LMS line.</p>
Measham	<p>Create walking links from the new development at Measham Wharf development to the village centre and the canal.</p>
Kegworth	<p>Improve walking route for Kegworth to Castle Donington The bypass (A6) is currently difficult to bypass.</p>

3. DEVELOPMENT OF THE NWL LCWIP

- 3.1 Following a procurement process in early 2022 jointly managed between the Leisure Services and Planning Policy teams, Sustrans was identified as the preferred partner to develop the NWL LCWIP.
- 3.2 The Government has published guidance for the development of LCWIP's which was followed by Sustrans, with elements of the process having already been undertaken as part of the development of the CaWS. A copy of this guidance can be found in the **Background Papers**.
- 3.3 Aligned to the CaWS, the LCWIP focusses on the six main urban areas of the district;
- Ashby de-la Zouch
 - Castle Donington
 - Coalville
 - Ibstock
 - Kegworth
 - Measham
- 3.4 LCWIPs are evidence led and based on data that evaluates several existing and potential trips that could feasibly be made by walking or cycling if current conditions were improved.
- 3.5 A range of tools and information sources were used to examine the data to inform the LCWIP, including:
- Transport network – including the existing walking and cycling network, along with synergies with other planned and proposed transport and land use schemes that could potentially have an impact on walking and cycling.
 - Travel patterns – data about existing walking and cycling trips, and journeys that people currently make using other modes of transport. This information

informs where walking and cycling may be able to contribute to all or part of a journey.

- Location of significant trip generators – location and size of existing and planned trip generators, such as key employment sites, transport interchanges, education facilities and housing developments.

3.6 A copy of the draft NWL LCWIP can be found at **Appendix 3**.

3.7 With regards to cycling routes and walking infrastructure, once an analysis of data and local knowledge was completed, physical route audits were undertaken to determine what high level infrastructure improvements could be made to improve route quality and make cycling more likely to be adopted for journeys in the future, and to make walking routes more attractive and safer for pedestrians in the future. As part of this process, a number of elements were considered the detail of which can be found in the LCWIP Guidance highlighted in the **Background Papers**.

3.8 A detailed copy of the Cycling and Walking Routes Audit for NWL can be found in the **Background Papers**.

3.9 Once potential schemes for improvement had been identified, they were then prioritised. This was completed using a scoring methodology against the following key criteria:

- **Economic** – value for money.
- **Effectiveness** – increased number of pedestrians and people on bikes, network development contribution and integration.
- **Policy** – improved transport connections for multi modal journeys, public and political acceptable and environmental constraints.

The cycling schemes were also assessed using the Department for Transport's Active Mode Appraisal Toolkit (AMAT) in order to quantify the key impacts of each proposed intervention, and to measure the value for money of each scheme in the form of a benefit-cost ratio.

A copy of the prioritisation scoring can be found in the **Background Papers**.

4. NWL LCWIP OUTCOMES

4.1 The full detail of the LCWIP, the audits, and the prioritisation for cycling and walking can be found in **Appendix 3** and in the **Background Papers**.

4.2 The tables in **Appendix 3** (the draft LCWIP) from page 52 give an overview of the key cycle schemes and pedestrian improvements identified in the plan for each area, and the priority ranking of these.

4.3 The detail of the prioritised key cycle schemes and pedestrian improvements for each area, including indicative costs for the cycling schemes, can be found in **Appendices 4 and 5**.

5. ENGAGEMENT

5.1 Engagement with key stakeholders has been undertaken to sense check the NWL LCWIP. This included engagement with NWLDC members that took the form of a survey upon circulation of a highlight report and the full draft LCWIP.

5.2 The LCWIP was also taken to Community Scrutiny Committee on 8 February to allow comments to be made by the committee for consideration by Cabinet when deciding whether or not to formally adopt the Strategy and Infrastructure Plan. Comments received by Community Scrutiny Committee included:

- The raising of specific infrastructure issues omitted from the LCWIP. In response, officers explained that omissions were either because the issue had not been raised through the consultation process or had not been deemed a priority. Officers also explained there was a process for adding arising issues into the LCWIP and if any members wished to discuss concerns then they could do so with either the Leisure Services Team Manager or the Health and Wellbeing Team Leader.
- The process for linking into new developments and the Ivanhoe Line. In response, officers explained that the LCWIP would be used as an evidence base for the Local Plan which would enable requests to be made to developers to ensure there was adequate infrastructure within the development, that these link to the wider network, and that contributions be made to help develop the wider network. Officers also updated the committee on intentions regarding the Ivanhoe Line.
- How will the LCWIP enable the Council to deliver against proposed improvements? In response, officers explained that there was no funding attached to the LCWIP and it was unclear as to how funding would be distributed. However, it had been made clear that government funding will not be able to be accessed without having a LCWIP. That said, with regards to pedestrian improvements, there may be some quick wins and, if adopted by the Council, officers would be engaging colleagues at Leicestershire County Council with a view to trying to deliver some of these.

5.3 The feedback obtained from stakeholders has been used to refine the NWL LCWIP into its current version. Following feedback from Community Scrutiny Committee, no further changes have been made to the document. The minutes from the Community Scrutiny Committee meeting on 8 February can be found in the Background Papers.

6. FINANCIAL IMPLICATIONS

6.1 Whilst there are no financial implications in adopting the CaWS and LCWIP, there will be financial implications in delivering improvement schemes and works. These will be considered on a case-by-case basis as funding opportunities present themselves with business cases being developed and the appropriate corporate approvals and funding solutions sought prior to delivery.

7. NEXT STEPS

7.1 If adopted corporately, the CaWS and the LCWIP will be used to help secure funding, whether as part of new developments or via other means, in order to enable delivery of the improvements as highlighted in the LCWIP. It will also form part of the evidence base for the Council's new Local Plan and will inform a viability assessment of the infrastructure requirements arising from the plan. Where consistent with legal requirements, contributions will be sought as part of new developments identified as part of the new Local Plan.

Policies and other considerations, as appropriate	
Council Priorities:	Planning and Regeneration Clean, Green and Zero Carbon
Policy Considerations:	NWL Local Plan NWL Health and Wellbeing Strategy NWL Zero Carbon Roadmap and Action Plan
Safeguarding:	None
Equalities/Diversity:	In line with Cycle Infrastructure Design - Local Transport Note 1/20 (LTN1/20), design should be inclusive, beginning with the principle that all potential cyclists and their bikes should be catered for in all cycle infrastructure design and that authorities which bid for government funding for cycling and walking infrastructure, must ensure that their designs comply with LTN1/20. In addition, the Walking Route Audit Tool also requires consideration of all types of pedestrians
Customer Impact:	Improved health and wellbeing Improved air quality Increased connectivity
Economic and Social Impact:	Increased accessibility to businesses and tourist attractions
Environment, Climate Change and Zero Carbon:	Reduced CO2 emissions Less cars on the road
Consultation/Community/Tenant Engagement:	Consultation and engagement as per the report
Risks:	Failure to produce a CaWS and/or a LCWIP will mean no government funding can be accessed to improve the cycling and walking infrastructure in NWL.
Officer Contact	Jason Knight Leisure Services Team Manager jason.knight@nwleicestershire.gov.uk

North West Leicestershire

WALKING AND CYCLING STRATEGY 2022-2032



VISION

For North West Leicestershire to become a district where walking and cycling are safe, accessible and obvious choices for short journeys.

This will be achieved by creating a safe, attractive, integrated cycling and walking network, and by using a range of behavioural change initiatives.

OBJECTIVES

- ▶ Create a highway infrastructure to support and encourage cycling and walking for all.
- ▶ Ensure that current and future networks are of a high standard
- ▶ Strike an appropriate balance between the needs of all road users
- ▶ Make all new schemes and infrastructure optimally inclusive and accessible to all
- ▶ Integrate existing and future networks with public transport hubs
- ▶ Work with key destination venues / agencies to secure their support for cycling and walking.
- ▶ Work with key partners to create a greener infrastructure
- ▶ Ringfence funding to support cycling and walking infrastructure
- ▶ Develop and support behavioural change processes and opportunities.



BENEFITS OF IMPROVED INFRASTRUCTURE

- ▶ Support the district's ambition to be carbon neutral by 2050 by tackling road congestion and air quality and increasing resilience to climate change
- ▶ Support the local economy, businesses and tourism
- ▶ Improve the health and wellbeing of residents
- ▶ Address inequalities and improve connectivity.

THE STRATEGY

Local Cycling and Walking Infrastructure Plans (LCWIPs) allow authorities and other organisations to source funding through central Government to improve local cycling and walking infrastructure.

To do this successfully, we need evidence to tell us what we need. This strategy provides the evidence needed to support a LCWIP for the six key towns and villages in the district: Ashby de la Zouch, Coalville, Castle Donington, Ibstock, Kegworth and Measham.

Using this evidence, we will draw up a LCWIP, which will set out the associated costs, the types of routes and infrastructure needed, and where they should be, maintenance requirements and so on.

NEXT STEPS

This strategy will now be used to develop a Local Cycling and Walking Infrastructure Plan for the district.

This will take a number of months to complete – we expect the LCWIP to be available from autumn 2022.





CREATING THE STRATEGY

We have consulted with the public through surveys, local walking and cycling clubs and groups and local action groups, as well as with neighbouring authorities to understand their current schemes and future proposals. This ensures that, where possible, these programmes are integrated with the cycling and walking aspirations identified in this strategy.

Partners and stakeholders, including Leicestershire County Council, town and parish councils and the National Forest Company, have given their feedback, and we have considered how local and national policy will impact on our plan, with a literature review of all relevant local documentation, including North West Leicestershire's Local Plan and the current cycling strategies for Ashby, Kegworth and Coalville.

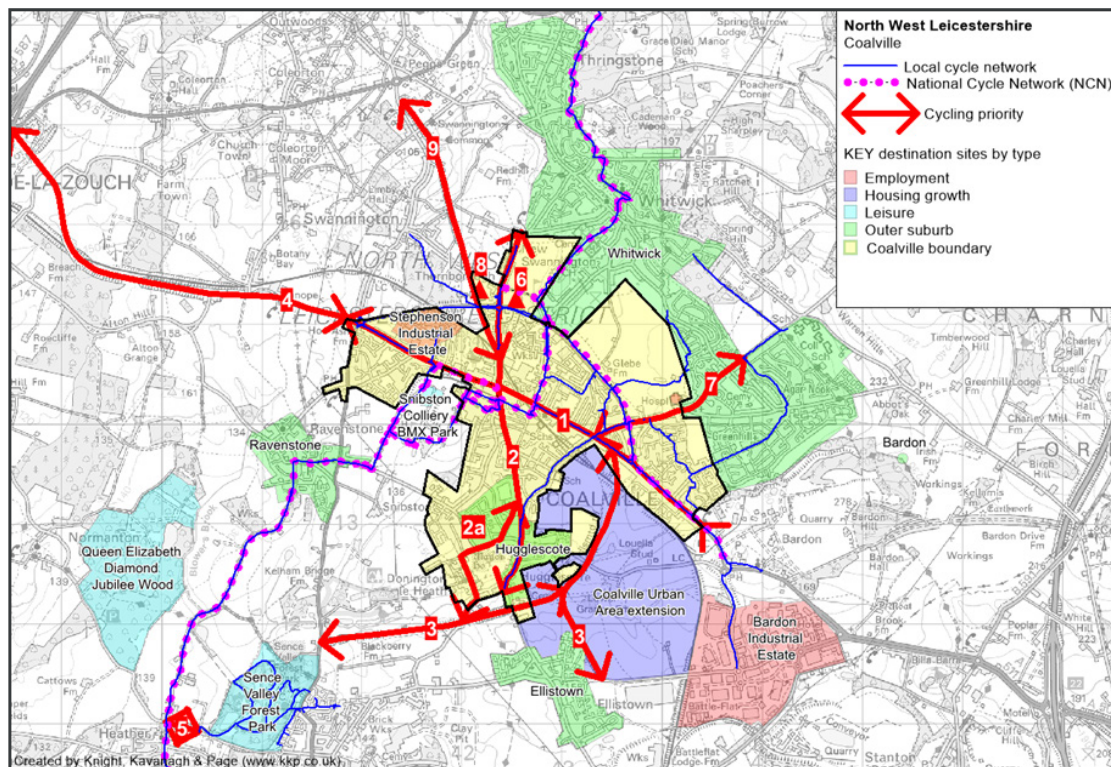
We have used the Propensity to Cycle Tool (PCT) - a model which identifies potential commuter cycling routes.

A series of maps have been produced identifying where investment should be focused to support cycling and walking in the six key towns and villages, and include the following:

- Cycling maps incorporating proposed routes with key destinations
- Walking heat maps to indicate where priorities for investment could be focused.

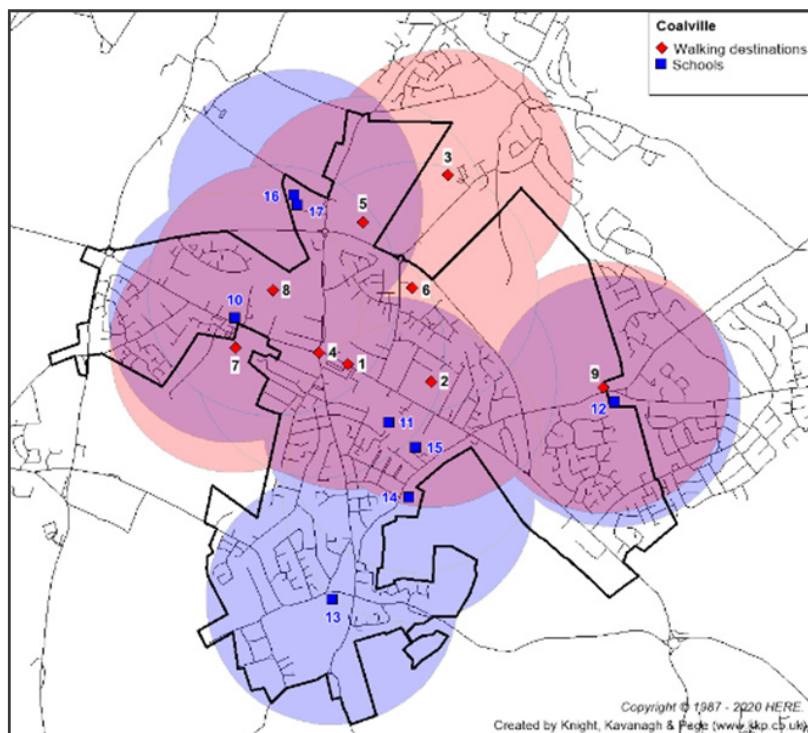
These maps have been developed to inform the LCWIP. The finalised route proposals will be completed as part of the LCWIP process.

COALVILLE PROPOSED CYCLE ROUTES

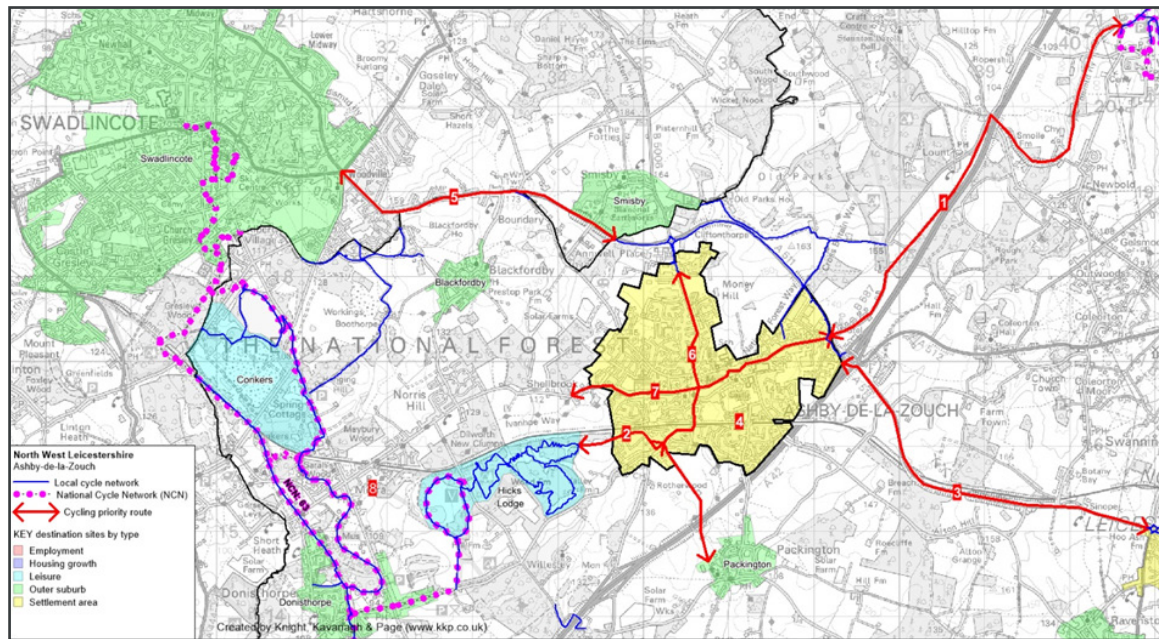


COALVILLE WALKING HEAT MAP

ID	Walking destination
1	Bus and coach station (family centre)
2	Coalville Park
3	Hermitage fishing lake and recreation ground
4	High Street
5	Whitwick and Coalville Leisure Centre
6	Morrisons / Whitwick Retail Park
7	Snibston Colliery Park
8	Urban Forest Park
9	Broom Leys Surgery
10	All Saints Church of England Primary School
11	Belvoirdale Community Primary School
12	Broom Leys Primary School
13	Hugglescote Community Primary School
14	Newbridge High School
15	St. Clare's Catholic Primary School
16	Stephenson College
17	Stephenson Studio School

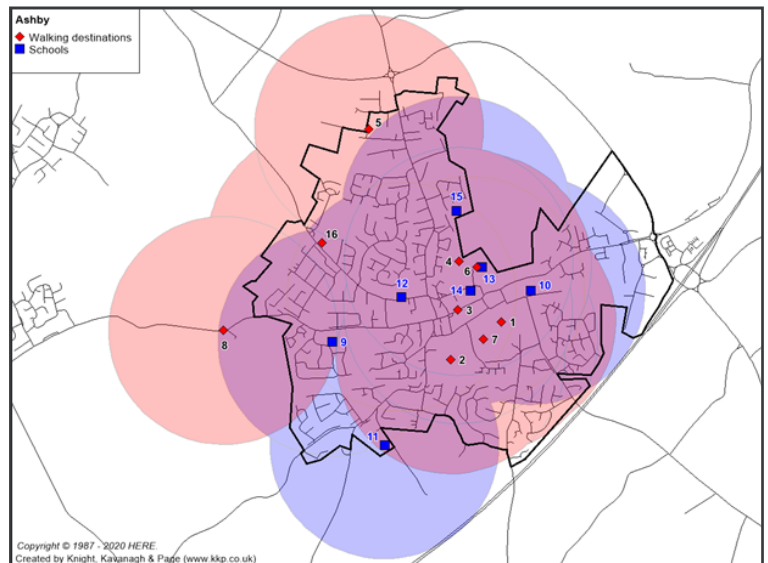


ASHBY PROPOSED CYCLE ROUTES

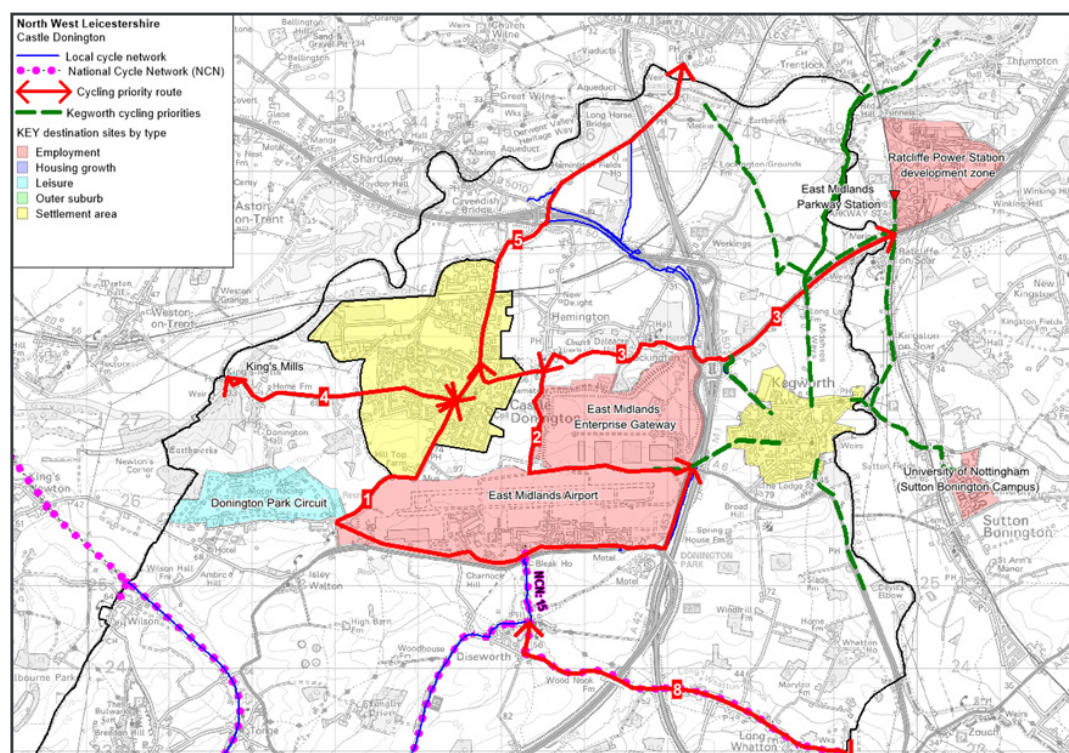


ASHBY WALKING HEAT MAP

ID	Walking destination
1	Ashby de la Zouch Castle
2	Bath Grounds
3	High Street
4	Ashby Lido and Leisure Centre and Hood Park
5	Ivanhoe Business Park
6	Ivanhoe College
7	Memorial Grounds and Castle
8	Prestop Park
9	Ashby Hill Top Primary School
10	Ashby School
11	Ashby Willesley Primary School
12	Ashby de la Zouch C of E Primary School
13	Ivanhoe College
14	Lewis Charlton Learning Centre
15	Woodcote Primary School
16	Castle Medical Group

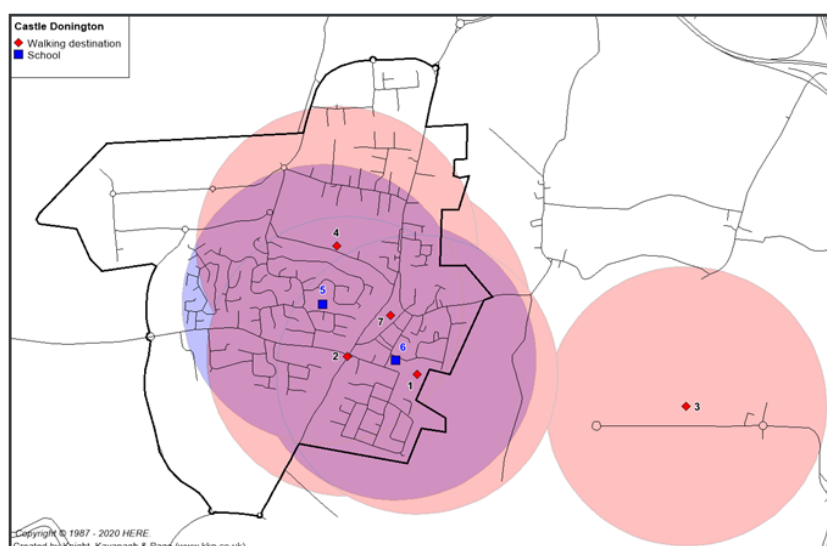


CASTLE DONINGTON PROPOSED CYCLE

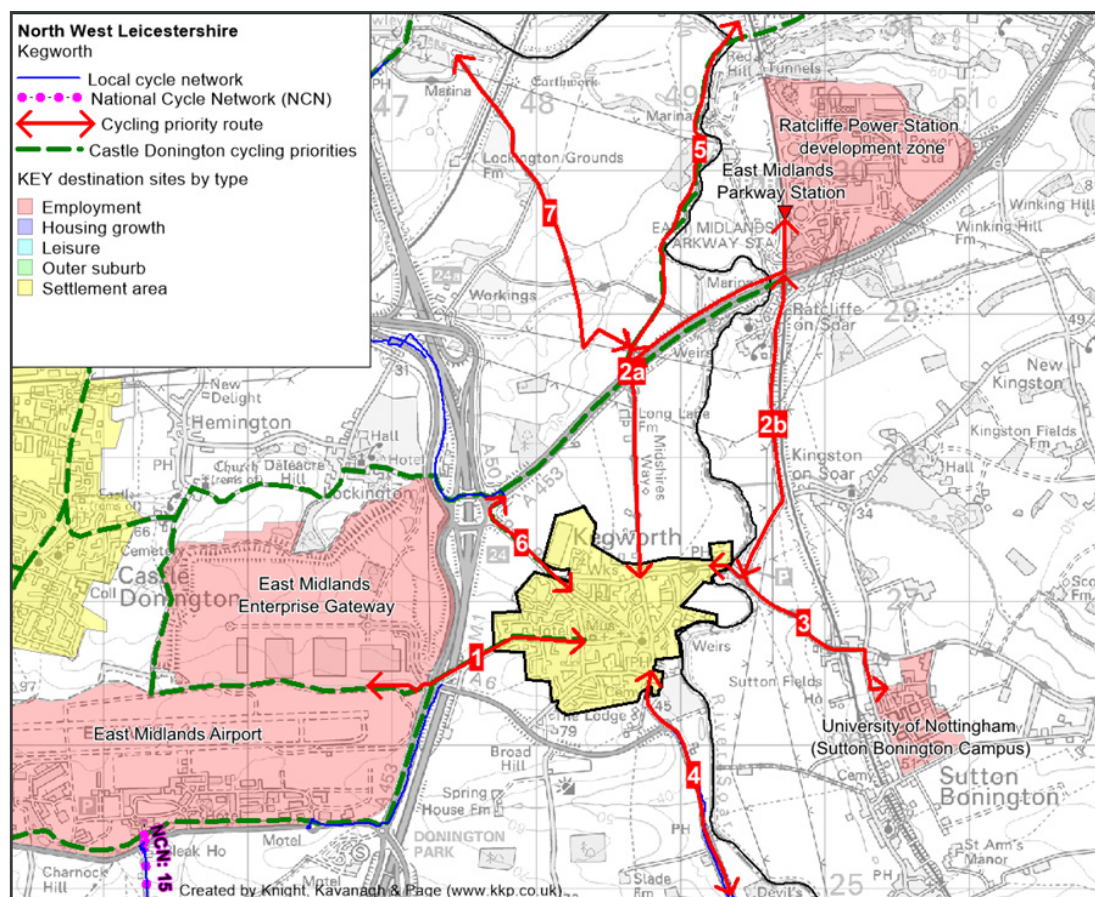


CASTLE DONINGTON WALKING HEAT

ID	Walking destination
1	Castle Donington College / Leisure Centre
2	Castle Donington High Street
3	East Midlands Gateway
4	Spital Park Pavilion
5	Orchard Community Primary School
6	St. Edward's Church of England Primary School
7	Castle Donington Surgery

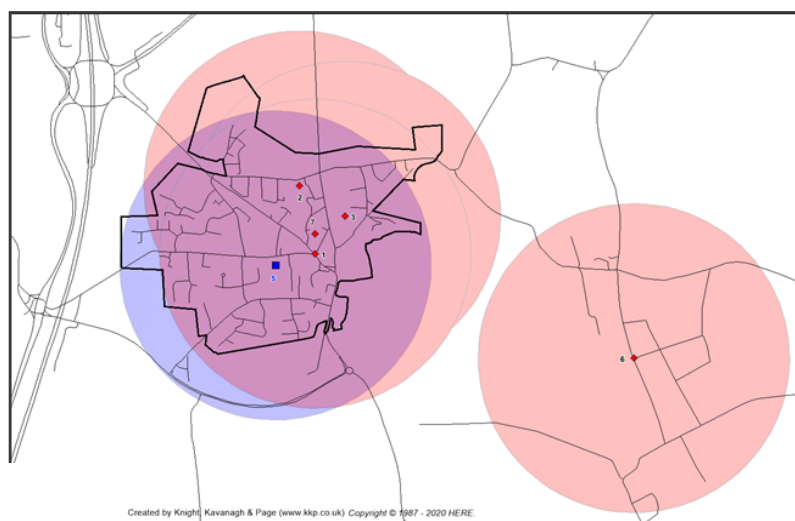


KEGWORTH PROPOSED CYCLE ROUTES

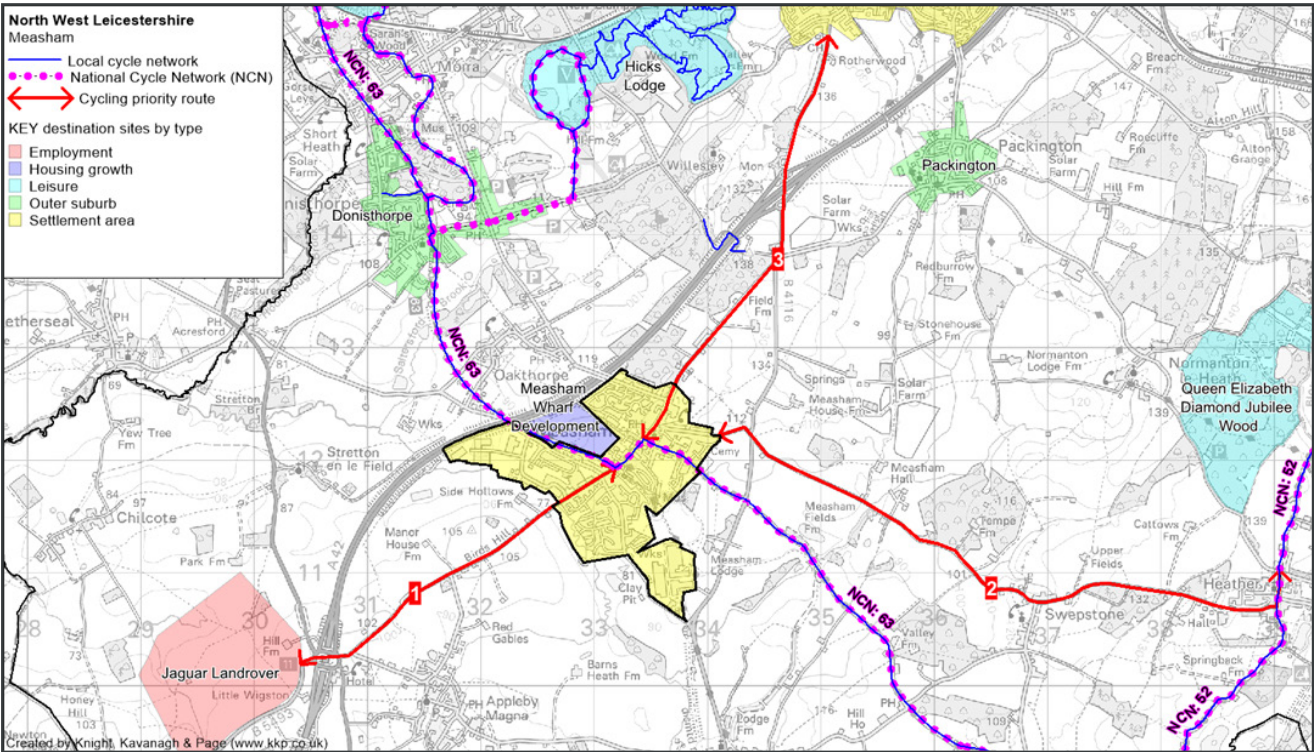


KEGWORTH WALKING HEAT MAP

ID	Walking destination
1	Kegworth High Street / Market Street
2	Kegworth play area
3	Kegworth village hall
5	Kegworth Primary School
6	Sutton Bonington Campus
7	Orchard Surgery

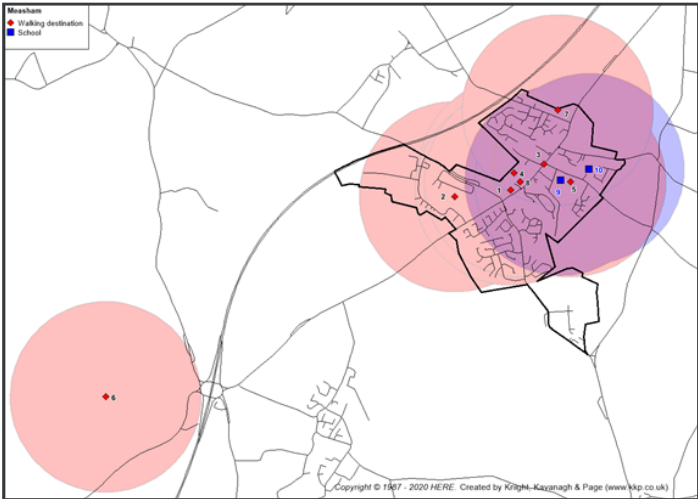


MEASHAM PROPOSED CYCLE ROUTES



MEASHAM WALKING HEAT MAP

ID	Walking destination
1	Ashby Wouds Heritage Trail
2	Industrial estate to the south
3	Measham High Street
4	Measham Leisure Centre
5	Measham Park
6	Proposed Jaguar Landrover site
7	Wooded area to the north - with cafe
8	Measham Church of England Primary School
9	St. Charles Catholic Primary Voluntary Academy
10	Measham Medical Unit



This map illustrates the cycling infrastructure and key destinations in North West Leicestershire, centered on Ibstock. The map includes the following elements:

- Local Cycle Network:** Represented by a solid blue line.
- National Cycle Network (NCN):** Represented by a dashed purple line, with specific routes labeled NCN 82 and NCN 63.
- Cycling Priority Route:** Indicated by a red line with arrows, showing a route that passes through Ibstock and connects to the NCN routes.
- Key Destination Sites by Type:**
 - Employment:** Shaded in light red/pink.
 - Housing growth:** Shaded in light orange.
 - Leisure:** Shaded in light green.
 - Outer suburb:** Shaded in light blue.
 - Settlement area:** Shaded in yellow.
- Geographical Features:** The map shows various towns and villages including Ibstock, Sence Valley, Heather, Swebstone, Ellostown, and Bagworth. It also identifies local landmarks like Sence Valley Forest Park and several farms.
- Infrastructure:** Major roads (A1, A66, A582) and the railway line are shown.

Created by Knight, Kavanagh & Page (www.kkp.co.uk)

ID	Walking destination
1	High Street
2	Leicester Road Play Park
3	Ibstock Leisure Complex / Ibstock Community College
4	Ibstock Junior School
5	St. Denys Church of England Infant School, Ibstock
6	Ibstock and Barlestone Surgeries





NORTH WEST LEICESTERSHIRE



WALKING AND CYCLING STRATEGY 2022-2032

QUALITY, INTEGRITY, PROFESSIONALISM

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Executive Summary

North West Leicestershire District Council, along with the majority of local authorities across England, has declared a climate emergency and set a goal for the District to be carbon neutral by 2050. The Council has a clear responsibility to lead and ensure that the District faces up to the challenges involved in meeting this target.

One way to do this and help reduce the consumption of fossil fuels is to create a sustainable transport network and to encourage change with regard to how people travel. The Government has set out its ambition to create sustainable travel networks across the country and to change people's mindsets making cycling and walking the natural choice for shorter journeys, or incorporating walking and cycling as part of longer journeys, by 2040.

Increasing the number of people cycling and walking will help tackle some of the most challenging issues we currently face as a society, including:

- ◀ tackling road congestion;
- ◀ improving air quality;
- ◀ resilience to climate change;
- ◀ addressing inequalities;
- ◀ supporting local economies/businesses, and
- ◀ improving health and wellbeing.

The nation's number one health challenge; obesity, is a major concern for local service providers. In North West Leicestershire, 69.7% of adults (age 18+) are classified as overweight or obese. This is higher than both regional and national averages.

Increasing the number of people who choose to walk or cycle, even if just for part of their journey, will have a positive impact on health and wellbeing (physical and mental). The benefits of regular physical activity are well known. It is estimated that health issues related to inactivity alone cost the NHS £billions every year. In addition, related issues such as sickness and premature death among the working age population impacts on society and the wider economy.

To create sustainable cycling and walking networks, the Government is encouraging local authorities to produce a Local Cycling and Walking Infrastructure Plan (LCWIP). These allow local authorities to take a long-term approach (typically over a 10-year period) to develop walking and cycling networks and routes to connect places that people need to get to, whether for work, education, shopping or for other reasons.

The first stage of North West Leicestershire District Council's LCWIP process is production of its Cycling and Walking Strategy (the Strategy). Knight Kavanagh and Page was commissioned to do this in Spring 2021.

This Strategy identifies and explores the factors which will influence and help ensure the right environment to enable people to choose to cycle and walk more. It identifies potential cycling route priorities and areas for investment to support walking. Proposed cycling routes link to the District's six key settlements (Ashby, Coalville, Kegworth, Castle Donnington, Ibstock and Measham) and relate to employment, leisure and daily destinations. There is also a focus on improving walking infrastructure in core areas within each of the six settlements.

Schemes and aspirations that extend beyond the Authority boundary (including those of Leicestershire County Council) are also recognised. These will underpin partnership work and maximise opportunity whilst ensuring cycling and walking-based connectivity for people looking to travel to and from destinations within and outside the local area.

Finally, the Strategy proposes a number of key behavioural change initiatives to encourage people to change to and further embed active travel habits. Many factors influence people's propensity to cycle and walk - and those most applicable to North West Leicestershire are set out.

The research and extensive local consultation which informs the priorities set out in this Strategy provide the Council with the foundations to draft its LCWIP.

This will focus on converting the priority schemes set out in the Strategy into reality. This means exploring them in greater detail, assessing design options, estimating costs, securing funding and managing their subsequent delivery. It will necessitate work across a range of council departments (e.g., leisure, health, planning, transport) as well as with external partners to ensure that schemes align with Strategy aims and that opportunities and funding are maximised.

Once produced the LCWIP will be the go-to document for the Authority to seek funding to ensure that North West Leicestershire has an effective sustainable cycling and walking network to cater for the active travel needs of current and future generations in the District.

SECTION 1: INTRODUCTION AND BACKGROUND

This document is the Strategy which sets out the approach that North West Leicestershire District Council and partners intend to take at district level over the next 10 years to deliver on the Government's ambitions to make England a great walking and cycling nation. This, in turn, will provide the evidence base for the Authority to develop and publish a further document, which will be a Local Cycling and Walking Infrastructure Plan (LCWIP).

LCWIPs are designed to allow local authorities to take a long-term approach to the development of networks of walking and cycling routes that connect places that people need to get to, whether for work, education, shopping or for other reasons. They are based on evidence of existing and future travel patterns and current barriers to walking and cycling. LCWIPs include network plans for walking and cycling which identify preferred routes and core zones for further development, and a prioritised programme of infrastructure improvements for future investment.

The key outputs of a LCWIP are:

- ◆ A cycle and walking network plan identifying preferred routes and core zones for further development.
- ◆ A prioritised programme of infrastructure improvements which will drive future investment.
- ◆ To ensure that the proposed network continues beyond the Authority's boundary.
- ◆ To provide a report detailing the narrative behind the prioritisation of routes and schemes.

This Strategy identifies and explores the factors which will set the right environment to enable people to choose to travel by 'active modes' – cycling and walking. Examples include ensuring that cycle training opportunity is not just restricted to children within primary school and examining how technology can be best used to promote modal shift.

Getting more people to cycle and walk within North West Leicestershire (NWL) and beyond will:

- ◆ Enhance the area's profile as an attractive place to live, work and visit,
- ◆ Contribute to the drive to encourage residents and visitors to increase levels of physical activity,
- ◆ Develop healthier communities and
- ◆ Help reduce CO2 levels and harmful particulates, such as PM2.5.

Report structure

The structure of this strategy follows a similar structure to the recently published Leicestershire Cycling and Walking Strategy, to ensure consistency across the County. It is set out in the following chapters:

- ◆ Section 2: Scope and methodology
- ◆ Section 3: North West Leicestershire district profile
- ◆ Section 4: Policy context
- ◆ Section 5: Cycling and walking engagement
- ◆ Section 6: Vision and objectives
- ◆ Section 7: Cycling priorities
- ◆ Section 8: Walking priorities
- ◆ Section 9: Measuring Impact
- ◆ Section 10: Encouraging behavioural change
- ◆ Section 11: Next steps.

SECTION 2: SCOPE AND METHODOLOGY

Scope

As mentioned, the key purpose of the strategy is to develop the evidence base for a future LCWIP, which will in turn, provide the platform for the Authority to source funding through Central Government to improve local cycling and walking infrastructure.

The LCWIP will be produced in line with NWL's Local Plan, which acknowledges future developments, such as key housing growth and areas of business development. Therefore, future routes and areas can be developed in conjunction with known proposed developments.

Via consultation and the gathering of evidence from the Local Plan, this strategy identifies potential cycling routes and areas for investment to support walking. Proposed cycling routes link to the six key settlement areas and relate to employment, leisure and daily destinations. In addition, there is also a focus on core areas within which the intention is to improve walking infrastructure in each of the six settlements.

It is also important to note that the Strategy recognises schemes and developments beyond the Authority's boundary, ensuring that there is connectivity for people accessing destinations outside NWL for a variety of reasons.

Finally, the Strategy presents key behavioural change initiatives to consider when encouraging a modal change. There are many factors which can encourage more people to consider cycling and walking, and those most applicable to NWL are set out.

Methodology

To develop this strategy and, in so doing, provide opportunities to create a positive behavioural change programme, the following has been undertaken:

- ◆ Literature review of all relevant documentation, including NWL's Local Plan and the current cycling strategies for Ashby, Kegworth and Coalville.
- ◆ Participation in a range of consultation sessions with various stakeholders, to ascertain key destinations for cycling and walking both within and beyond the Authority. A full list of consultees is listed in Appendix A.
- ◆ Produce an online survey to allow people from the wider community in NWL to express their views and opinions.
- ◆ Use has been made of the Propensity to Cycle Tool (PCT), a model which identifies potential commuter cycling routes.
- ◆ A series of maps have been produced identifying where investment should be focused to support cycling and walking. These focus on the key six areas of Ashby, Coalville, Ibstock, Measham, Kegworth and Castle Donington; and include the following:
 - Cycling maps incorporating proposed routes with key destinations.
 - Walking maps displayed as heat maps to indicate where priorities for investment could be focused.
- ◆ Consultation with neighbouring local authorities to gain insight into and a fuller understanding of current schemes and future proposals in the areas surrounding NWL, to ensure that, wherever possible, these programmes are integrated with the cycling and walking aspirations identified in this strategy.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

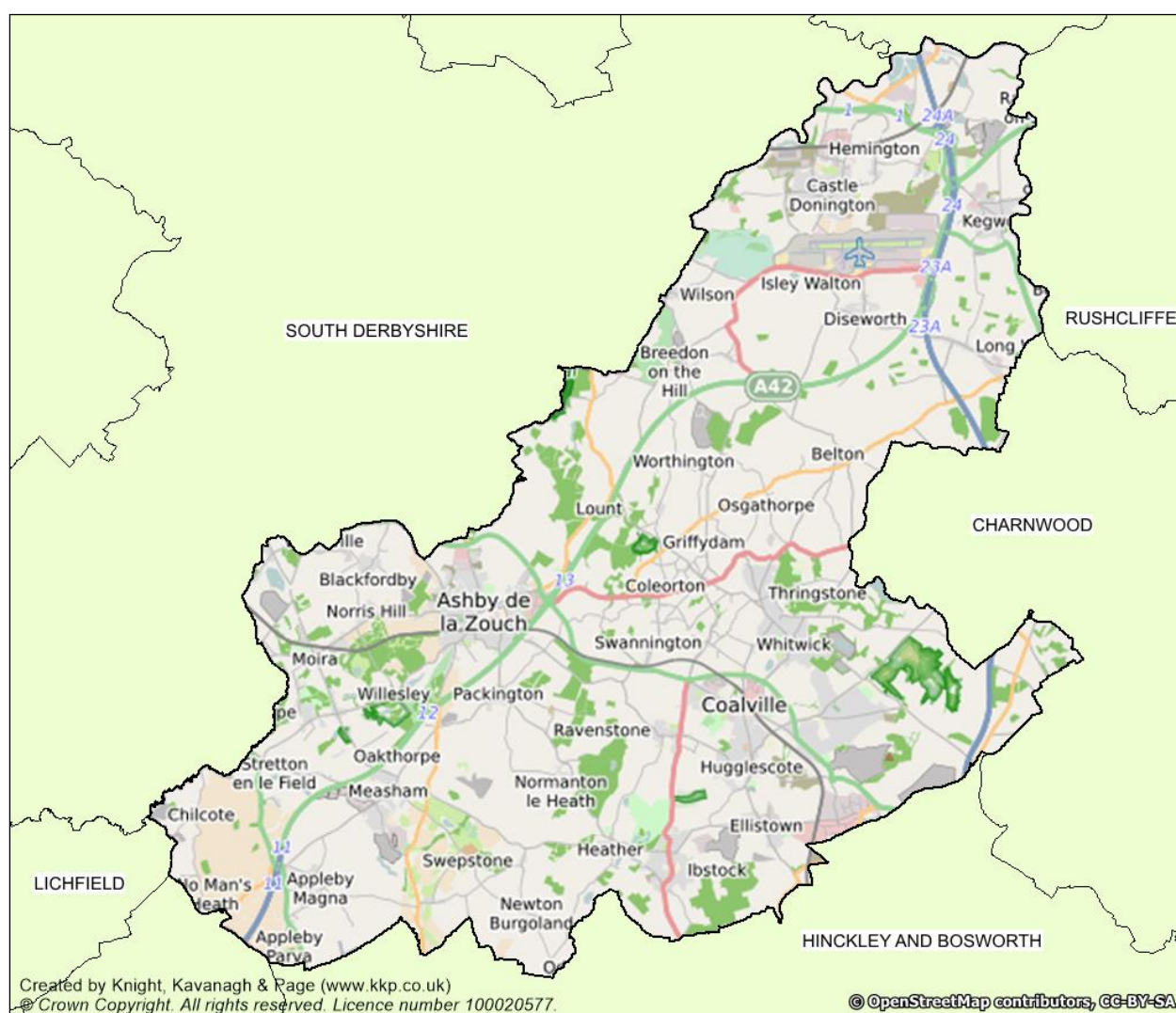
SECTION 3: NORTH WEST LEICESTERSHIRE DISTRICT PROFILE

Geographic and demographic context

NWL is in the East Midlands, located in the heart of England. It has six key main towns, including Ashby and Coalville. The M1 motorway runs north to south through the east of the Authority, and East Midlands Airport, which is a strategic freight centre for the country, is in the north of the district. Due to its strategic location, NWL accommodates some large employment areas, including the East Midlands Gateway (north of the airport) and the new Jaguar Land Rover site (south of Measham).

The south of NWL contains the National Forest within which there are several key leisure destinations, including Hicks Lodge and Conkers Visitors Centre. The Authority borders five others, the longest border shared with the largest of these: South Derbyshire.

The North West Leicestershire District Council area

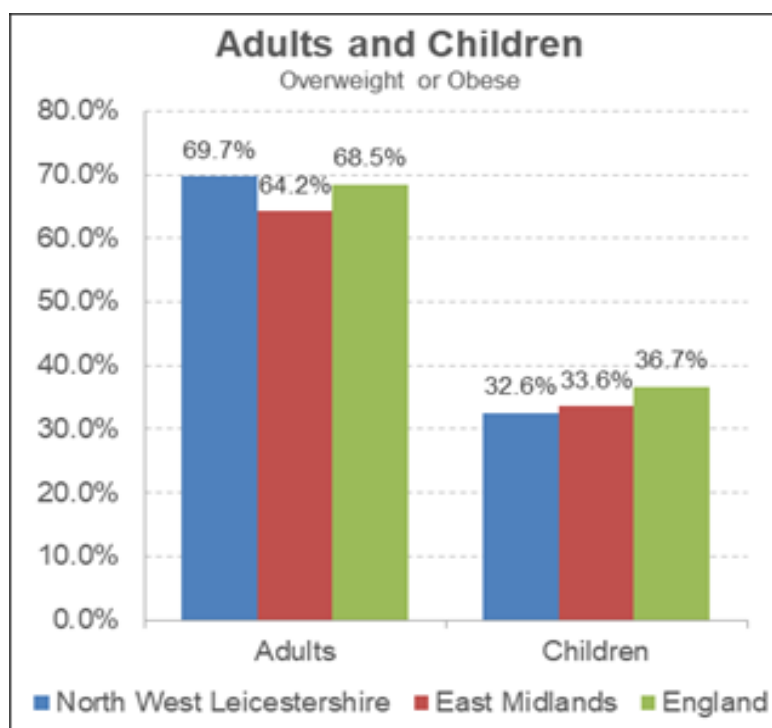
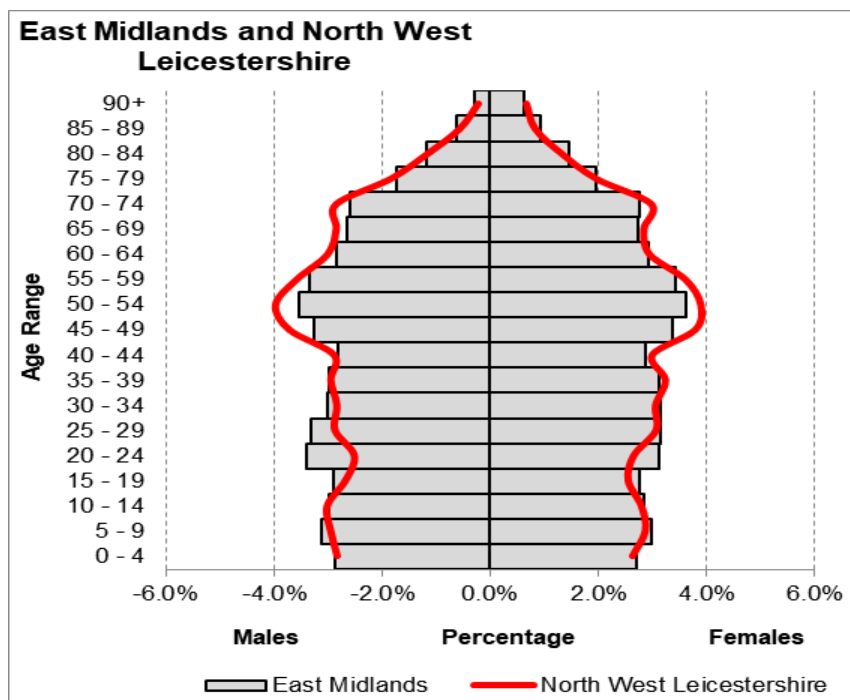


NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

The population of NW Leicestershire is currently 103,611. As is shown in this diagram, the Authority has slightly more females than males (male: 51,236, female: 52,375).

It has a lower proportion of 20-24 year olds (16.8%), than the East Midlands region (18.7%) but slightly more people aged 50-54 (15.4% compared to 13.8%).

Population age structure in NWL compared to the regional average



The nation's number one health challenge – obesity – is a major concern for the Authority's local service providers. In 2018/19, 69.7% of adults (age 18+) in NWL were classified as overweight or obese. This is higher than both the regional and national averages

Healthy weight issues begin at an early age and by year six at school, 32.6% of NWL's pupils were either overweight or obese in 2019, which is slightly below both regional and national averages. There is clearly a role for cycling and walking to play in helping to address such health concerns across the Authority.

Current levels of cycling and walking

In NWL, current levels of cycling and walking are lower than the national average. The percentage of adults in the Authority that cycle at least three days per week was 2.4% in 2018/19. This is lower than the national average of 3.1%. Similarly, the percentage of adults walking for at least three days per week was 18.5% in 2018/19 - this is lower than the national average of 22.7%.

SECTION 4: POLICY CONTEXT

It is important for any Cycling and Walking Strategy to link to national and regional programmes and agendas, particularly in relation to transport, the environment, behaviour change, health and physical activity.

Almost all local authorities across England, including North West Leicestershire District Council, have declared a climate emergency, and set a goal to become carbon neutral by 2050. The Council has a responsibility to lead in this area to ensure that North West Leicestershire plays a crucial role in meeting this challenge. One way to reduce the consumption of fossil fuels and achieve this target is to create a sustainable transport network supported by a behavioural change programme.

Increasing the number of people choosing to walk or cycle, even just for part of their journey, will also have a positive impact on people's health and wellbeing (physical and mental). The benefits of regular physical activity are well known. It also has wider benefits. It is estimated that health issues related to inactivity alone cost the NHS billions per year. In addition, it costs society and the wider economy due to sickness and premature death among people in the working age population.

NWLDC acknowledges the need to increase active travel through the NWL Health and Wellbeing Strategy (2018 – 2028). A key aim of this is to provide every incentive to encourage people to build walking and cycling into their everyday lives in the context of journeys to work, to school, to shop and for leisure purposes. This is to be achieved by focusing on improving the current network via, for example, better infrastructure segregation and building active travel into future developments ensuring that cycling and walking are a go-to mode of travel, rather than a secondary alternative.

Several national, regional and local strategies and documents identify the need, challenges and benefits of walking and cycling.

National context

Local Cycling and Walking Infrastructure Plans (2017)

In 2017 the Government published its first Cycling and Walking Investment Strategy. This sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of longer journeys. To achieve this, it is acknowledged there will need to be sustained investment in cycling and walking infrastructure, as well as partnership work within and between local bodies, the third sector and the wider public and private sector to build a local commitment.

Local and regional authorities are being encouraged to develop LCWIPS, in partnership with other strategic organisations, to determine a long-term approach to local cycling and walking networks, ideally over a 10-year period. Collectively these form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CYCLING AND WALKING STRATEGY

LCWIP development process

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Gear Change: A bold vision for cycling and walking (2020)

The contention of this strategy is that cycling and walking can help tackle some of the most challenging issues facing society today; improving air quality, combating climate change, improving health and wellbeing, addressing inequalities and tackling road congestion. Despite fewer people travelling overall during the COVID pandemic, there has been a 100% increase in weekday cycling and walking. On some weekends, that increase has been around 200%. The Government is keen to build upon this opportunity before people slip back to old behaviours.

The Government's stated vision is to make England a great walking and cycling nation ensuring that cycling and/or walking become the first choice(s) for travel with half of all journeys in towns and cities being cycled or walked by 2030. To achieve this, it has established four key themes:

- ✦ Better streets for cycling and people: the ambition is to create thousands of miles of safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and motor traffic, serving the places that people want to go.
- ✦ Putting cycling and walking at the heart of transport, place-making, and health policy: spending will be significantly increased to create a long-term cycling and walking programme and budget, similar to the roads programme. In addition, new local and strategic A road schemes include appropriate provision for cycling.
- ✦ Empowering and encouraging local authorities: this will result in significant increased funding for local authorities and also new powers to enforce against moving traffic offences such as disregarding one-way systems or entering mandatory cycle lanes.
- ✦ Enable people to cycle and walk more and protect them when doing so: there will be a drive to offer more cycling training opportunities for both adults and children through the Bikeability programme, resulting in increased confidence to cycle. In addition, there will be more of a focus to work with the NHS and other partners, incentivising GPs to prescribe walking and cycling into individual health plans.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CYCLING AND WALKING STRATEGY

Cycle Infrastructure Design - Local Transport Note 1/20 (LTN1/20)

The National Cycling and Walking Plan also recognised that, in order to deliver the intended increases in cycling, the quality of cycling infrastructure must dramatically improve. LTN1/20, launched in tandem with the Plan, details of the quality of infrastructure required.

- ✦ Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.
- ✦ Cyclists must be separated from pedestrians.
- ✦ Cyclists must be treated as vehicles, not pedestrians.
- ✦ Routes must be integrated; isolated stretches of good provision are of little value.
- ✦ Routes must feel direct, logical and be intuitively understandable by all road users.
- ✦ Routes and schemes must take account of how users actually behave.
- ✦ Purely cosmetic alterations should be avoided.
- ✦ Barriers, such as chicane barriers and dismount signs, should be avoided.
- ✦ Routes should be designed only by those who have experienced the road on a cycle.

LTN1/20 also stresses that design should be inclusive, beginning with the principle that all potential cyclists and their bikes should be catered for in all cycle infrastructure design and that authorities which bid for government funding for cycling and walking infrastructure, must ensure that their designs comply with LTN1/20.

Working Together to Promote Active Travel - A briefing for local authorities, Public Health England (2016)

This document sets out why active travel is so important due to its role as a form of daily physical activity. It details how even small increases in physical activity among those who are the least active can bring great health benefits. Many benefits of physical activity are recognised, including lower death rates, lower risk of heart problems and depression. It highlights that inactivity directly contributes to one in six deaths in the UK. Furthermore, over one quarter of adults in England reportedly do fewer than 30 minutes of physical activity a week with the concomitant impact on people's health and wellbeing.

Motorised transport is recognised as having many benefits although the cost of road transport to society is still high, contributing to immediate and longer-term health hazards and health inequalities such as:

- ✦ Increased disease burden due to reduced levels of physical activity.
- ✦ Road traffic collisions and injuries.
- ✦ Air pollution.
- ✦ Noise.
- ✦ Reduced social cohesion and increased social isolation for many.

The UK is demonstrably behind many European countries in respect of levels of active travel and the impact this is having on the nation's health, including in relation to childhood obesity. Recent analysis of *Active People Survey* data has shown that people who cycle for travel purposes are four times as likely to meet physical activity guidelines than to those who do not.

Given the trends observed in countries with the high levels of active travel and low obesity rates, investment in both walking and cycling infrastructure and behaviour change programmes can be expected to deliver low cost, high-value dividends for individual health, the NHS, the transport system and the economy as a whole.

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Both Bristol and Cambridgeshire are cited as successful examples of increasing active travel as a result of improvements to the road network, e.g., reducing speed limits for motorised transport and changing behaviours and attitudes towards cycling and walking. In Bristol, cycle commuting rose by 94% between 2001 and 2011 and commuting on foot by 40%.

Active Design: Planning for health and wellbeing through sport and physical activity, Sport England (2015)

Sport England's Active Design looks at the opportunities to encourage sport and physical activity through the built environment in order to support healthier and more active lifestyles. It sets out ten principles that should be considered during urban design to promote environments that offer individuals and communities the greatest potential to lead active and healthy lifestyles.

Ten principles of active design



All these link to values associated with active travel. The principles of *Walkable Communities* and *Connected Walking & Cycling Routes* directly reference active travel. Others, such as *Activity for all*, *Co-location of Community Facilities* and *Network of Multifunctional Open Space* also relate strongly to active travel. They reference the need for areas to be accessible to all and multifunctional, with a range of facilities serving a wide variety of community needs. This will reduce the number and length of trips needed to access facilities increasing the likelihood that people will, thus, walk or cycle.

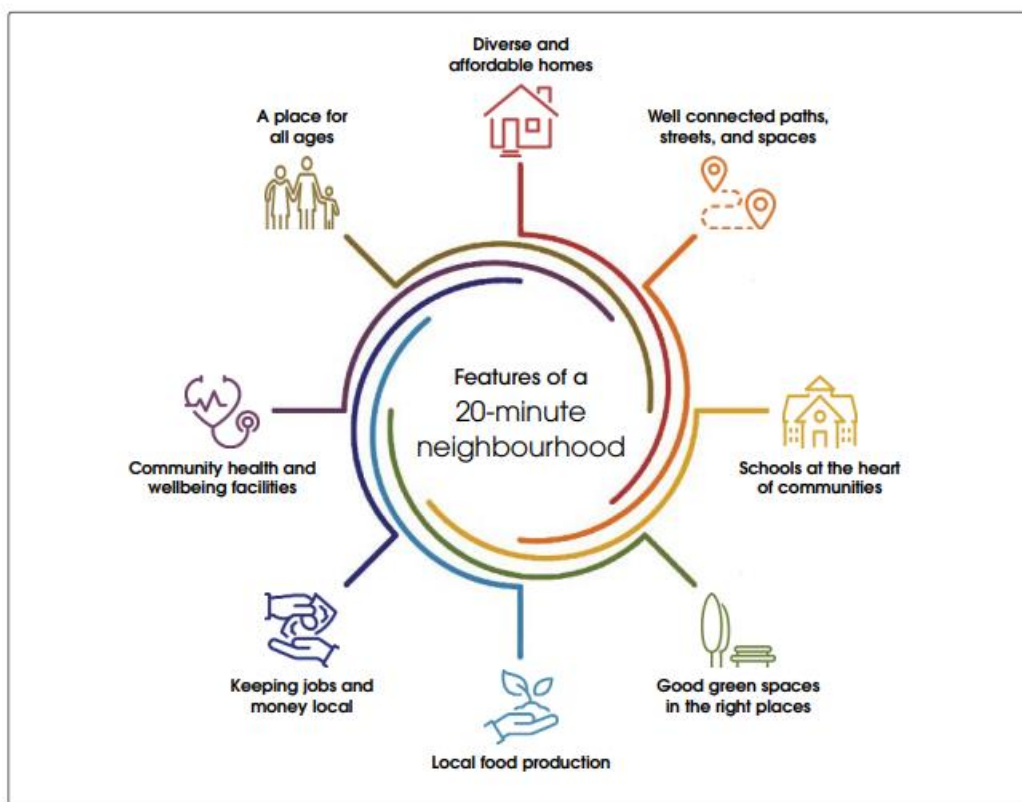
Active Design should be promoted through all planning activity, including local and neighbourhood plans, using clear policy support within the National Planning Policy Framework (NPPF) and its supporting Planning Practice Guidance (PPG). Many Active Design principles are already implicit within overlapping disciplines related to open space and landscape, transport, access and design.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

20-Minute Neighbourhoods, Town and Country Planning Association (2021)

The growing idea of the '20-minute neighbourhood' is a way of describing a complete, compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle. The Town and Country Planning Association (TCPA) have been working with partners to explore and introduce the idea to the wider planning system in England.

Features of 20-minute neighbourhood



Regional and local context

Leicestershire's Cycling and Walking Strategy

Leicestershire County Council is committed to increase levels of active travel across the county and has set three targets, identified in its strategy, to meet the challenges of improving public health, air quality and congestion over the next 10 years:

- ◆ Increase cycle and walking trips to schools and education by 10%
- ◆ Increase commuting cycle and walking trips to employment by 10%
- ◆ Increase the levels of walking and cycling trips in the county by 15%

To achieve this, it is looking to create change, by using two levers; **Infrastructure** and **Enabling and Encouraging** across the County. Infrastructure will consider things including improving way markings and public realm and creating dedicated cycle infrastructure. The lever of Enabling and Encouraging will focus on behavioural change elements, including promoting cycle training for all and the delivery of regular promotional events. The County Council will work with all regional authorities to create this change.

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CYCLING AND WALKING STRATEGY

Leicestershire County Council: Environment Strategy 2018 – 2030: Delivering a better future

There are clear drivers for action to protect and improve the environment and to tackle climate change at a global, national and local level. The County Council is building on its longstanding commitment to the environment and taking action to; reduce the impact of its operations on the environment, its contribution to climate change and to ensure its assets are resilient to the effects of climate change. The diagram below sets out the Strategy's aim and vision.

To reduce carbon emissions through travel and transport, the County Council will work with all nine local authorities to enhance the County's green infrastructure and to ensure this is integrated across the County.

Leicestershire County Council: Environment strategy's vision and aims



Leicester & Leicestershire 2050: Our vision for growth (Strategic Growth Plan)

The vision is that the county will have established itself as a driver of the UK economy, exploiting opportunities for linkages across its diverse economic base, supporting its urban and rural centres, and taking advantage of its exceptional location. It focuses on four key matters:

- ▶ Delivering new housing
- ▶ Supporting the economy
- ▶ Identifying essential infrastructure, and
- ▶ Protecting our environment and built heritage.

As part of this growth strategy, developing a good infrastructure is key. The Strategy identifies several key projects which will support the conurbation's growth. These include the A46 priority growth corridor and the A5 expressways, which should both be built by the early 2030s. This is in addition to other key projects, including HS2.

Given the scale of development and the number of projects, there will also be a focus to increase sustainable transport, including the development of an integrated safe cycle network both within and between urban areas, to support the growing population.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CYCLING AND WALKING STRATEGY

North West Leicestershire Local Plan (2017)

The vision of the Local Plan is to transform the Authority from a former coalfield area characterised by environmental degradation, a struggling economy and poor connections into a place fit for the 21st century. To achieve this, the Council has a number of objectives, including the development of high-quality green infrastructure network across the Authority and beyond. A good quality green infrastructure network is important because it can provide many social, economic and environmental benefits, enhance health and wellbeing and improve air quality.

Through working with key organisations, NWLDC plans to review and upgrade the current Green Infrastructure network. It will also ensure that any new development is supported with high quality green infrastructure, in the same way that grey infrastructure (e.g., roads and sewers) is required to be developed or enhanced in line for any new development. The Local Plan also lists proposed housing growth areas over the next five years. It is important to recognise these, as they will influence future proposed routes or investment to encourage future sustainable travel. Key growth areas include¹:

- ✦ South East Coalville (Coalville Urban Extension) - 3,500 dwellings (estimated population of 8,400)
- ✦ Money Hill, Ashby - 2,050 dwellings (estimated population of 4,900)
- ✦ Land north and south of Park Lane, Castle Donington – 900 dwellings (estimated population of 2,160)
- ✦ Measham Waterside Development - 450 dwellings (estimated population of 1,080)

Local Cycling Strategies

There are two local cycling strategies produced by the District Council. These are:

- ✦ Ashby Cycling Strategy (2016)
- ✦ Coalville Cycling Strategy (2012)

Both follow a similar format which is to:

- ✦ Identify key destinations within and surrounding the towns.
- ✦ Review the existing network and identify provisional gaps.
- ✦ Provide proposals, in relation to the current network, connecting to destinations.

In addition, Ashby Town Council has produced a draft Cycle Strategy (2021) which, similar to the 2016 document, identifies the potential cycle network in and around Ashby de la Zouch. The priorities for the Town Council includes:

- ✦ Connecting the town centre to Hicks Lodge - The proposed route would connect the town centre to Hicks Lodge via Willesley Recreation Ground.
- ✦ Nottingham Road - Develop a safe cycle route to connect users to the town centre and towards Lount in the opposite direction.

Kegworth Cycling and Walking Strategy (2021)

¹ National occupancy rate of 2.4 persons per dwelling has been used to calculate estimated populations.

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CYCLING AND WALKING STRATEGY

Sustrans produced a cycling and walking strategy for Kegworth that investigates current journeys and forecasts future development helping to inform part of the evidence base for delivering new and improved routes.

Following the LCWIP guidance, the Strategy has identified demand using the Propensity to Cycle Tool (<https://www.pct.bike/>) and overlayed this with the current network to identify current gaps in provision and possible investment opportunities.

As part of strategy development, the current network was reviewed to assess its quality. Recommendations have been made in respect of where investment is required to ensure that cycling follows the Local Transport Note 1/20 (LTN1/20). The strategy process also incorporated a review of key pedestrian routes in the town centre and made recommendations for improvements.

Interim Coalville Transport Strategy (2021)

Coalville is the principal town of the North West Leicestershire District. As such, it is identified by the District Council and Leicestershire County Council as a key area for significant growth and regeneration in the period up to 2031. This includes 4,300 new dwellings in the Coalville Urban Area. As part of this growth, through the latest interim Coalville Transport Strategy, the Local Authority applied for additional funding to support the infrastructure in the area, with a focus on the A511 from the A42 to the M1. The revenue was from the Major Road Network (MRN) fund.

Work has already begun, with several highway projects completed and more planned in the future to reflect the growth. As part of the series of schemes there is also a priority to improve cycling and walking infrastructure in and around the corridor which this strategy references.

National Forest: Heart of the Forest Strategy (2021)

The latest masterplan for the Heart of the Forest (covering 10 square miles at the heart of the National Forest) is a conceptual plan with clear proposals to positively develop and improve the forest landscape for the benefit of local communities and visitors. These proposals include:

- ✦ Create a visitor hub and gateway to the National Forest at Hicks Lodge.
- ✦ Identify sites for accommodation throughout the Forest - including pods and lodges.
- ✦ Utilise the lakes for wild swimming, beach, kayaking and other unpowered water sports.

North West Leicestershire: The Climate Emergency

The Local Authority has set a target for the whole District to become carbon neutral by 2050 and this report focuses on the measures required to achieve net zero greenhouse gas emissions. These measures include:

- ✦ Retrofit of existing authority owned buildings or buildings operated by the Council (e.g. Council's offices) to become more sustainable.
- ✦ Installation of wind turbines on Council's land.
- ✦ Devise and implement plans for every green space owned by the council to enrich carbon capture and storage.
- ✦ Ensuring electric charging points are ubiquitous throughout the Authority, especially at strategic car parks.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

High Speed Rail 2

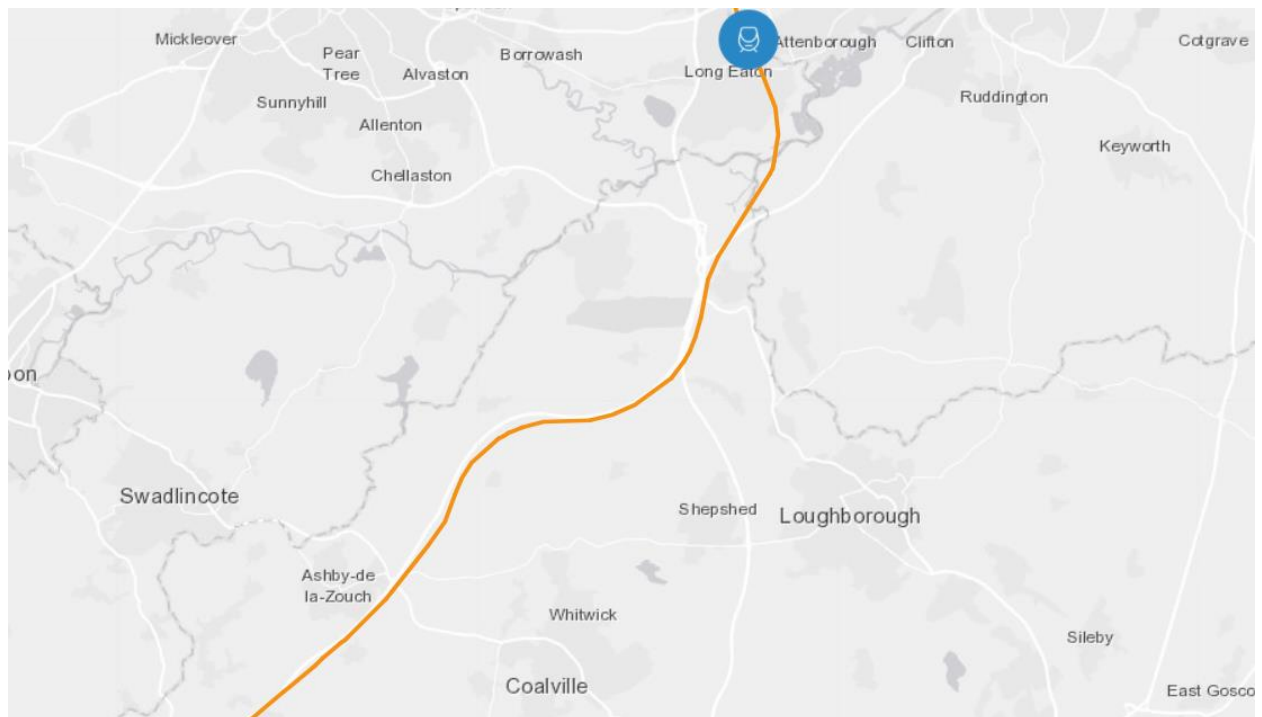
High Speed 2 (HS2) is currently the largest rail infrastructure project in Europe.

It is being developed in three phases:

- ◀ Phase 1: Will connect London with Birmingham
- ◀ Phase 2a: Will connect Birmingham with Manchester
- ◀ Phase 2b: Will connect Birmingham to East Midlands Parkway.

The proposed Eastern leg of Phase 2b from West Midlands to East Midlands Parkway travels through the north of the District. The route is illustrated in image below. It is uncertain how the proposals listed in the strategy will be affected by HS Rail 2, however, once further details of the rail route are known, the LCWIP will assess scheme impact.

High Speed Rail 2 route through North West Leicestershire



NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

SECTION 5: CYCLING AND WALKING ENGAGEMENT

A range of individuals and organisations have been engaged to ensure this strategy considers and reflects a wide range of views. These were captured via four phases of consultation:

- Public consultation: An online survey was established to allow an opportunity for the public to have its say on where priorities should be directed towards to supporting cycling and walking. The list of questions are presented in Appendix B.
- Stakeholder engagement: All interested parties, including, local cycling clubs, rambling organisations and strategic bodies were invited to take part in virtual face to face consultation to discuss their views on cycling and walking.
- Town and parish councils; A specific session was undertaken to identify the key cycling and walking destinations within all town and parish councils, as viewed by parish clerks and local elected members.
- Neighbouring authority engagement: These were consulted with to understand the current and future ambitions they have for cycling and walking.

A summary of the consultation findings are presented below.

Public consultation

The online survey secured the views of 166 respondents, thereby providing data with a confidence limit² of +/-6.1%. Consequently, while the data is indicative of public opinion and behaviour it is recommended that its results are not used in isolation but are taken as support for a wider range of evidence and opinions gathered.

An online survey was conducted summer 2021 exploring the following:

- Residents current purposes for cycling and walking.
- Key destinations for these journeys.
- What improvements would encourage more people to cycle and walk in the future.

Overall, most people surveyed cycle for leisure (94%) and walk for general exercise purposes (92.4%).

Over half of respondents walk to do everyday activities (54.6%). With less than one quarter cycling to do everyday activities (24.1%).

A lower proportion of respondents' cycle (17.5%) or walk (20%) to/from work and/or /school.



² represents how often the true percentage of the population who would pick an answer lies within the confidence limit

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

To encourage increased levels of cycling, respondents were keen to see better cycling provision both on highway and also for off road journeys. Respondents were also keen to see better cycle parking infrastructure, including safe cycle parking at destination points.

What are the most important ways to encourage people to cycle more?

Response	Percentage
Better highway provision, including segregated highways	84.6%
Better cycle parking at specific venues	53.1%
Route markers	34.0%
Availability of E-Bikes, as a way of encouraging beginners to cycle	27.8%
Finance schemes to help people purchase bikes	27.2%
Improved opportunities for cycle training	19.8%
Other (please state)	14.2%

To encourage people to walk more, respondents wished to see safer routes including better lighting and safer public realm. In addition, they wanted better pedestrian links between public transport nodes to encourage multi modal journeys and to discourage people from using cars.

What are the most important ways to encourage people to walk more?

Response	Percentage
Safer routes, including well lit paths, etc.	72.5%
Better highway design - surfaces/wider pavements	45.6%
Better public transport links to key areas to encourage more people to leave their car at home	40.9%
Improved pedestrianised areas in town centres	36.8%
Other (please state)	12.3%

Stakeholder consultation

A wide range of key organisations and local interest groups were consulted with. These included local cycling clubs, rambling organisations and strategic bodies (such as the NWLDC, the County Council and the Primary Care Network). A list of all stakeholders is in Appendix A.

Information ascertained from these sessions included local knowledge of current network and a range of ideas about where and how investment should be directed to improve integration. It has also meant that this strategy is underpinned by a strong understanding of the nature and impact of current initiatives to encourage more people to become active and what may be required in the future to expand and improve these programmes.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CYCLING AND WALKING STRATEGY

Parish and Town Councils, and ward consultation

The parish/town councils for the six main settlements along with local ward members were met with (virtually) to discuss existing provision, issues and aspirations relating to cycling and walking. For all other parishes, a survey was sent.

In addition, a specific one-off event was organised to ensure the views of all elected district council members were captured as part of the work.

The session was formed around the following themes:

- ◀ Perceived key destinations for cycling and walking within your ward.
- ◀ What other initiatives would increase the level of cycling and walking in the locality and across NWL?

For those who could not attend the open consultation forum, an online survey was available

Key destinations identified through the stakeholder engagement are set out in Section 7. In addition, each scheme per area is ranked in terms of development priority. For example, in Ashby, the link from the town centre to Hicks Lodge has been listed as the most important project.

Answers to the second question were in keeping with the public consultation responses, with safer, practical infrastructure required within all key urban areas a high priority. In addition, there was a focus on ensuring routes link up with future housing growth areas, as identified in the Local Plan. For example, the proposed Coalville Urban Extension will have over 2,000 new dwellings.

Neighbouring local authority consultation

All the surrounding neighbouring local authorities were consulted. Differing responses were received as some local authorities do not have aspirations or plans which affect NWL. The table below sets out any relevant aspirations of neighbouring local authorities.

It must be noted that the projects listed below are only proposals, and no detailed feasibility work has been undertaken. It will be the responsibility of NWL to work with these authorities, to ensure that the listed projects are integrated with projects within the Authority's boundary if and when they may happen.

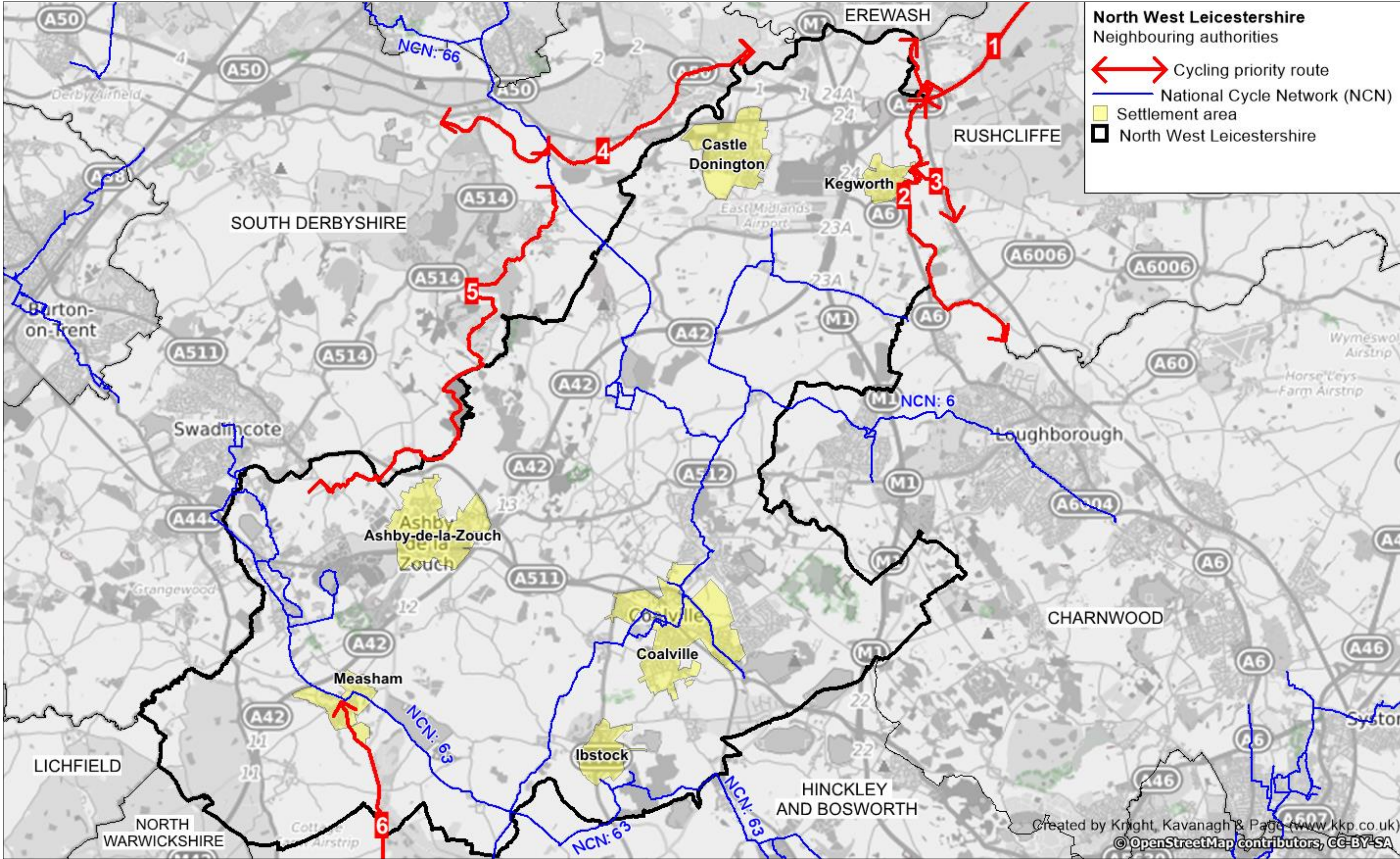
NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

Neighbouring local authority aspirations

Ref	Authority	Scheme	Route details
1	Rushcliffe	Upgrade A453 with dedicated cycle lanes	Upgrade the A453 with dedicated cycling infrastructure from the Airport/Enterprise Gateway to Nottingham. This proposal will require support from NWLDC to complete the route. Scheme will also support the proposal for Long Lane, creating links with Kegworth, East Midlands Parkway and the new Power Station development.
2	Rushcliffe	Create additional links onto the Soar Valley Trail	The River Soar, which links Leicester to the River Trent is a popular river walk/cycle route. Rushcliffe Council would like to see improved links off the route, enhancing it to destinations such as Kegworth and Castle Donington.
3	Rushcliffe	Develop a cycle link from Kegworth to Sutton Bonington (Nott's University)	Kegworth has a strong student population. Providing a safe link to Sutton Bonington would encourage more students to cycle from the town to the campus.
4	South Derbyshire	Upgrade of the Trent Valley Way through South Derbyshire.	The River Trent runs through the south of the authority of South Derbyshire. The Authority has ambitions to upgrade the path to support cycling and walking.
5	South Derbyshire	Connecting NCN 6 with the NCN 63 with a dedicated route	The proposed route will consist of a spur off the NCN 6, which will connect to the NCN 63 in Swadlincote. The route will run north of Ashby.
6	Hinckley and Bosworth	Upgrade Ashby Canal towpath surface for cycling and walking.	HBC has plans to upgrade the Ashby-de-la- Zouch Canal Towpath which runs north to south. It begins in Measham and runs through to Nuneaton. HBC would like to upgrade the path to create a leisure link between Market Bosworth and Hinckley.

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Neighbouring authority's cycling and walking aspiration



SECTION 6: VISION AND OBJECTIVES

The following vision and objectives could look to be agreed with key strategic partners.

Vision

For North West Leicestershire to become a district where walking and cycling are safe, accessible, and obvious choices for short journeys. This will be achieved by creating a safe, attractive, integrated cycling and walking network, and by using a range of behavioural change initiatives.

Objectives

Create a highway infrastructure to support and encourage cycling and walking for all.

To develop an accessible, safe cycling and walking network, with relevance to and links with employment, leisure, education and everyday destinations. This network will be underpinned by the following objectives - to:

- ◀ *Ensure that current and future networks are of a high standard*
There is a need to guarantee that the current network is brought up to, and future cycling and walking infrastructure is developed at, a high standard - to ensure that people feel safe and confident using these networks. This includes excellent road/track/path surfaces, correct, visible and easily understood signage and adequate lighting. This will necessitate a technical review of the current network and upgrading where present provision is rated unsatisfactory.
- ◀ *Strike an appropriate balance between the needs of all road users*
Whilst safe and integrated cycling and walking infrastructure is required, there is also a need to ensure that urban (and all) areas still offer appropriate access for other road users. Where needed, safe segregation or improved traffic calming measures should be implemented. Over-restricting access to certain road users could adversely affect the local economy and those who may have limited accessibility of walking and cycling networks
- ◀ *Make all new schemes and infrastructure optimally inclusive and accessible to all*
Cycling and walking should be available via an infrastructure designed to be inclusive. For example, feasible cycle paths should be sufficiently wide to accommodate adaptive bikes and walking infrastructure should be suitable for people with a visual impairment, i.e. with tactile pavements.
- ◀ *Integrate existing and future networks with public transport hubs*
Integrating walking and cycling with public transport is essential wherever possible to make it easier for people to leave their cars at home and build active travel into regular journeys to work or school. This includes developing high quality walking routes and providing secure cycle parking infrastructure at public transport hubs.
- ◀ *Work with key destination venues/agencies to secure their support for cycling and walking.*
Work with strategic destination venues (i.e., major shopping and leisure centres, workplaces and schools) to make cycling and walking a preferred choice of transport when travelling to and from them. This includes reviewing physical infrastructure and making sure that options such as safe cycle parking/storage, access and changing facilities are available.

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Work with key partners to create a greener infrastructure

To develop an attractive cycling and walking network, partnership work across a range of platforms will be required. This includes active collaboration with key organisations such as Sustrans with regard to design principles and links with provision in neighbouring authorities to ensure that networks extend beyond NWL's authority boundary.

Ringfencing funding to support cycling and walking infrastructure

It will be essential to ensure that local growth funding, such as Section 106 receipts, is ringfenced to support local cycling and walking infrastructure, particularly where it is directly physically aligned and/or relevant to a particular development. In addition, any related central government funding also needs to be ringfenced.

Developing and supporting behavioural change processes and opportunities

It is important to ensure that improvements in infrastructure are accompanied and supported by appropriate behavioural change initiatives. This relates directly to the ambition to influence people's attitudes to walking and cycling and helping to address barriers and/or build upon motivating factors that will enable them to make positive active travel and/or physical activity habit changes.

This can include offering cycle training to all residents (rather than limiting this to just children) or working with local primary care trusts to expand cycling and health referral programmes. The range of possible initiatives is discussed in more detail in Section 9.

It must be noted that any listed behavioural change initiative is intrinsically linked with the need to develop a high quality, safe cycling and walking network. Without a high-quality network, any behavioural change initiative will not be as successful.



SECTION 7: CYCLING PRIORITIES

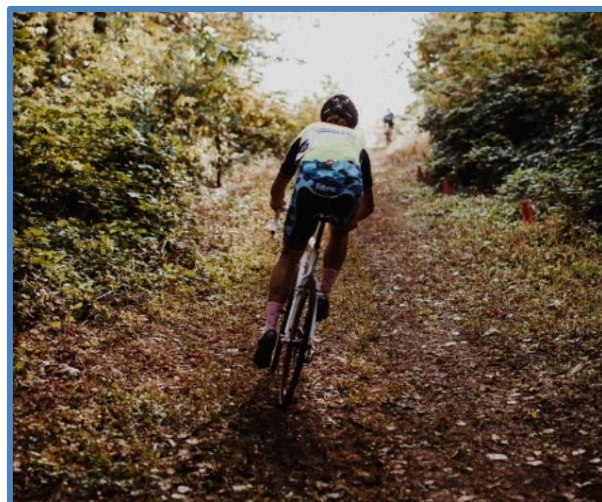
Introduction

This section identifies the cycling priorities for the six key urban areas. As mentioned earlier in the strategy, these are informed by the consultation and prioritised based on importance and potential impact.

Each scheme has been prioritised along with the type of journeys it would support, which are defined as the following:

- ✦ Everyday journeys: trips to the shops, visiting friends,
- ✦ Employment: accessing sites for employments.
- ✦ Safer routes to school: travelling for education.
- ✦ Leisure: walking or cycling for exercise purposes.

The priorities also take account of the National Propensity to Cycle Toolkit (PCT).



Propensity for Cycle Toolkit (PCT)

This is an online interactive planning support tool to provide an evidence base to inform investment in cycling. Based on modelling, it considers which commuting trips could most likely be able to switch to cycling. Based on Census data it offers four different scenarios of change. These were designed to help develop understanding about which areas and routes have the highest potential for cycling under different sets of assumptions. These assumptions include:

- ✦ **Government target** - assumes that cycling levels double nationally and uses trip distance and hilliness to predict which trips would switch.
- ✦ **Gender equality** - models the trips generated if women have the same propensity to cycle a given trip as men.
- ✦ **Go Dutch** - draws on Dutch Travel Survey data to estimate what cycling levels would be observed if England acquired Dutch cycling infrastructure and Dutch cycling culture but kept its current trip distances and hilliness.
- ✦ **E-bikes** - takes Go Dutch even further and uses additional data on how e-bike ownership encourages longer trips and overcomes hilliness.

To illustrate this model, the Go Dutch scenario has been presented across the six settlement areas in the table below. This helps to analyse the routes which have the greatest propensity to increase cycling. The last column details the increase in cycling should that route be upgraded to a standard similar to the infrastructure and behaviour found within the Netherlands.

It must be noted that using this tool is only one element of the overall process and the data used as part of the modelling is from 2011 Census. The data does not pick up the current quality of routes, links to education and if any new housing/employment areas have been created.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

Go Dutch scenario

Area	Proposed route	% Increase of people likely to cycle
Coalville	Coalville to Ellistown	32.7%
Ashby	East to West Town Centre improvements	32.8%
Kegworth	Sutton Bonington/Castle Donington and Long Eaton.	4.6%
Measham	Local journeys/Swadlincote	17.3%
Ibstock	Local journeys	42.6%
Castle Donington	Local journeys	48.0%

All the identified routes are illustrated in the maps below. These are numerically ranked in terms of which route has the highest propensity for change (one being the highest). The top-ranking routes are depicted in blue, with the remaining routes in red.

Cycle route prioritisation

Routes are prioritised based on the importance of the need and on the impact the route will have to increasing modal shift. This has been agreed through consultation with NWLDC officers and ward councillors. There are no set timescales with the priorities being identified to help be ready if/when funding is available.

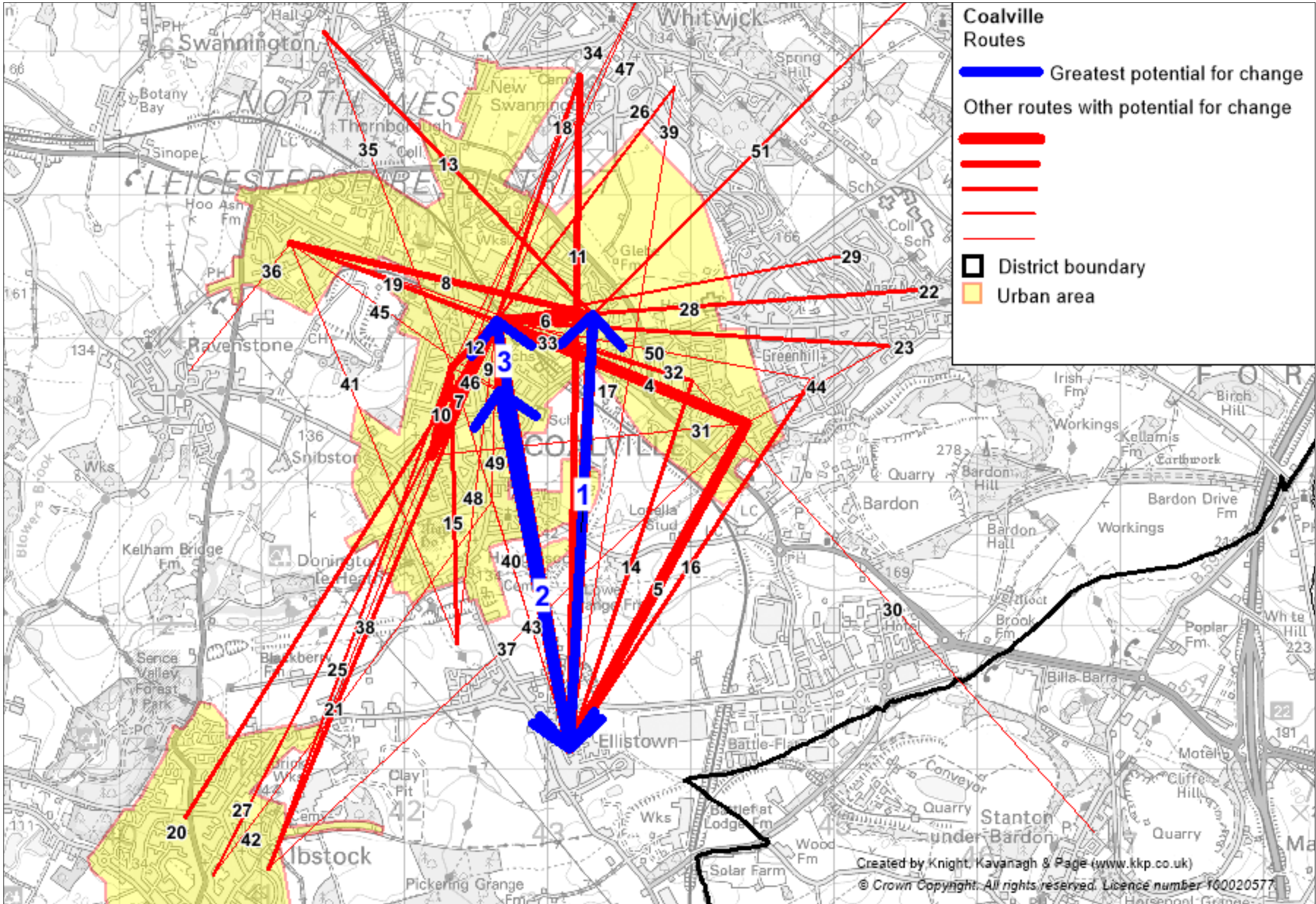
The tables also detail the following considerations:

Linking in with the existing network and key destinations:
It is important to ensure the routes listed link up with the existing network along with key destinations. These include the current National Cycle Network of which two, NCN 6 and NCN 63, pass through NWL. In addition, there is a need to ensure routes connect to key destinations such as employment, education and leisure destinations.
Acknowledging current cycling strategies:
Three local cycling strategies currently exist in Ashby, Kegworth, and Coalville. These strategies list the priorities for these respective areas. It is important to ensure that this strategy acknowledges and complements the priorities listed in these existing documents.
Ensuring routes are accessible for all:
It is important to guarantee that routes are accessible for all users. Accessibility will ensure that cycle lanes/paths are wide enough for all types of bikes, steps and other obstacles are limited, and that barriers and potholes are reduced.
Acknowledging neighbouring authority's priorities:
Consultation was undertaken with all neighbouring local authorities to understand their priorities for cycling and to ensure that the proposals in this strategy link with neighbouring LA's priorities. See previous chapter.

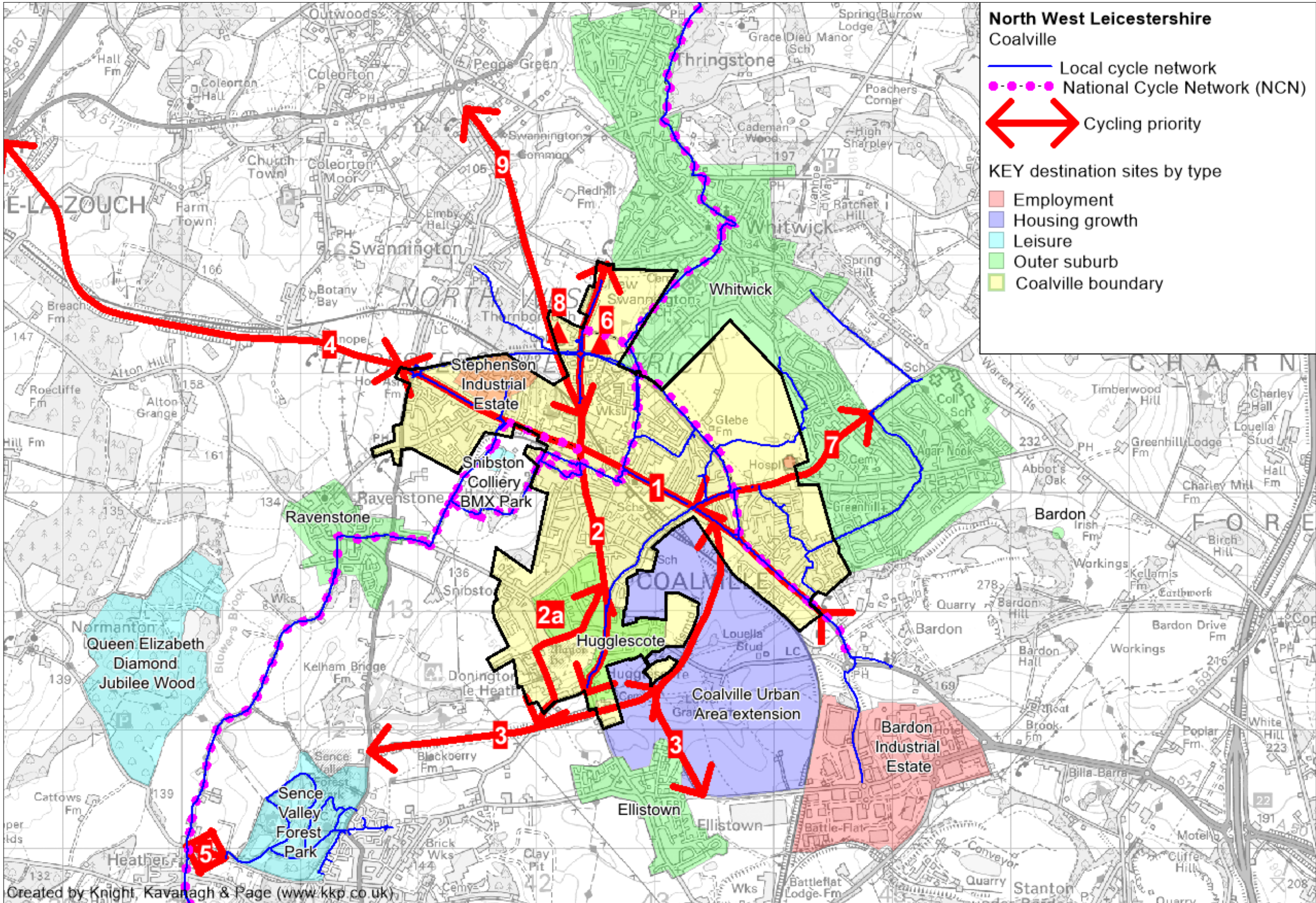
Summary of cycle network proposals

The final map in this chapter displays all projects overlayed with the current National Cycle Network. It is hoped that this will illustrate the future integrated aspirations of the Authority.

Coalville Propensity to Cycle map



Coalville proposed cycle routes

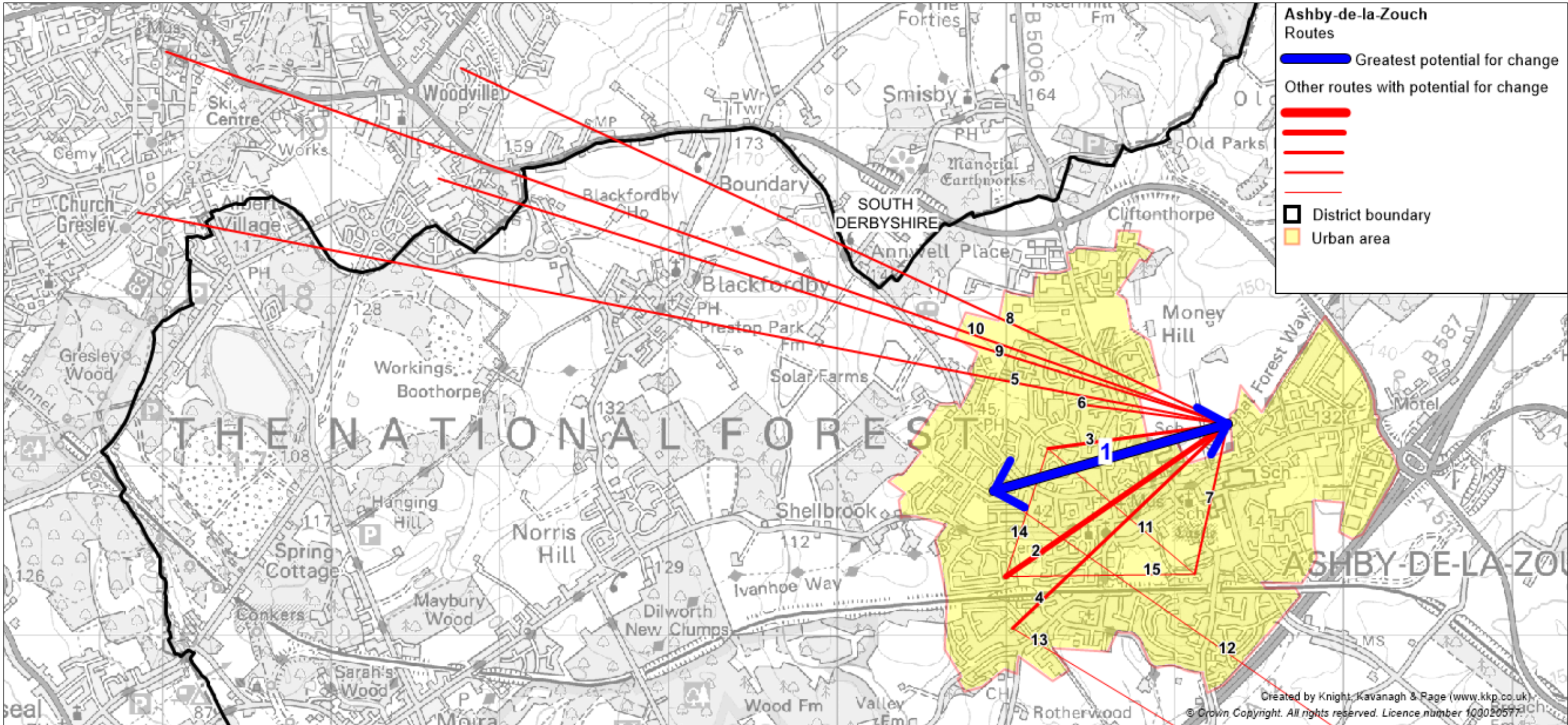


NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

Coalville proposed cycle routes

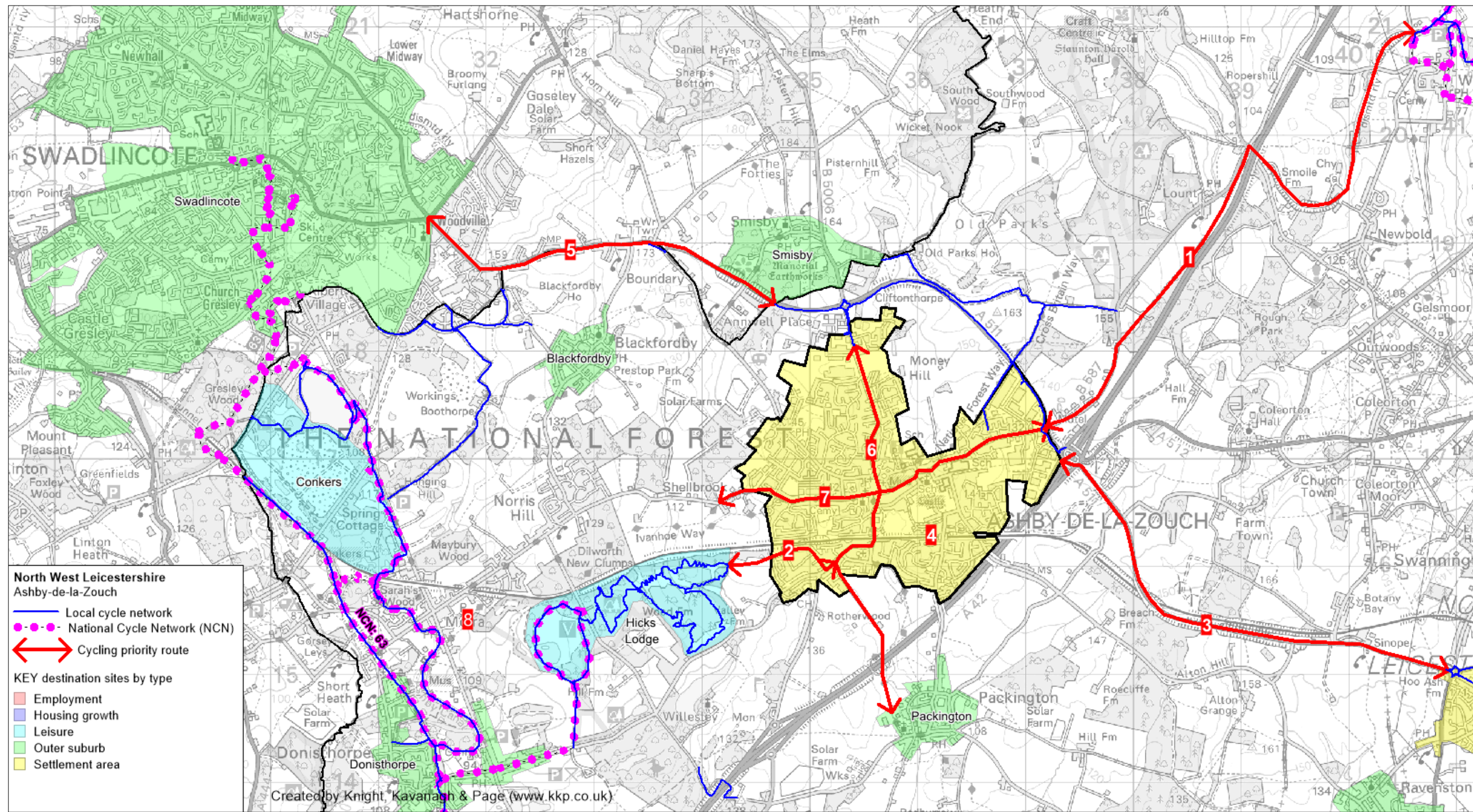
Priority	Route number	Scheme	Route details	Objective	Measuring the impact	PCT model ranking	Cycle network provision	Coalville Cycling Strategy
1	1	East to West route through Town Centre	Improve east/west cycle provision through the town centre. This will link existing provision on the A511. This should also be supported by additional traffic calming measures.	Provide an east west route through the Town Centre.	Leisure Employment Safe Routes to School Daily Journeys	4, 6, 8	Parts of the route with current on highway cycle provision and small sections also link with the NCN 52.	There is a proposed route covering the east/west link currently. This is referenced as scheme 22a/b/c. Proposed diversion around back of Coalville but route should aspire to be direct along route 1.
2	3	Coalville to Hugglescote/ Ellistown/Sence Valley	As part of the Coalville Urban Area Extension there are plans to upgrade the disused LMS line (London, Midland and Scottish Railway Line) to support links to Sence Valley/Ellistown/Bardon Industrial estate for both cycling and walking. Access along the current line also needs to be addressed (a fence currently prevents access).	Provide off road routes between the town centre to Ellistown/Sence Valley upgrading former rail line. This will be linked with two major housing growth areas; Hugglescote Grange and Swinfen Vale which will result in 2,700 new dwellings being delivered over the next 10 years.	Leisure Employment	1, 2, 3.	No existing network.	No current proposals
3	2, 6, 8	North to South through the Town Centre	Improve cycle provision on Belvoir Road/Central Road/ Mantle Lane between the junction of Central Road/ Forest Road to the junction of A511. Similar with option 1, this should be supported by additional traffic calming measures.	Provide a north south route through the Town Centre. This would also ensure there is a link from the town centre to Stephenson College, the new Leisure Centre and Whitwick. It will also link in with any redevelopment of Hermitage Rec Ground.	Leisure Employment Safe Routes to School Daily Journeys	7, 9, 10	No existing network.	Scheme 13 and 27 addresses some of the north/south link, however, the proposal is not fully integrated with the Town Centre.
4	4	Coalville to Ashby	Strategic link required between Coalville and Ashby	Provide a safe off-road route between the two towns, creating a strategic link along the A511.	Leisure Employment	n/a	No existing network.	No current proposals
5	7	Coalville to Coalville Community Hospital/Castle Rock School	Direct link from the town centre north east providing links from Coalville to Coalville Community Hospital and also two educational establishments.	Encourage cycling as a mode of choice from the centre of town to the hospital and major educational establishments.	Employment Daily Journeys Safe Routes to School	28	This proposal would provide the link between the current provision on the A5111 and Meadow Lane.	The enhancement is covered through proposal Route 17.
6	5	Sence Valley Forest Park	Spur off the current NCN 52 to link to Sence Valley.	Create an integrated network between the destination site and the current network.	Leisure	20	NCN runs along the site.	No current proposals
7	9	Connecting Coalville to the Cloud Trail	Utilising the disused rail line north west of Coalville to connect to the Cloud Trail.	This route will link Derby to Coalville.	Leisure	n/a	Create a spur off the NCN 6	No current proposals
8	2a	Link to 1620s house	Spur creating link to 1620s house, a tourist destination in Coalville	Providing an additional leisure route option from route number 2, which will link the tourist destination into the current proposed network	Leisure	n/a	No existing network.	No current proposals

Ashby Propensity to Cycle map



NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL
CYCLING AND WALKING STRATEGY

Ashby cycling proposals

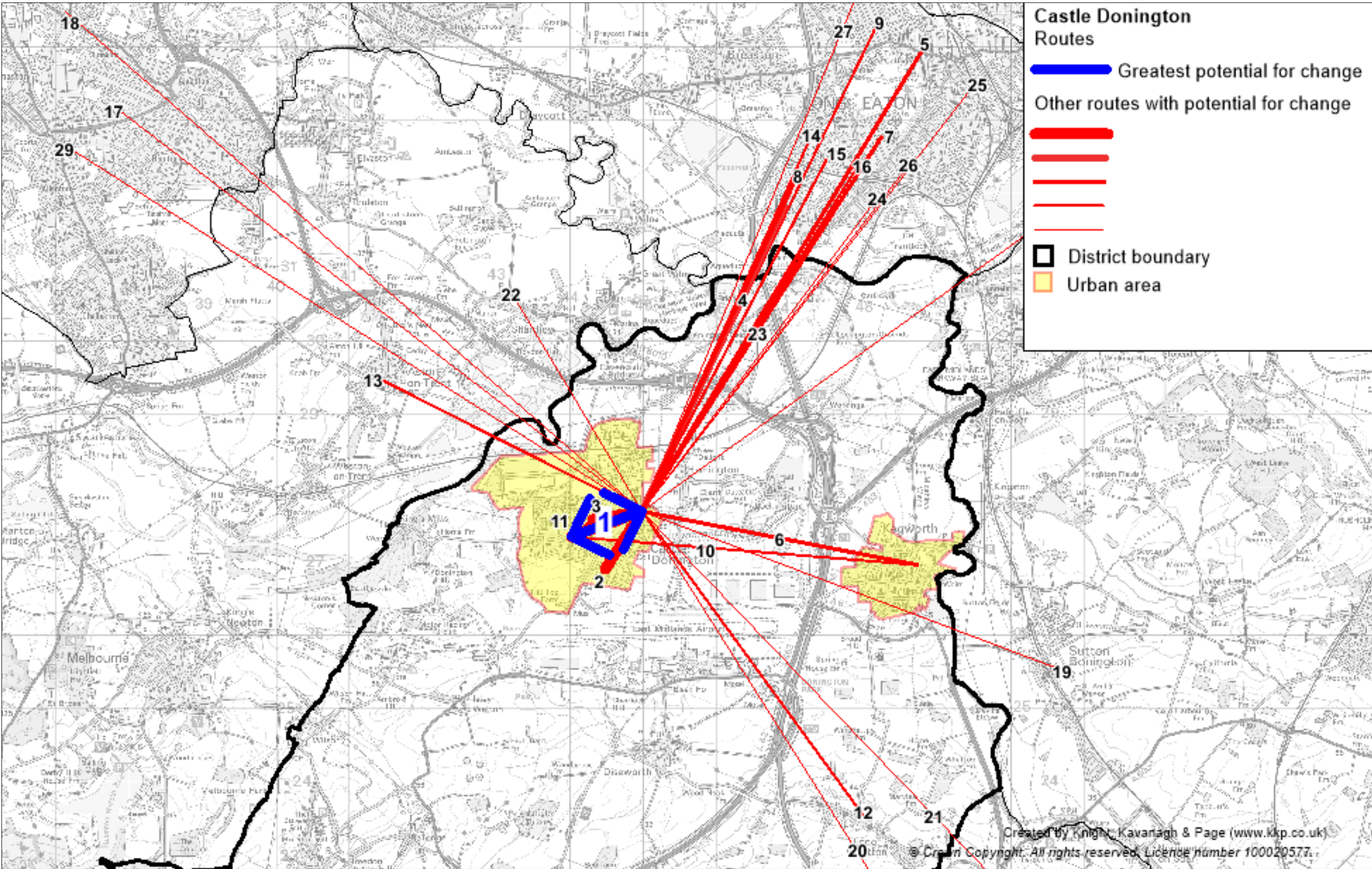


NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

Ashby cycling proposals

Priority	Route number	Scheme	Route details	Objective	Measuring the impact	PCT model ranking	Cycle network provision	Ashby Cycling Strategies (District Council and Town Council)
1	2	Hicks Lodge	Connecting the Town Centre with Hicks Lodge via Ridgeway Road.	Provide a safe off-road route linking the Town Centre to Hicks Lodge. This can provide additional links to Conkers and other leisure attractions in the National Forest.	Leisure Daily journeys	n/a	Will connect with local cycle network in Hicks Lodge and NCN 63.	Key route listed in both strategies, however, both strategies present different route options.
2	6 & 7	Review Town Centre cycling infrastructure	Consider keys routes which prioritise cycling. Main focus should be to improve the north/south and east/west options for the Town Centre to ensure they are cycling friendly.	There is a need to create a safe cycling environment in the town centre. It does not seem feasible to provide traffic free routes due to the existing design of the town. However, consideration to installing traffic calming measures to slow the traffic down is providing a safer environment may benefit access to the following destinations, including: <ul style="list-style-type: none"> Ivanhoe Business Park Ashby business park (east) Ashby Leisure Centre Ashby School Ivanhoe College It has also been requested that, as part of the Town Centre improvements, Northfield Connection Pathway be widened to support cyclists. Creating a positive cycle network will also allow future routes to leisure destinations surrounding the Town Centre to be considered. These destinations include; Calke Abbey and Staunton Harold.	Employment Daily journeys Leisure Safer Routes to School	1,2,3,4,6	n/a	The District Council presents several route options for the Town Centre, including a north-south route through the Town Centre utilising Hood Park. The Town Council strategy highlights specific options to improve cycling and walking, including infrastructure improvements to Brook Street to support both cyclists and walkers.
3	1	Cloud Trail Extension	Linking the current Cloud trail from Worthington to Ashby Town Centre, using the former rail line.	NCN6 currently runs from Derby to Worthington. It is proposed that the route could be extended to Ashby Town Centre. A local interest group is already exploring opportunities regarding route direction and Sustrans is aware of this proposal.	Leisure Employment	n/a	NCN6 extension	Listed as a priority in the Town Council strategy.
4	3	Link to Coalville	Providing strategic link to Coalville connecting the two towns. Opportunity to explore a segregated cycle link along the A511.	Connecting two main towns together with a safe cycling link.	Leisure Daily Journeys Employment	n/a	n/a	n/a
5	5	Link to Swadlincote	Providing a strategic link to Smisby and Swadlincote. Possibility of using A511 as a direct link.	Connecting Ashby to areas in the west, including the main town of Swadlincote.	Employment Daily journeys	5, 10	Partial local cycle network on A511.	
6	4	Providing options from (proposed) Ashby railway station- part of potential re-opening of the Ivanhoe Rail Line.	Should the Ivanhoe rail line re-open, there is an opportunity to create a new station in Ashby. If this happen, sustainable travel options to and from the proposed station should be considered.	There is a proposal to convert the former Leicester to Burton (Ivanhoe line) railway line into a passenger line. As part of this, Ashby could have a new station, however, no location for this station has been identified. Cycling and walking routes to the station could be enhanced to support all users, including commuters, and leisure journeys.	Leisure Daily journeys	n/a	n/a	
7	8	Infrastructure improvements within the National Forest	Upgrade of network surface and improvements to signage within the National Forest network.	The National Forest is one of the key leisure destinations within the Authority. Ensuring route surfaces and way markers are of a suitable standard to encourage more people to cycle to, and within, the Forrest's network is important.	Leisure	n/a	n/a	

Castle Donington Propensity to Cycle Map



Castle Donington cycling proposals

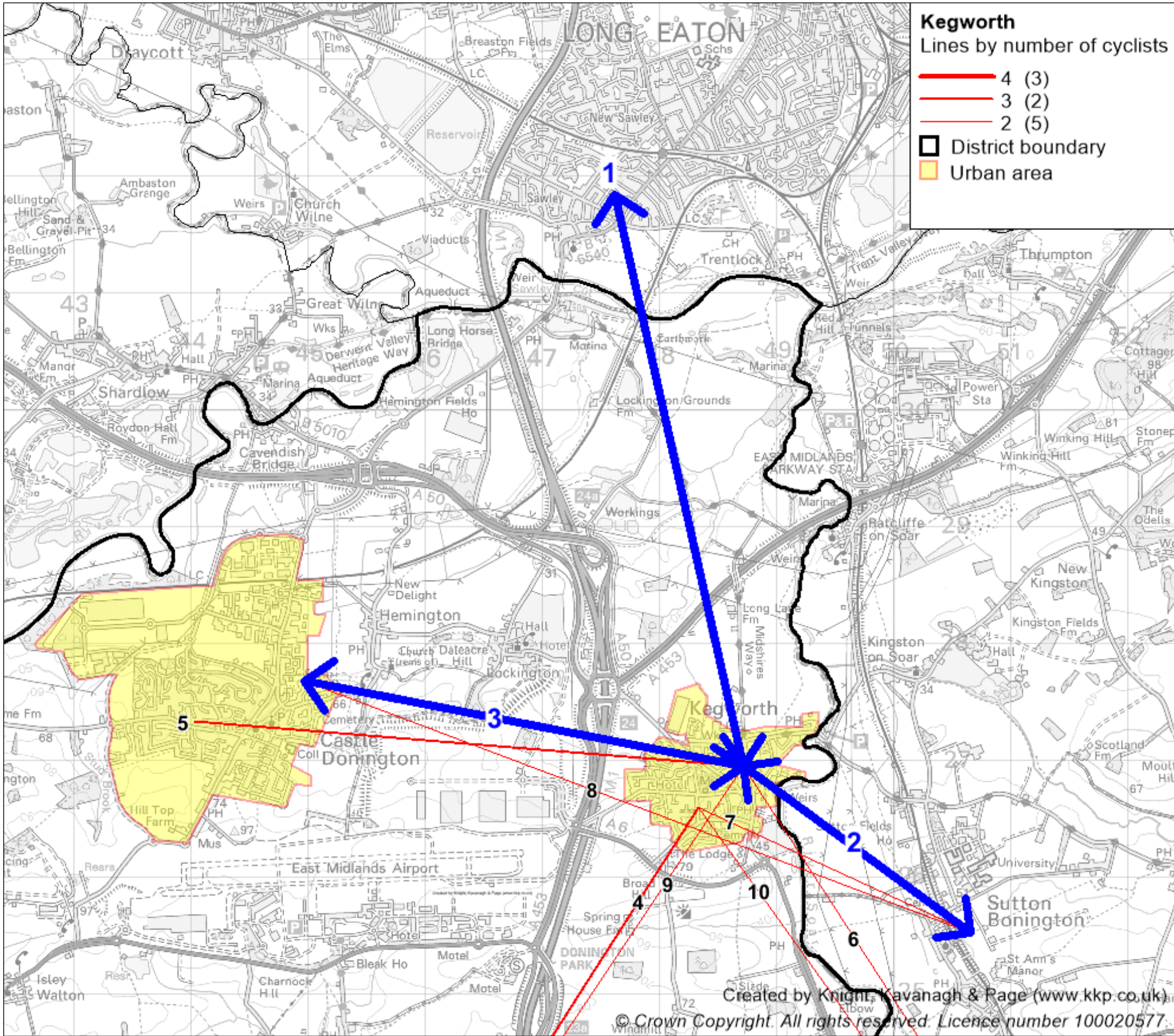


NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

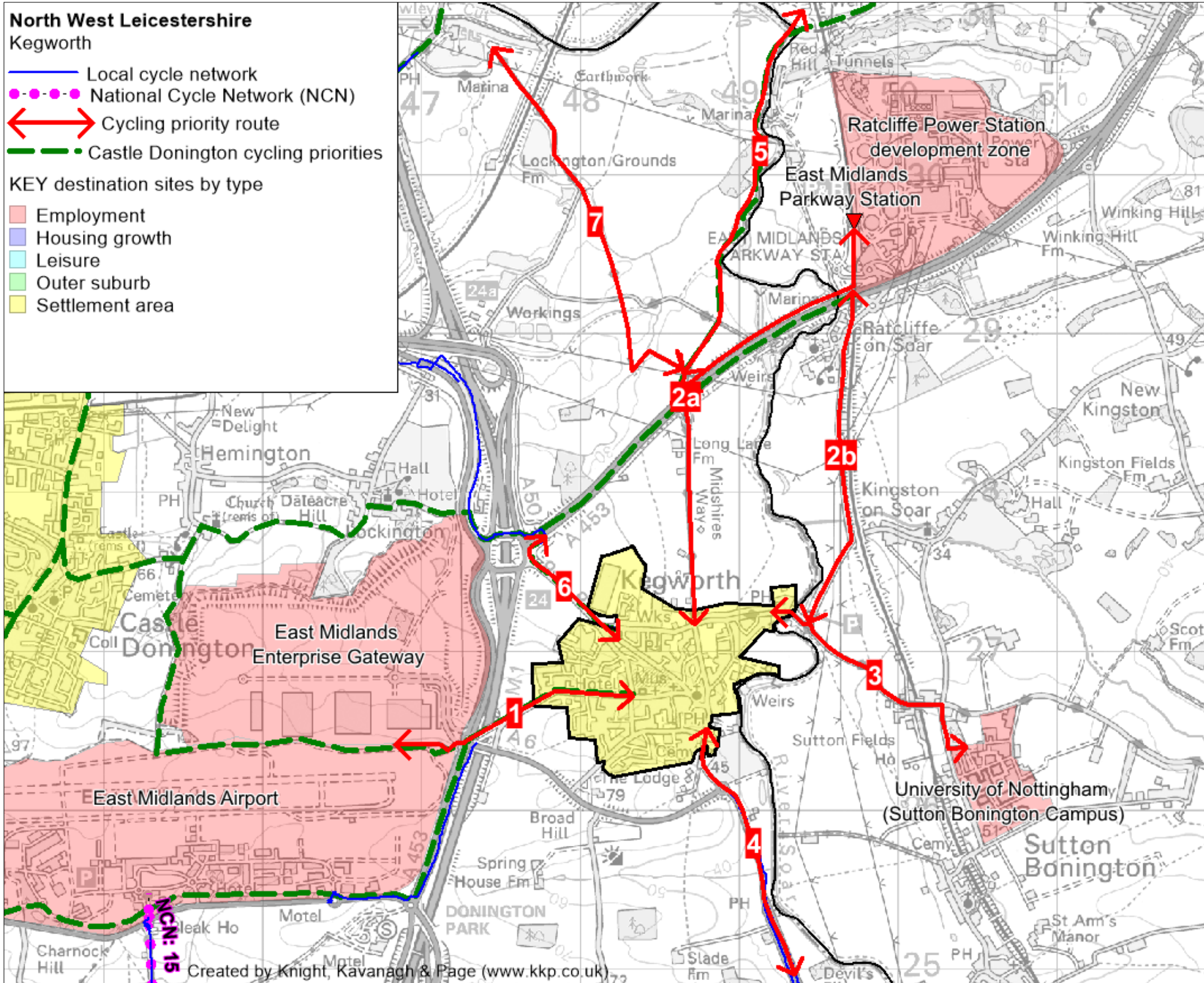
Castle Donington cycling proposals

Priority	Route number	Scheme	Route details	Objective	Measuring impact	PCT model ranking	Cycle network provision
1	1 & 2	Green way around the Airport/EMEG	<p>Creating a sustainable link between Castle Donington with the Airport and East Midlands Gateway.</p> <p>The current Airport trail provides a circular route around the Airport and the Enterprise Gateway. This could be upgraded to support cycling. The current network also requires linking to Castle Donington, with several options including the High Street and Diseworth Lane.</p>	<p>Enhancing the current network will provide direct links for workers to key employment destinations. It will also provide leisure links for people wishing to visit the airport and its surrounds.</p>	Employment Leisure	n/a	<p>There is a dedicated Airport link, which connects the airport with the Gateway. This needs to be enhanced with additional links to both Castle Donington and Kegworth.</p> <p>NCN 15 currently links in with the current airport link.</p>
2	3	Linking Castle Donington to Ratcliffe on Soar	<p>Linking route numbers 1 and 2 up to East Midlands Parkway and the future development at Ratcliffe Power Station. This route also provides residents of Hemington and Lockington improved links between Kegworth and Castle Donington.</p> <p>This would be a joint project with Rushcliffe Council.</p>	<p>Providing a link east to west connecting the Parkway station, Castle Donington, gateway/airport and Nottingham.</p> <p>It will also provide local links to Hemington/Lockington. This will also support the aspiration of Rushcliffe Council in providing a direct link from Nottingham.</p>	Employment Everyday journeys Leisure	n/a	n/a
3	4	Linking Kings Mills	<p>Providing a link west from Castle Donington to Kings Mills and beyond.</p>	<p>Create a link from Castle Donington west. This will provide options for commuters in South Derbyshire to access Castle Donington and also the large employment area.</p>	Employment Everyday journeys Leisure	n/a	n/a
4	5	Creating a link north to Sawley and beyond.	<p>Providing opportunities north from Castle Donington, linking to Sawley. Opportunity to upgrade the B6540. Consultation indicates that a cycle friendly bridge will need to be developed when crossing the River Trent.</p>	<p>There is a major employer in Sawley (Aldi distribution), which employs people from Castle Donington and Kegworth. Opportunity to connect the two areas to encourage sustainable travel.</p>	Employment Everyday journeys Leisure	n/a	<p>The section from the A50 to the boundary is already classed as a local cycle route.</p>
5	8	Strategic link to Loughborough	<p>Connect Long Whatton to Diseworth with a dedicated cycle route. This network can then continue through to Loughborough, ultimately connecting the town with EMEG/Castle Donington.</p>	<p>Long Whatton & Diseworth Parish Council would like to connect the two villages together with a dedicated cycle path, as the M1/A42 splits the parish. This route could link the employment areas to the north and also south to Loughborough.</p>	Employment Everyday journeys Leisure	12, 20, 21	n/a

Kegworth Propensity to Cycle map



Kegworth cycling proposals



NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

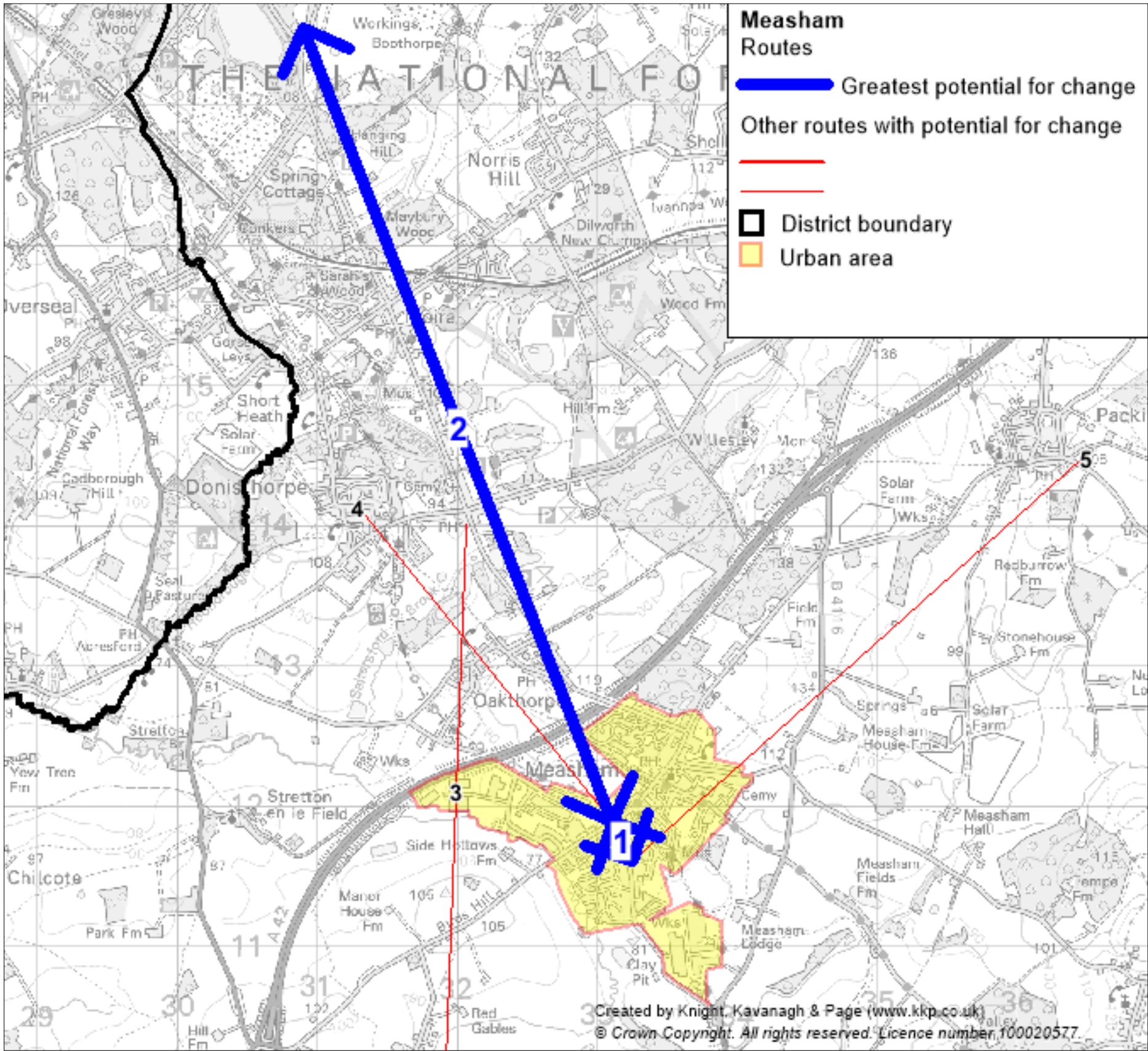
Kegworth cycling proposals

Priority	Route number	Scheme	Route details	Objective	Promotes	PCT model ranking	Kegworth cycling strategy
1	1	Southern link between Kegworth and Castle Donington/East Midlands Gateway	Providing a safe route west across the M1 to link Castle Donington and several key employment areas. This will link into the Airport Link upgrade (See Castle Donington priorities).	East Midlands Gateway along with the Airport provides many employment opportunities for residents in Kegworth. In addition, this will also link Kegworth with Castle Donington.	Everyday journeys Safer routes to school Employment Leisure routes.	2	C-9/C-12
2	6	Northern link between Kegworth and Castle Donington/East Midlands Gateway	Similar to above, however, this provides a northern link option from Kegworth to the Airport and EMEG.	See above. It must be noted that an existing cycle route already exists between the M1 and Kegworth. The priority will be to review this and also provide a safe link across the motorway junction.	Everyday journeys Safer routes to school Employment Leisure routes.	3	C-3
3	2a/2b	Strategic link to East Midlands Parkway	Providing a link between East Midlands Parkway and Kegworth.	East Midlands Parkway is recognised for its strategic importance. It is also to be a station within the HS2 network. it is recommended that an improved cycle link is developed to provide residents from Kegworth direct and safe access to the station. Two options are identified for consideration.	Everyday journeys Safer routes to school Employment Leisure routes.	n/a	C-8
4	3	Strategic link west/east	Linking Kegworth with Sutton Bonington (Notts Uni Campus).	There is a strong university population in Kegworth. This link will provide a safe route for students residing in Kegworth.	Everyday journeys Safer routes to school Employment	3	C-5

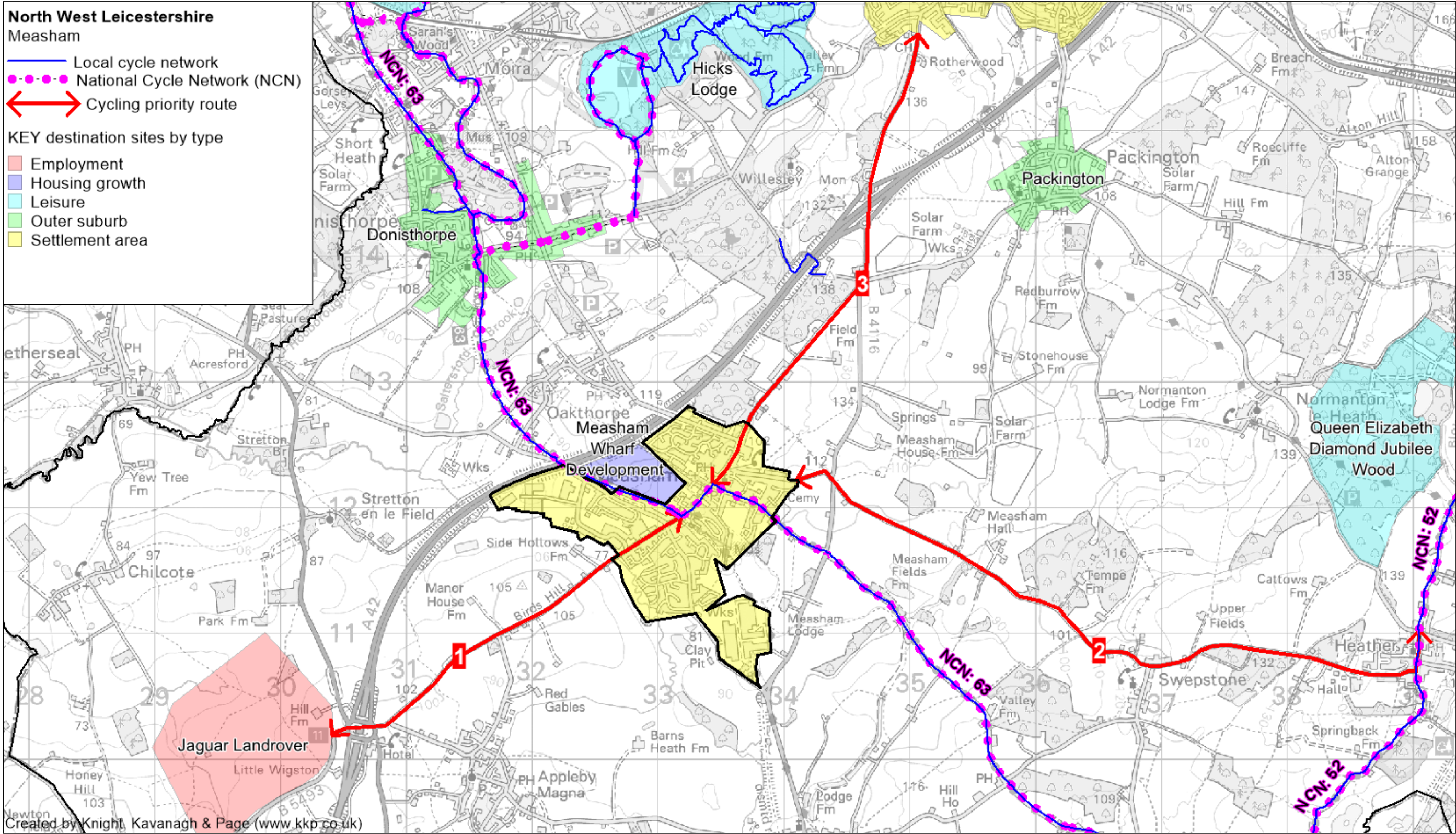
NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

Priority	Route number	Scheme	Route details	Objective	Promotes	PCT model ranking	Kegworth cycling strategy
5	5	Strategic link northeast	Upgrade of Long Lane (beyond the A453) to become a cycling route. Consultation indicates that a cycle friendly bridge will be required when crossing the River Trent.	A northern link will connect Kegworth to several destinations, including, the new development at Ratcliffe Power Station and also Nottingham. This will also dovetail with Rushcliffe Council's ambition to upgrade the A453.	Everyday journeys Safer routes to school Employment Leisure routes.	1	C-8
6	7	Strategic link northwest	Upgrade of Long Lane (beyond the A453) and Radcliffe Lane to become a cycling route. Consultation indicates that a cycle friendly bridge will be required when crossing the River Trent	A north western link will connect Kegworth to Sawley and beyond. This will be of particular importance to residents who work in the Aldi distribution centre.	Everyday journeys Safer routes to school Employment Leisure routes.	1	n/a
7	4	Link to Loughborough	Utilising the A6 Derby Road to create links from Loughborough (and surrounds) to Kegworth, and onto the airport/East Midlands Gateway. This would be a joint project between Rushcliffe Council and NWLDC, creating a link between the two areas.	To create a link from Loughborough (Charnwood) north, supporting links to Kegworth and the Gateway/airport.	Everyday journeys Employment Leisure routes.	n/a	C-2/Existing cycle routes on the A6.

Measham Propensity to Cycle map



Measham cycling proposals

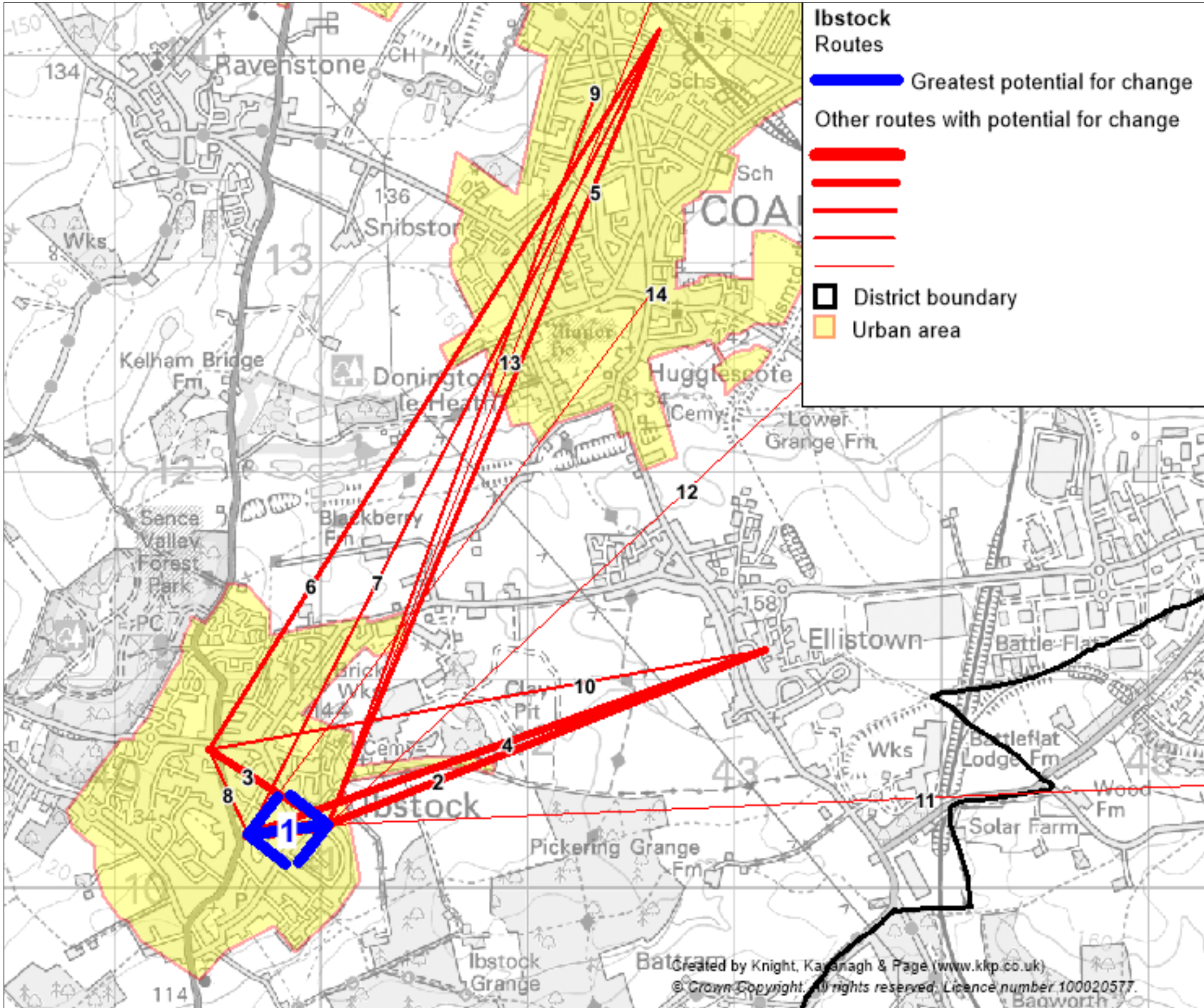


NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL CYCLING AND WALKING STRATEGY

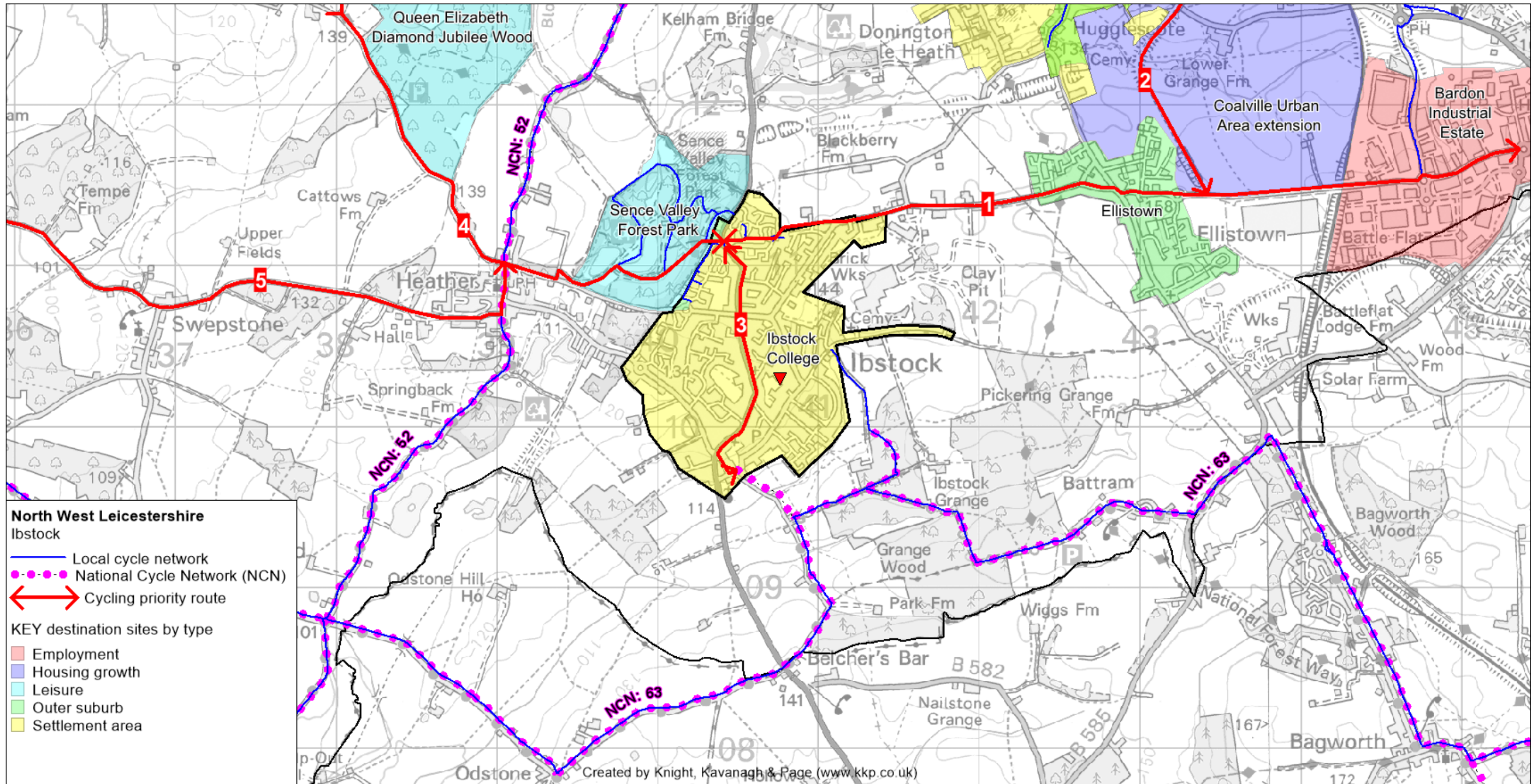
Measham cycling proposals

Priority	Route number	Scheme	Route details	Objective	Promotes	PCT model ranking	Cycle network provision
1	2	Strategic link to Ibstock	East/west link connecting Measham to Ibstock, using Sweptstone Road.	Linking the two towns of Ibstock and Measham will provide safe access to a number of key employment sites between the two areas, and also destinations such as Sense Valley.	Employment Leisure Everyday routes Safer Routes to School	n/a	
2	3	Strategic Link to Ashby	Northern link road to Ashby, utilising Measham Road, with a safe crossing through the A41 junction.	Strategic route linking Ashby and Measham, will provide options for accessing key employment areas, and also destinations including the Ashby Woulds Heritage Trail.	Employment Leisure Everyday routes Safer Routes to School	n/a	
3	1	Creating a link between the new Jaguar Land Rover site and Measham	Direct route using Tamworth Road. It will be important to ensure the crossing of the A42 is safe and direct.	Creating a link will provide options for employers working at the new site living in Measham, Ibstock and Ashby. It could also create a network which can support links to Westman Industrial Estate and Ashby Woulds Heritage Trail. This route could also support the proposed dwellings as part of the Measham Warf Development/Ashby Canal restoration. It is anticipated that the new development at Measham Warf will be completed within the next three years.	Employment Leisure Everyday routes	n/a	Provide links with NCN 63.

Ibstock Propensity to Cycle map

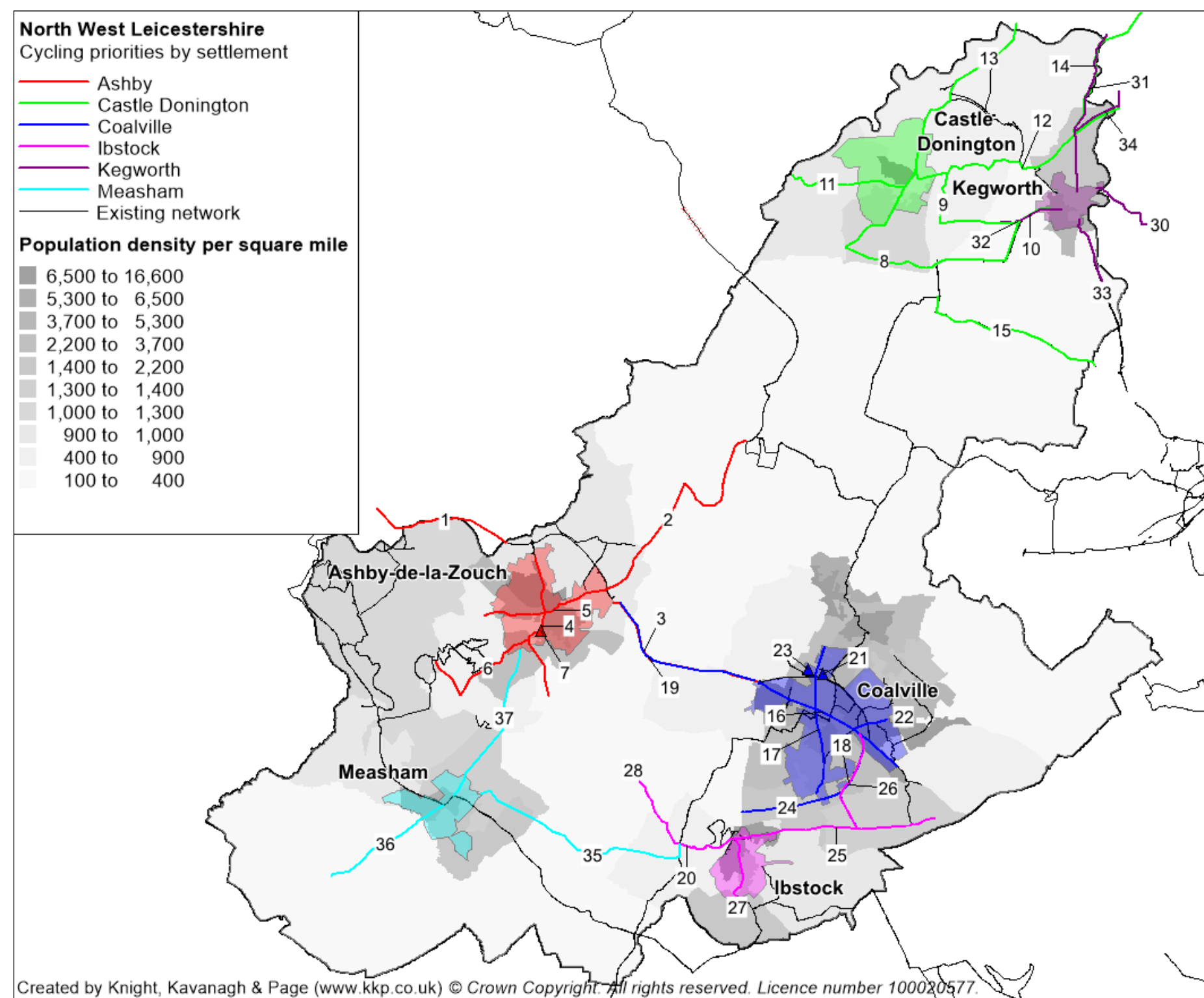


Ibstock cycling proposals



Ibstock cycling proposals

Priority	Route number	Scheme	Route details	Objective	Promotes	PCT model ranking	Cycle network provision
1	3	Route through the town centre	A North /south link through town centre, which can also link up with the existing NCN63. Route could use the A447.	Creating a north/south route will create links from the NCN to the town centre, Ibstock College and also Sense Valley.	Employment Safer routes to school Everyday Journeys Leisure Routes	1	
2	1	Ibstock to Ellistown and Bardon Hill Industrial Estate	Creating a link from Ibstock to Ellistown and Bardon Hill Industrial Estate- utilising Leicester/ Beveridge Roads.	Creating an east/west link from Bardon Hill will create links for employment (Amazon warehouse), plus students (from Ellistown) accessing Ibstock Community College.	Employment Safer routes to school Everyday Journeys	2, 4	
3	2	Strategic link to Coalville	Utilising the former LMS line north of Ellistown to Coalville.	Upgrading the former LMS line will create a strategic link, between Coalville and Ibstock whilst also supporting all new residents as part of proposed Coalville Urban extension.	Employment Safer routes to school Everyday Journeys Leisure Routes	5, 6, 7, 9	
4	4	Strategic link to Ashby	Strategic link to Ashby, which will also link Sence Valley up with the Queen Elizabeth Diamond Jubilee Wood. Option would be to upgrade Heather Lane.	Create a strategic link between Ibstock and Ashby, which will also create links with Sence Valley Forest Park and also the QE Diamond Jubilee Wood.	Employment Everyday Journeys Leisure Routes	n/a	
5	5	Strategic link to Measham	Strategic link to Measham using Swepestone Road.	An east/west link providing access between Ibstock and Measham. With a major employer (Jaguar Landrover) factory being built in Measham, this route will provide options for commuters accessing the new site.	Employment Safer routes to school Everyday Journeys Leisure Routes	n/a	



Proposal	Description	Settlement
1	West link to Swadlingcote	Ashby
2	Cloud trail extension	Ashby
3	Strategic link to Coalville	Ashby
4	Town centre traffic calming zone	Ashby
5	Town centre traffic calming zone	Ashby
6	Link to Hicks Lodge	Ashby
7	Link to proposed Ashby Station	Ashby
8	Greenway around EMEG/East Midlands Airport	Castle Donington
9	Greenway around EMEG/East Midlands Airport	Castle Donington
10	Strategic link to Kegworth	Castle Donington
11	West link to King's Mills	Castle Donington
12	Future development at Ratcliffe Power Station	Castle Donington
13	Upgrade at Long Lane North	Castle Donington
14	Northern link to Sawley	Castle Donington
15	Diseworth/Long Whatton/Loughborough	Castle Donington
16	East to West through town centre	Coalville
17	North to South through town centre	Coalville
18	Coalville to Hugglescote/Ellostown	Coalville
19	Coalville to Ashby	Coalville
20	Link to Sence Valley	Coalville
21	Coalville to new leisure centre	Coalville
22	Coalville Community Hospital	Coalville
23	Stephenson College	Coalville
24	Sence Valley	Coalville
25	Eastern link route	Ibstock
26	Strategic link to Coalville	Ibstock
27	North / South link through town centre	Ibstock
28	Strategic link to Ashby	Ibstock
29	Strategic link to Measham	Ibstock
30	Strategic link East	Kegworth
31	Long Lane upgrade North	Kegworth
32	Strategic link West	Kegworth
33	Strategic link South	Kegworth
34	Link to Power Station & EM Parkway	Kegworth
35	Strategic link to Ibstock	Measham
36	Link South from Measham	Measham
37	Strategic link North to Ashby	Measham

SECTION 8: WALKING PRIORITIES

Introduction

The following section presents the heat maps for the respective six key urban areas. Heat maps were developed by identifying the key walking destinations within each area, and then applying a radial catchment of 800m from these destinations.

Where radials overlap, (indicated through darker colours) there is a greater emphasis to focus on for potential walking infrastructure priorities and enhancement. The darker colours represent locations where it is deemed that people are more likely to walk. The table below sets out the colour code hierarchy.

Mapping key:

	High priority
	Medium priority
	Low priority

Identifying the key destinations

Each area has a list of key destinations which are accessible by foot, which have been identified through consultation.

These include the following:

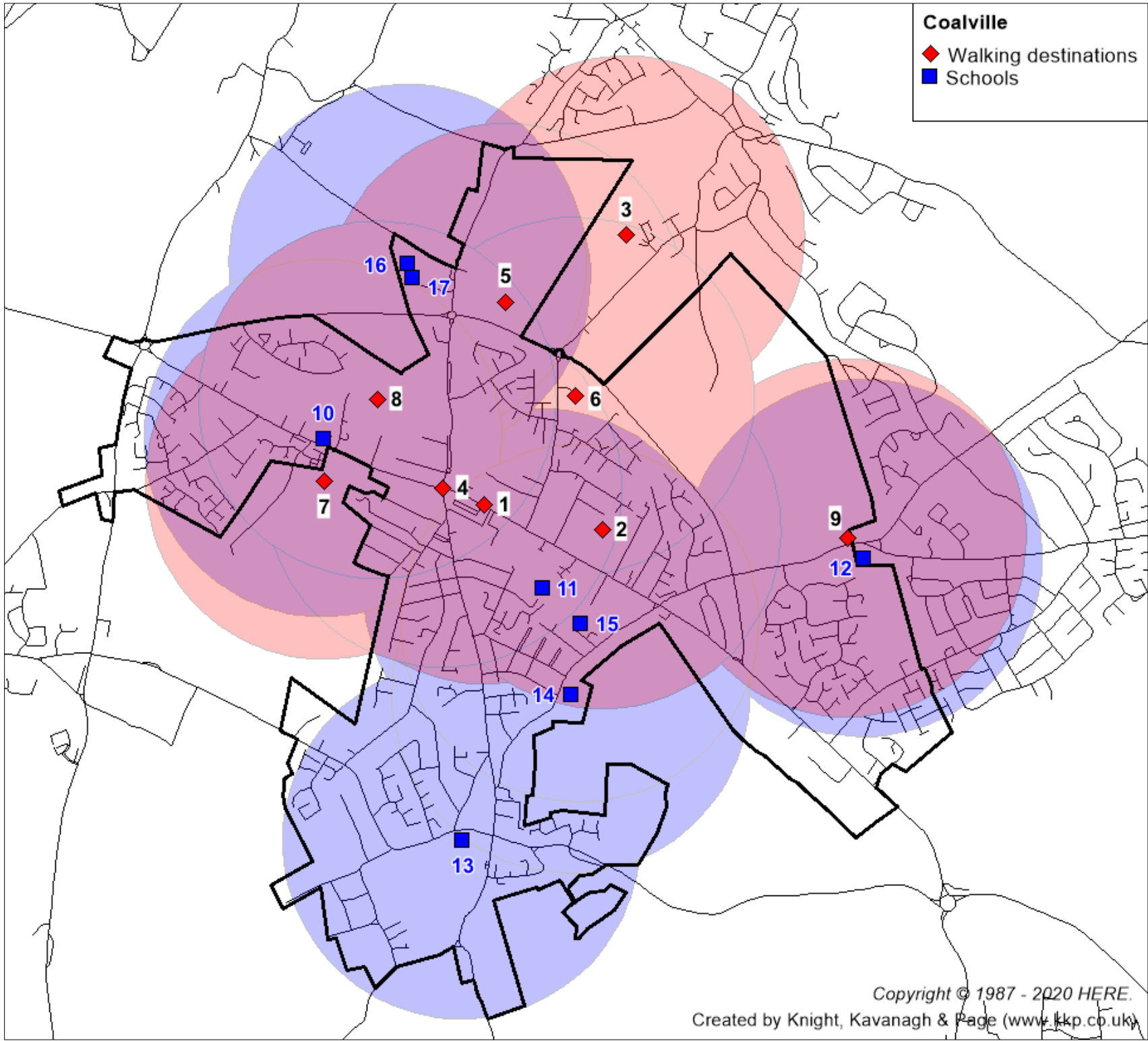
- ◆ All educational sites, including primary schools.
- ◆ Key leisure sites, including parks and the local leisure centre.
- ◆ Main high street/shopping areas.
- ◆ Other key destinations, including major employers and tourist destinations.

Ensuring towns and major urban areas are accessible for all

It important to ensure when identifying priorities to support walking that infrastructure is inclusive for all. These include crossings (including tactile paving) should remain free of obstacles and barriers and all footways should aim to be step free.

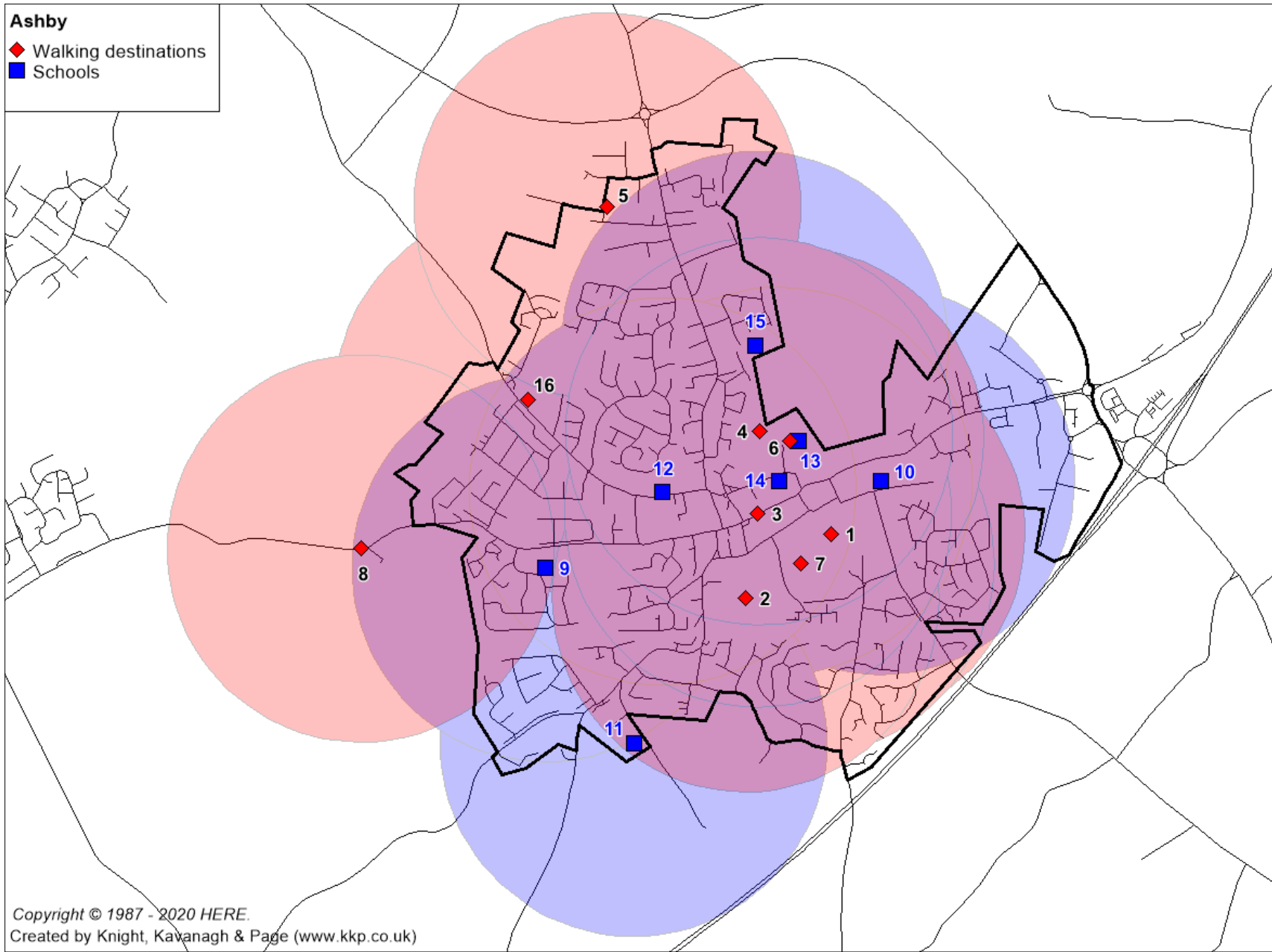


Coalville walking heat map



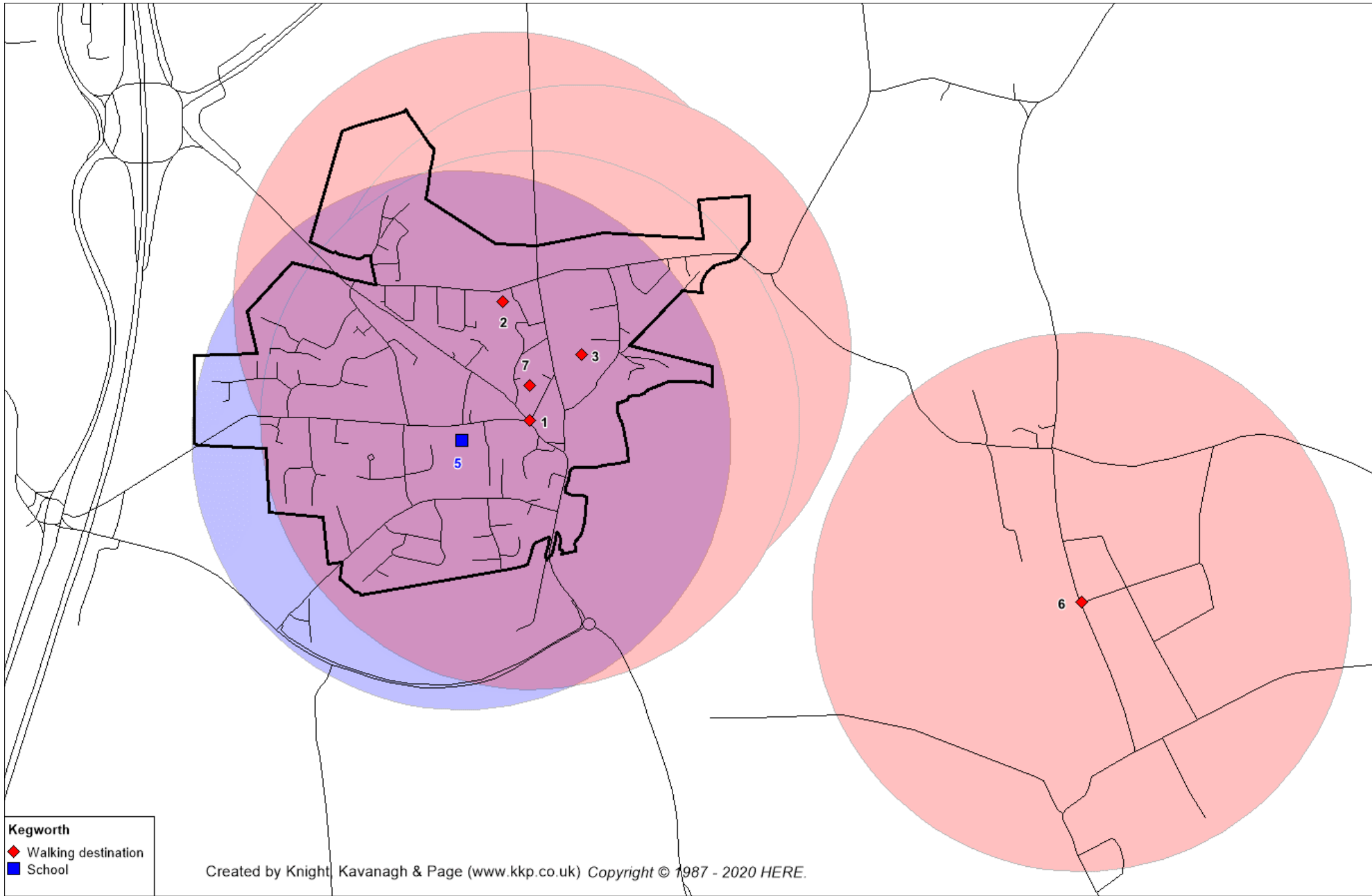
ID	Walking destination
1	Bus and Coach Station (Family Centre)
2	Coalville Park
3	Hermitage fishing lake & recreation ground
4	High Street
5	Leisure Centre (new)
6	Morrisons/Whitwick Retail Park
7	Snibston Colliery Park
8	Urban Forest Park
9	Broom Leys Surgery
10	All Saints Church of England Primary School, Coalville
11	Belvoirdale Community Primary School
12	Broom Leys Primary School
13	Hugglescote Community Primary School
14	Newbridge High School
15	Saint Clare's Catholic Primary School, Coalville, Leicestershire
16	Stephenson College (Part of the SMB Group)
17	Stephenson Studio School

Ashby walking heat map



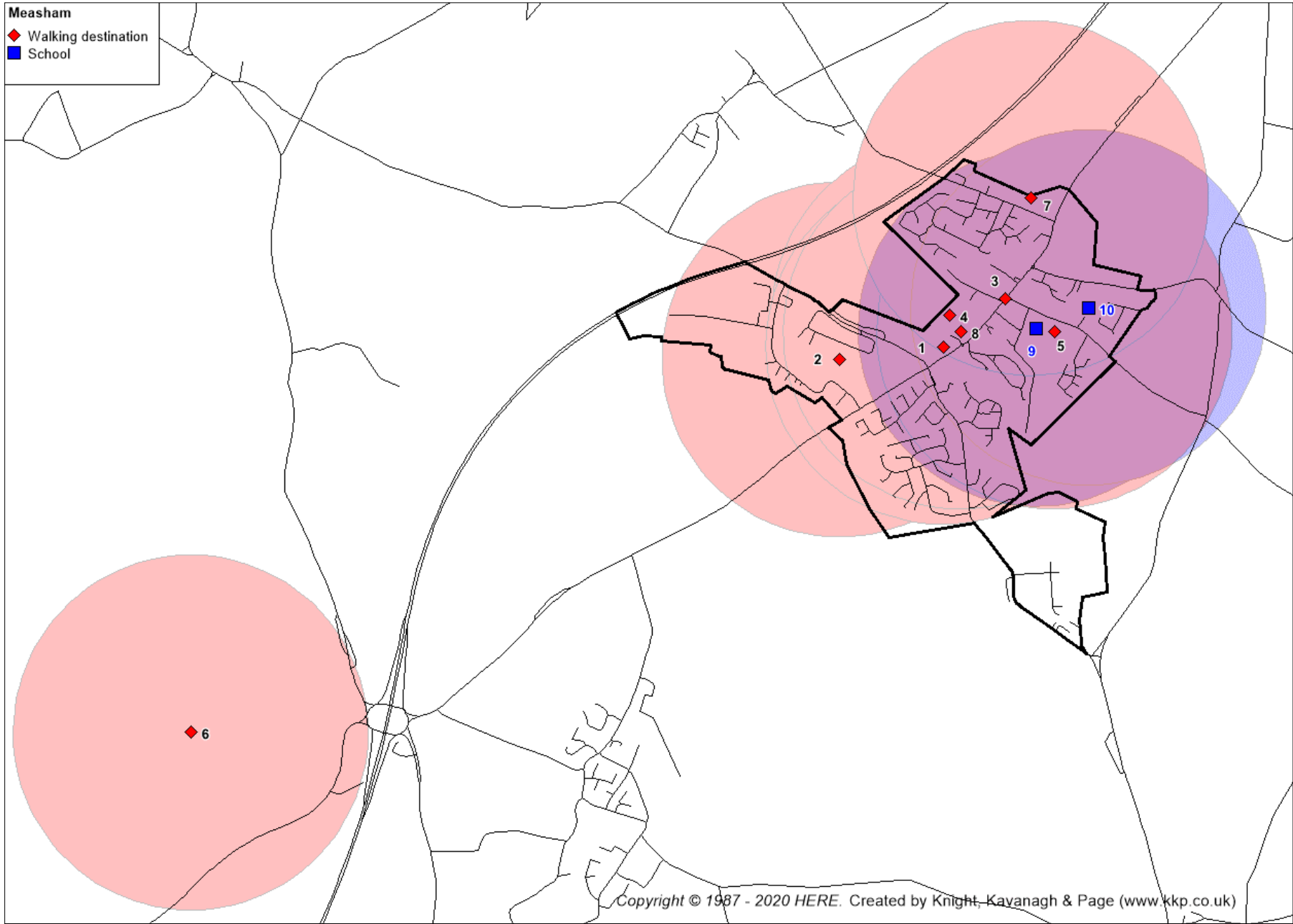
ID	Walking destination
1	Ashby de la Zouch Castle
2	Bath Grounds
3	High Street
4	Hood Park Leisure Centre + Hood Park
5	Ivanhoe Business Park
6	Ivanhoe College
7	Memorial Grounds, Ashby de la Zouch + Castle
8	Prestop Park
9	Ashby Hill Top Primary School
10	Ashby School
11	Ashby Willesley Primary School
12	Ashby-de-la-Zouch Church of England Primary School
13	Ivanhoe College Ashby-De-La-Zouch
14	Lewis Charlton Learning Centre
15	Woodcote Primary School
16	Castle Medical Group

Kegworth walking heat map



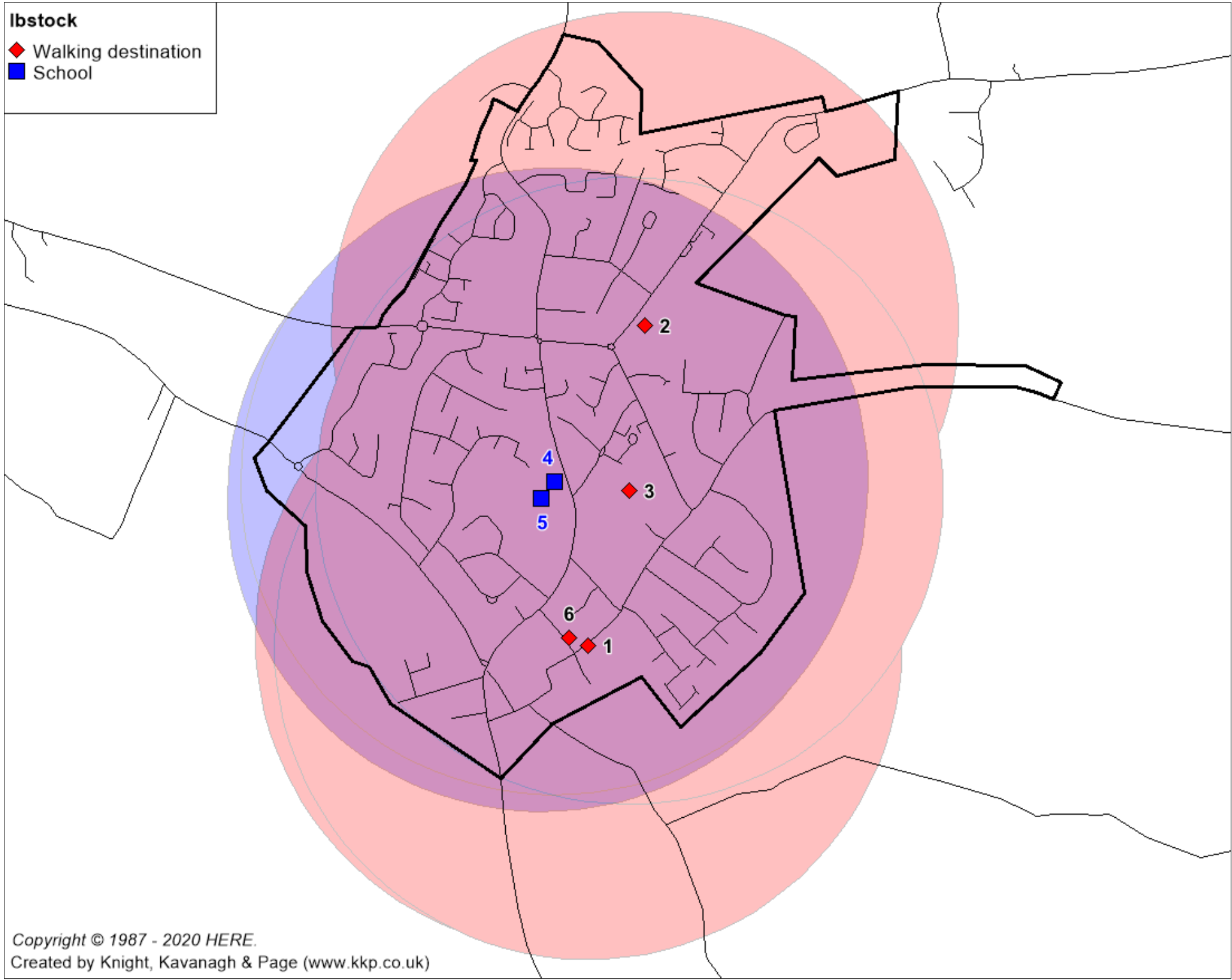
ID	Walking destination
1	Kegworth High Street/Market Street
2	Kegworth play area
3	Kegworth village hall
5	Kegworth Primary School
6	Sutton Bonington Campus
7	Orchard Surgery

Measham walking heat map



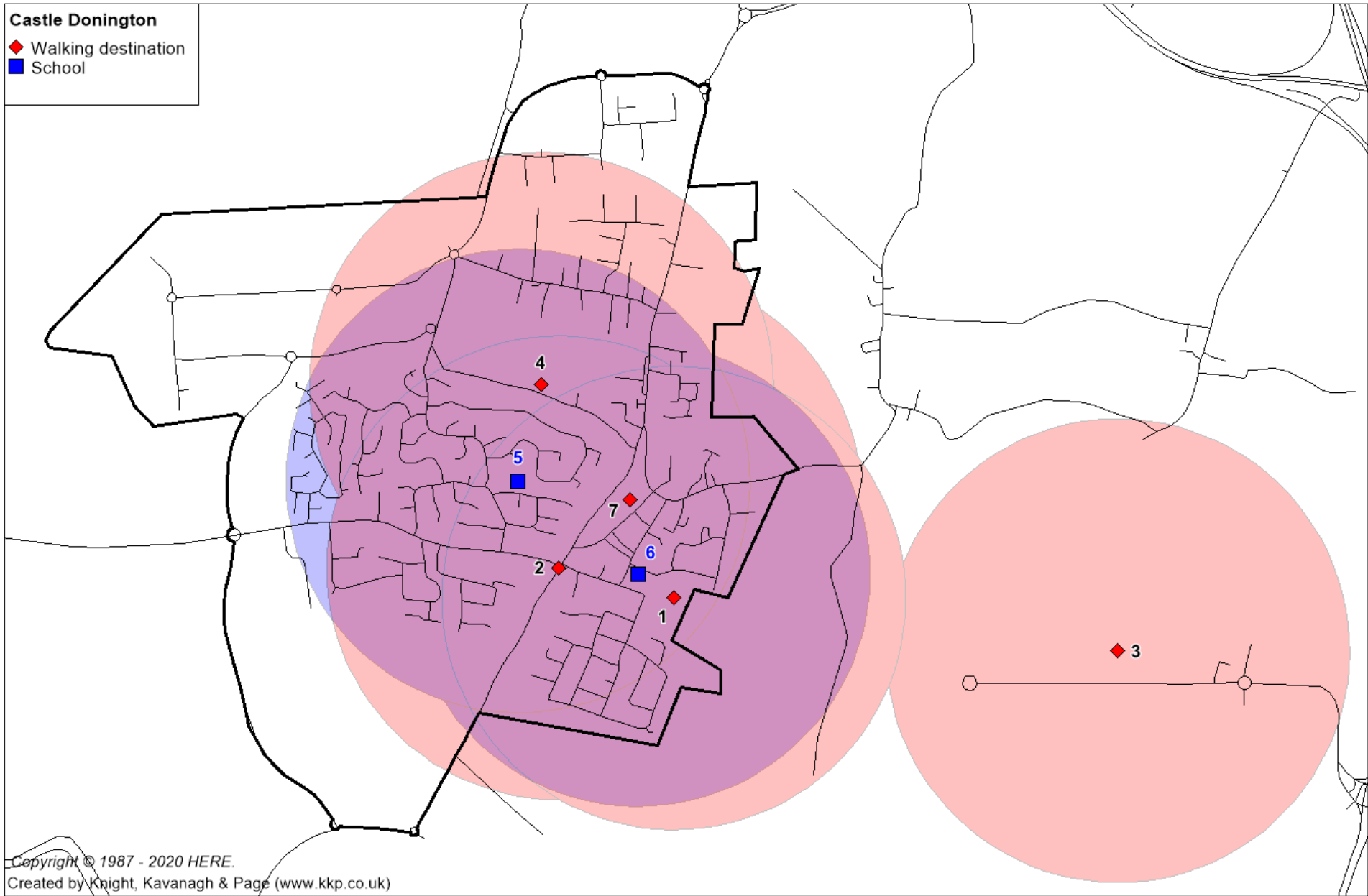
ID	Walking destination
1	Ashby Woulds Heritage Trail
2	Industrial estate to the south
3	Measham High Street
4	Measham Leisure Centre
5	Measham Park
6	Proposed Jaguar Landover site
7	Wooded area to the north- with Cafe
8	Measham Church of England Primary School
9	St Charles Catholic Primary Voluntary Academy
10	Measham Medical Unit

Ibstock walking heat map



ID	Walking destination
1	High Street
2	Leicester Road Play Park
3	Ibstock Leisure Complex/Ibstock Community College
4	Ibstock Junior School
5	St Denys Church of England Infant School, Ibstock
6	Ibstock & Barlestone Surgeries

Castle Donington walking heat map



ID	Walking destination
1	Castle Donington College/Leisure Centre
2	Castle Donington High Street
3	East Midlands Gateway
4	Spital Park Pavilion
5	Orchard Community Primary School
6	St Edward's Church of England Primary School
7	Castle Donington Surgery

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CYCLING AND WALKING STRATEGY

Initial walking priorities to consider as part of the LCWIP

As well as identifying the key areas of focus in the urban areas, the following priorities were identified via the series of consultation sessions conducted. Consultation outcomes and proposed priorities are listed for per each urban area:

Area	Priorities
Ashby	<p>Improve links from Bath Grounds crossing South Street and accessing the town centre.</p> <p>Improve pedestrian crossing points at the roundabout crossing Bath Street/Market Street/Kilwardby Street.</p> <p>Improve pedestrian links crossing Brook Street/Market Street.</p> <p>National Forest Trail – Ivanhoe Way is currently not well maintained- improve surface quality.</p> <p>Integrate the Cloud Trail with 089 footpath at Money Hill.</p>
Coalville	<p>Review and improve all crossing points across main roads within town the centre.</p> <p>Install a new walking route across Scotland's Playing Field linking in with the upgrade of the former LMS line.</p> <p>As part of the Coalville Urban Area Extension there are plans to upgrade the disused LMS line (London, Midland and Scottish Railway Line) to support links to Sence Valley/Ellistown/Bardon Industrial estate for both cycling and walking.</p>
Measham	<p>Create walking links from the new development at Measham Wharf development to the village centre and the canal.</p>
Castle Donington	<p>Long Whatton – Diseworth: take the opportunity to create a multi-use route accommodating both cycling and walking.</p> <p>(General comment: many existing walking trails are not suitable for prams and wheelchairs as they are often overgrown).</p>
Kegworth	<p>Kegworth to Castle Donington – walking route is difficult to navigate the bypass (A6).</p> <p>Improved walking route to Sutton Bonington (Nottingham University).</p> <p>Crossing required at the junction of Station Road/Sidelea/Long Lane.</p>

SECTION 9: MEASURING IMPACT

It is important to assess the impact that proposed cycling and walking projects will have in order to demonstrate value and justify investment. However, this can be challenging, due to the lack of available data. It is also potentially costly, due to the methods involved.

The following are examples which could be used to help measure the impacts at different stages of project delivery. The indicators are not an extensive list, and it should be acknowledged that other options may exist.

Travel plans

Travel Plans are a means of understanding demand for cycling and walking through the process of surveying people. It must be noted that active travel-plan based surveying tends to be most appropriate and useful when there is a destination point. For example, a place of employment, school, or a leisure destination.



Using a survey, existing travel patterns and latent demand can be ascertained prior to any infrastructure project commencing. Once a project has been delivered, a second survey can be undertaken to calculate the impact of the infrastructure investment (i.e., change in travel modes, satisfaction levels etc).



For example, the proposal linking Hicks Lodge to Ashby Town Centre could be assessed by surveying a sample of visitors pre-project to gauge existing demand and relevant travel patterns. Once the project has been implemented, a second survey with the same group could be undertaken to determine the impacts. This could also be implemented at/with schools or other key destinations within proximity to a proposal.

Method of monitoring: cycle counters/video surveillance/bike usage

Similar to the travel plan evaluations noted above, installing bike monitoring counters along certain routes is another method of gathering numeric user number measures as part of an impact assessment of individual projects.

For example, once a project is chosen, a traffic counter could be installed prior to and after completion to measure the change in user numbers. This is only applicable to existing routes where cycling already occurs prior to project delivery. This method is more numeric than travel plan surveys as it produces objective data rather than subjective data.



Another way would be to work with schools to assess the number of pupils (and staff) who cycle. This could take the form of a single annual question or termly survey (which might also differentiate between summer and winter propensities) not dissimilar to a travel plan evaluation (see above). Other simple processes include counting the number of bikes parked in school bike racks at key times (or, for other groups at other destinations). Measurement at/via schools could, for example, be undertaken prior to and following development of/improvement to a specific route (which it is thought will have an impact on cycling levels) and when it has been publicised (pre and post project). Alternatively, this could be undertaken as an initial baseline audit (for all schools or key destination sites) which can be revisited annually or at set intervals (preferably during spring/summer months).

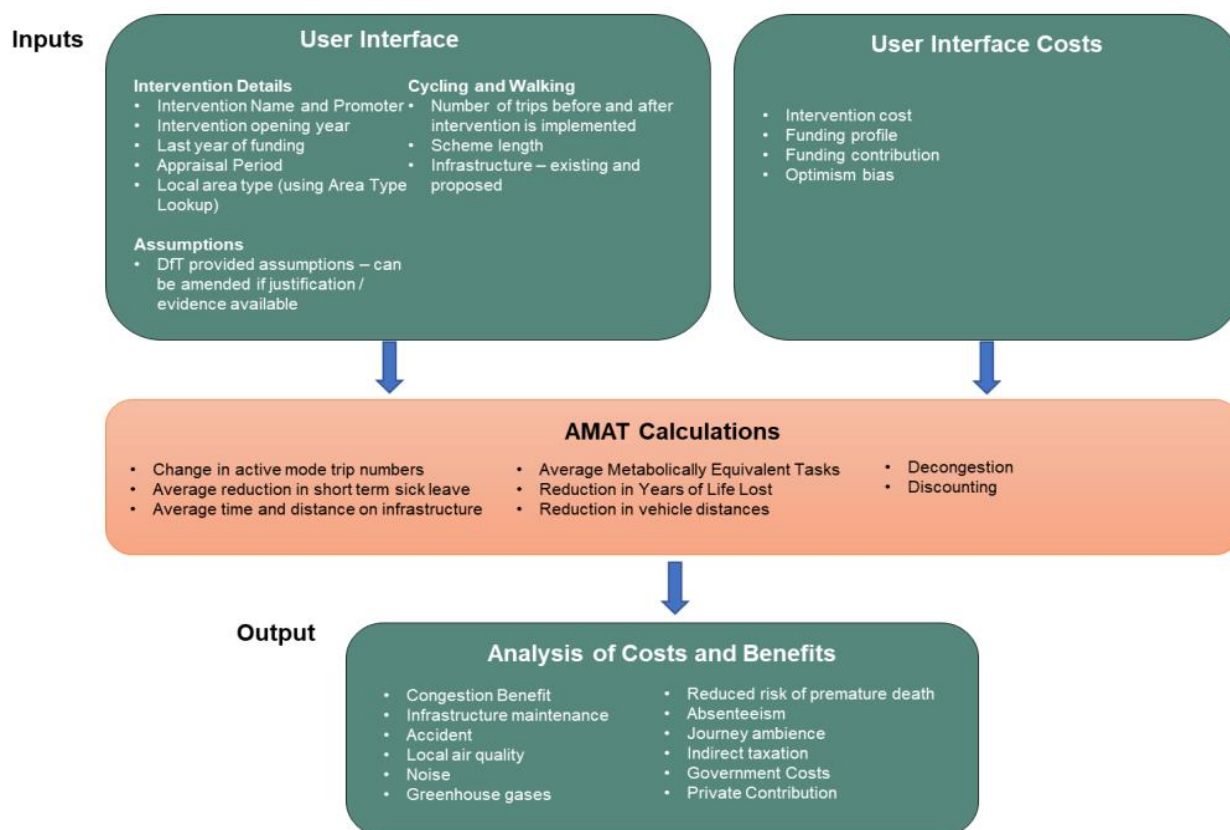
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Active Mode Appraisal Toolkit

The Active Mode Appraisal Toolkit³ allows councils to calculate the economic impact of a proposed cycling and walking route interventions. This is a more advanced (spreadsheet based) model and is used as part of any funding bid as part of a LCWIP process. The toolkit can calculate the following:

- **Health improvements** from increased levels of physical activity in terms of reduced mortality risk and lower work absenteeism;
- Improvements to **journey quality** as a result of providing the perception of a safer or pleasant journey whilst using walking and cycling infrastructure;
- Impacts associated with **modal shift** away from cars and taxis including improvements in traffic congestion, greenhouse gas emissions, air quality, noise, accidents, infrastructure maintenance, and changes to indirect tax revenues as a result of a reduction in distance travelled by these modes.

It does not, however, calculate time savings, morbidity impacts or accident-related impacts from a change to cycling and walking related trips.



Although the process undertaken and the calculations produced are more advanced than the previous two methods, the initial data required for this process includes the estimated total cost of a project along with current modal data for the route in question. Therefore, the design concept needs to be in a more advanced stage to use this measurement method.

³ Department for Transport

SECTION 10: ENCOURAGING BEHAVIOURAL CHANGE

Introduction

Although developing high quality, accessible walking and cycle infrastructure is important to encourage more people to travel sustainably, this needs to be supported by schemes, programmes and guidance designed to raise awareness about and drive adoption of active travel related behavioural change.

Behaviour change relates primarily to (often gradually) changing people's attitudes, beliefs and perceptions using a 'nudge' technique. This aims to support the progressive alteration of people's behaviour and can be delivered via a range of different measures. The following section lists the measures which should be considered:

Improving the confidence of all existing (and 'intending') users

Improving confidence and knowledge of riding in a range of environments is important to encouraging modal shift. Currently, cycle training is only available for children at primary school. This offer needs to be expanded to include children at secondary school, those in further education and adults. Refresher and top up classes need to be available to all too.

Training needs to be expanded not just to include how to ride safely on the highway. Learning about core elements of bike maintenance (e.g., how to change a tyre and tighten brake cables) would also clearly be advantageous in respect of increasing individual confidence, perceptions of safety and to help to both increase and maintain the number of people cycling.

Timing of courses (and other support) is also critical to ensure maximum increase in modal shift. For example, offering cycle training during spring months will help increase regular cycling during the summer where, arguably, propensity to cycle is greatest.

Provision of easy-to-use information, including interactive mapping

Ensuring all information, including promotional material and on-line journey planning, is up to date and relevant. This includes the ability to access online maps and smart devices with journey planners to make it easier for people to plan and track their journey. Examples include encouraging people to utilise new websites such as Slow Ways, which has developed downloadable walking routes which people can access.



Partnership work to encourage more use of cycling and walking

Partnership work between and across a range of organisations can be a great way to encourage increased levels of cycling and walking whilst improving health at the same time. For example, GP referral schemes now incorporate both cycling and walking in referral programme using local volunteers or locally trained activators.

It can also provide opportunities engage with specific groups, which increases opportunities and awareness. For example, engaging with certain charities such as Wheels for All, which promotes cycling through the use of adaptive bikes for those with disabilities.



Utilise smarter technology to set challenges and allow people to achieve personal goals

The introduction of smart watches and activity apps has had an impact and can encourage people who have not previously cycled or walked to be more active via these forms of movement. Creating walking challenges making use of apps such as *mapmywalk*. can motivate people to walk more on an entirely informal basis, without facing the perceived pressure of being in a group or competitive environment with others.

Another example is the initiative; *Beat the Street*. This is an interactive challenge which turns towns into giant games. Interactive card readers are placed across urban areas, and individuals accrue points every time they walk or cycle past these readers. The more points they gain in a fixed time period the more opportunities they have to win prizes.

Encourage the use of E-bikes and E-scooters

E-bikes can be the catalyst to a fairer, better society, easing air pollution and can help older people and the less fit switch from four wheels to two.

NWL needs to work with a variety of organisations to promote the use of E-bikes and ensure that the infrastructure is suitable to support them. These include ensuring that its own bike to work scheme (and those of other employers in the Authority) covers E-bikes and that key destination points, such as town centres, are adapted to optimise the ease of their use.

Promoting e-scooters is also something the Authority could consider in the future to reduce the need for car travel. It must be noted, however, that the use of e-scooters is currently illegal on the highway, except where DfT have agreed a rental pilot schemes. Changes to legislation regarding legality of e-scooter use is not expected to begin until 2022-2023.

Ensure that all potential users are aware of financial support

Work with a range of organisations to ensure that people (and in particular those from low income families and disadvantaged areas) are fully aware of the range of funding opportunities available, to support them with the purchase of a new bike. These schemes include:

- ◆ Bike to work schemes through employers, where staff have the opportunity to purchase a bike making progressive payments linked to their salary.
- ◆ Organisations such as *Grants for Individuals* and *Turn to Us* provide financial support for those who do not work (or would rather not pay for their cycle), to purchase a bike.
- ◆ Several charities associated with specific impairments or long term health conditions offer grants to assist people to purchase bikes (including the Family Fund and Disability Grants).

Developing personalised journey planning specific to individual needs

Personalised journey planning is a great way of encouraging people to cycle and walk. Leicestershire County Council is in the process of developing a tailored online travel pack providing details of a wide range of local travel options for residents. This will be known as 'Choose how you move'. Personalised travel planning appointments with a trained advisor will also be available to residents as part of the offer to encourage more people to consider 'active' travel.

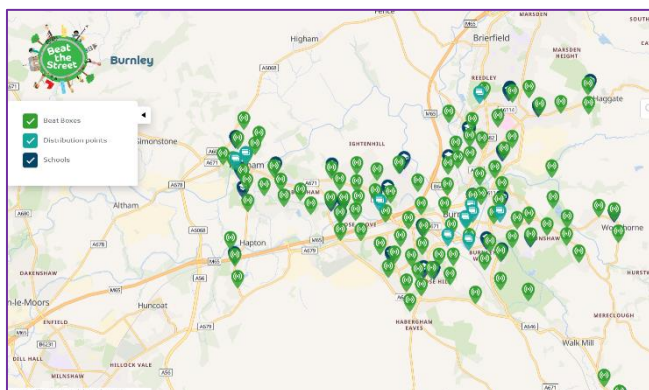
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As part of the plan, e-bikes and pedal bikes are available to loan as a mechanism to encourage modal shift. The scheme is initially being undertaken with Leicester City Council and then rolled out across the remaining county authorities.

Review best practice examples from other British and European cities

Above is a list of popular behavioural change measures. Successful new initiatives will be created in different cities throughout the continent. Through partnership work and research, NWL needs to monitor and review new initiatives on a regular basis and consider their applicability within the Authority.



There are an array of best practice examples to learn from. One is the Beat the Street initiative (mentioned earlier) and has been developed across several British and European towns and cities. The initiative provides a series of Beat Boxes placed around a town with incentives to tag as many as possible over a period of time. The more tags an individual gets, the greater chance they have of winning a prize. Prizes are provided by the Local Authority.

Public Health England⁴ highlights the case studies of Bristol and Cambridgeshire where increasing active travel has been successful. Both identify measures such as improvements to the active travel network, reduction of perceived barriers (e.g. reducing speed limits for motorised transport) and changing behaviours and attitudes towards cycling and walking.

Bristol

A number of public health specialist posts were appointed to address aspects of built environment including transport, planning and physical activity. It was recognised by the local director of public health that to improve health it was important to address the range of wider health determinants. A specialist in transport planning has been in post for over seven years. This promoted greater understanding to develop and relationships to form. Key data includes;

- ❖ Cycle commuting up 94% between 2001 and 2011, and commuting on foot up 40%
- ❖ Rolling out of 20mph on roads where people live.
- ❖ Commuting by car is no longer the norm for those aged under 40
- ❖ Successful use of public health evidence to support the bidding of major funds.
- ❖ More people commuting to work on foot or by bicycle than in any other local authority.
- ❖ Proportion of people who walk to work does not vary greatly between ethnicities nor those with no qualifications and those with a degree or higher.
- ❖ 44,000 people who travel less than 5km to work yet still go by car; impacting on air quality, road safety, congestion and health.

⁴ Working Together to Promote Active Travel - A briefing for local authorities (2016)

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Cambridgeshire

The County Council public health directorate recognised the importance of working collaboratively to best address major drivers of population health such as transport and active travel. The public health team works closely with other core teams such as economy, transport and environment. It provides advisory and technical input and advice ensuring health perspectives and recommendations dovetail with strategies and projects.

An example to some of the works to ensure initiatives are aligned and drive recommendations to increase levels of physical activity (and the many benefits it provides) are:

- ◆ Local walk/buggy/school projects
- ◆ Council wide obesity strategy
- ◆ Living sport and exercise initiatives

A number of new housing and infrastructure developments are planned for Cambridgeshire. These plans are reviewed by public health team. Recommendations to date include:

- ◆ Ensuring health impact assessments are a mandatory requirement for all planning applications
- ◆ Securing the facilitation of active travel as part of planning design and layout for each new development
- ◆ Ensuring access to services and that public transport is accessible and in a place at new developments
- ◆ Advocating provision of safe pedestrian paths and cycleways across the county, particularly near schools, care facilities and town centres.

SECTION 11: NEXT STEPS

As stated earlier, the next phase of the process is to develop a LCWIP from the evidence base which has been generated through this Strategy.

Producing a LCWIP

NWL's LCWIP needs to be created in conjunction with a specialist transport planning team and Council officers drawn from a variety of departments with various expertise including highway engineering, transport planning and public health. Once produced, this process and the resulting outputs will represent an evidence-based approach to focus future investment over the next 10 years where the most benefits can be realised.

The government has published guidance on the preparation of LCWIPs, setting out the following six-stage process. A number of these stages have been completed (or in part) within this strategy:

- ◀ **Stage 1:** Determine the scope – establish the geographical context and arrangements for governing and preparing the plan.
- ◀ **Stage 2:** Gathering information – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programmes.
- ◀ **Stage 3:** Network planning for cycling – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required.
- ◀ **Stage 4:** Network planning for walking – identify key trip generators, core walking zones and routes, audit existing provisions and determine the improvements required.
- ◀ **Stage 5:** Prioritising improvements – prioritise improvements to develop a phased programme for future investment.
- ◀ **Stage 6:** Integration and application – integrate outputs into local planning and transport

What happens next?

Adopting the new LCWIP is a key step towards a better active travel network and reducing carbon emissions in NWL. Following the completion, the focus and attention will then turn towards converting the schemes into reality, which means working up elements of the LCWIP in greater detail through detailed design, costs, securing further funding for schemes and subsequently their delivery. This will require working with a range of NWL departments including planning to ensure schemes align with housing growth development as set out in the Local Plan, and to ensure opportunities/funding can be maximised.

To fortify funding opportunities and to ensure schemes are integrated across authority boundary lines, it is expected that all of Leicestershire's authorities produce individual LCWIPs, which will fall under the County Council's Cycling and Walking Strategy.

The County Council will be expected to take the lead to ensure that this is the case, which will result in a coordinated approach to cycling and walking across the County, ensuring a future healthy lifestyle for all residents and also continued reductions in carbon emissions.

Cycling and Walking links to the Local Plan

The North West Leicestershire Local Plan will provide the planning framework and policies for the district. It will identify areas where future growth will occur. The cycling and walking priorities highlighted through this strategy (and to be explored further in the LCWIP) have the potential to be funded or benefit from future planning contributions.

This evidence base can help to be the catalyst to seek contributions as and when developments are approved. It should be noted that contributions for any cycling/walking schemes must be linked to local developments and the LCWIP will need to clearly justify the need for contributions to assist in this process (i.e. land ownership issues, estimated costs of delivery etc). This can inform the Local Plan process and help contribute to key documents such as the Infrastructure Delivery Plan and Viability study.

In areas where there may be little or no planned development, contributions will be difficult to be sought. This is particularly relevant in rural areas which may affect potential leisure routes.

Identifying how to mitigate potential barriers/issues once a scheme is identified

In common with any strategy implementation, there will be barriers to navigate to ensure schemes and programmes are delivered. Some of those commonly encountered are listed below along with ideas about how they can look to be mitigated:

◀ *Securing funding*

Funding for schemes is a common challenge. Any potential route options are likely to be balanced against the demand being made in respect of other local authority infrastructure requirements. As identified above, for certain priority schemes contributions may be able to be sought through developer contributions.

To maximise this potential, NWL needs to know the estimated costs of priority schemes in advance of any planned development, so this can look to be sought from developments (and subject to viability). The earlier this can be identified and factored into considerations the better. Calculating estimated costs of any scheme is to be part of the LCWIP.

Other funding may be available to support cycling and walking schemes, and can be linked in with a larger project, such as the Major Road Network (MRN) investment programme.

◀ *Land ownership*

For any priority highlighted it is crucial to understand the land ownership issues which may impact the likelihood of a scheme. This could potentially increase costs or affect delivery.

The Local Plan process and supporting documents such as the Infrastructure Delivery Plan need to consider the land ownership issues. Potential solutions around land ownership could include working collaboratively with owners or compulsory purchase orders. It is therefore important for the LCWIP to explore and consider the land ownership details for priority routes.

◀ *Balancing plans to promote cycling and walking with the demand of other road users.*

Any new scheme, particularly within an urban environment will necessitate adoption of a balanced approach. In-depth consultation and taking every opportunity to learn from and apply best practice guidance is required to ensure that schemes are approved. It is important that, whilst encouraging more sustainable travel, the economy of urban areas is not affected, and that those who cannot use sustainable travel and face access issues are minimally affected or completely unaffected.

◀ *Ensuring full consultation*

This must be undertaken prior to scheme design and/or delivery. It should involve all relevant local community groups and other interested parties. Regular community consultation is required as part of any scheme to ensure that all groups are happy with any potential scheme. For example, reducing highway capacity within a town centre may cause issues with local shop managers, however, use of best practice examples and regular consultation can help to mitigate potential issues.

◀ *Demonstrating scheme benefits.*

Most schemes require an evidence base prior to development. Utilising the best appropriate examples listed earlier in this strategy will ensure that there is a good evidence base to support any potential scheme.

◀ *Efficient work with and between council and government departments.*

To ensure the successful delivery of any scheme, effective communication is needed between all delivery partners. This will be necessary when considering highway design, active travel, health awareness and when, how and by whom local interest groups are consulted. Not working effectively together may jeopardise any potential scheme's prospects.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CYCLING AND WALKING STRATEGY

APPENDIX A: PROJECT CONSULTATION LIST

NWL officers

- ✦ Senior Planning Officer (Planning Policy): North West Leicestershire
- ✦ Planning Policy Team Manager: North West Leicestershire
- ✦ Climate Change Programme Manager: North West Leicestershire
- ✦ Cultural Services Team Manager: North West Leicestershire
- ✦ Business Focus Team Manager: North West Leicestershire
- ✦ Economic Development Officer: North West Leicestershire
- ✦ Head of Community Services: North West Leicestershire
- ✦ Chief Executive: North West Leicestershire
- ✦ Community Focus Team Leader North West Leicestershire
- ✦ Community Safety Team Leader: North West Leicestershire
- ✦ Acting Property Services Manager, Estates and Facilities: North West Leicestershire Council

Local parish and town councils (including Coalville Special Expenses areas)

- ✦ Ashby Castle
- ✦ Ashby Willesley
- ✦ Ashby Holywell
- ✦ Worthington and Breedon
- ✦ Castle Donington Park
- ✦ Castle Donington Central
- ✦ Castle Donington Castle
- ✦ Snibston South
- ✦ Coalville West
- ✦ Hugglescote St Mary's
- ✦ Snibston North
- ✦ Ellistown and Battleflat
- ✦ Ibstock East
- ✦ Measham North
- ✦ Measham South
- ✦ Long Whatton and Diseworth
- ✦ Daleacre Hill
- ✦ Kegworth

Local and regional stakeholders

- ✦ NWLDC members
- ✦ Network Development Manager: Sustrans
- ✦ Active Communities & Health Partnership Manager- South Derbyshire District Council
- ✦ Principal Planning Officer- Charnwood Borough Council
- ✦ Sport & Physical Activity Co-ordinator: Erewash Borough Council
- ✦ Physical Activity Coordinator- Hinckley and Bosworth District Council
- ✦ Senior Development Officer: Rushcliffe Borough Council
- ✦ Environmental Management: Tamworth Borough Council
- ✦ Historic Parks manager: Litchfield District Council
- ✦ Leisure and Culture Client Manager Melton Borough Council
- ✦ Community and Wellbeing Manager Oadby and Wigston Borough Council
- ✦ Health, Leisure & Tourism Services Manager: Blaby District Council

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- ◀ Physical Activity Development Officer: Harborough District Council
- ◀ Treasurer: Coalville Community Action Group
- ◀ Core Team member: Ashby Cloud Trail
- ◀ Chair: Coalville Tri Club
- ◀ Chair: Coalville Wheelers
- ◀ Area Footpath Secretary: Leicestershire and Rutland Ramblers
- ◀ Site manager: Hicks Lodge (Forestry England)
- ◀ Head of Country Parks and Estates (LCC - Snibston Country Park)
- ◀ Local Campaigner: Diseworth to Long Whatton Trail (DLW)
- ◀ Travel Plan manager: SEGRO Sustainable Working Group
- ◀ Senior Social Prescribing Link Worker: Public Health: Leicestershire County Council

APPENDIX B: PARISH COUNCIL CONSULTATION QUESTIONS

- ◀ What are the key locations within your ward, across the District, and in neighbouring authorities that you would like to see linked as part of the cycling and walking network?
- ◀ What other initiatives would increase the level of cycling and walking in your locality and across NWL?
- ◀ In terms of cycling and walking, if you could identify one priority that should be included within the strategy, what would it be?

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North West Leicestershire Local Cycling and Walking Infrastructure Plan



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About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk.

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

Our vision

A society where the way we travel creates healthier places and happier lives for everyone.

Our mission

We make it easier for people to walk and cycle.

What we do



We make the case for walking and cycling by using robust evidence and showing what can be done.



We provide solutions. We capture imaginations with bold ideas that we can help make happen



We're grounded in communities, involving local people in the design, delivery and maintenance of solutions

1. Introduction

In 2017, the first Cycling and Walking Investment Strategy (CWIS) was published by the Department for Transport. This was replaced in July 2022 by CWIS2, which sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys, or as part of longer journeys by 2040. The CWIS supports the transformation of local areas: which will tackle congestion, extend opportunity to improve physical and mental health, and support local economies.

The CWIS2 built on the previous iteration and set out four revised objectives to ambitions 2025, which raised the level of ambition:

1. **Increase the % of short journeys in towns and cities that are walked or** cycled from 41% in 2018/19 to 46% in 2025
2. **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.
3. **increase walking activity**, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025.
4. **increase the percentage of children aged 5 to 10 that usually walk to school** from 49% in 2014 to 55% in 2025.

The Government's ambition by 2040 is to make cycling and walking the natural choices for short journeys, or as part of a longer journey, and deliver:

- **Better safety** - a safe and reliable way to travel for short journeys
- **Better mobility** – more people cycling and walking, making it normal, easy and enjoyable
- **Better streets** – places that have cycling and walking at their heart and enable active travel

Government guidance recommended that local authorities should develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for their area. While the preparation of an LCWIP is non-mandatory, the Department for Transport (DfT) has advised that Local Authorities who have plans will be well placed to make the case for future investment.

LCWIPs provide a new strategic approach to identifying cycling and walking improvements at the local level. They aim to enable a long-term approach to forming local cycling and walking networks, ideally over a 10-year period, and form a fundamental part of the Government's strategy to increase the number of trips made on foot or by bicycle.

The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

1.1 LCWIP Structure

Government LCWIP guidance sets out the LCWIP process which includes six stages, as identified below

Stage	Name	Description
1	Determining Scope	Establish the geographical scope of the LCWIP and identification of the existing walking and cycling network.
2	Gathering Information	Identify existing patterns for cycling and walking and potential new journeys. Review existing conditions and identify barriers. Review related transport and land use policies.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plan

1.2 North West Leicestershire Local Cycling and Walking Infrastructure Plan

Sustrans has been commissioned by North West Leicestershire District Council (NWLDC) to produce their first Local Cycling and Walking Infrastructure Plan (LCWIP) for towns within their district, to build on the Cycling and Walking Strategy¹ produced by NWLDC in 2021. This Strategy sets out the approach that the District Council and partners intend to take at a local level to deliver on the Government's ambitions to make England a great walking and cycling nation. The Strategy provided the evidence base for Sustrans to develop this LCWIP.

The creation of a LCWIP will enable NWLDC to:

Identify short, medium- and long-term investment priorities for cycling and walking infrastructure improvements

Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies

Make the case for future funding for cycling and walking infrastructure

The study will help identify cycling infrastructure which links jobs and communities together, with the aim of increasing mobility by means of sustainable transport methods helping to improve air quality, modal shift from motorised forms of transport and seek to reduce delays in the highway network.

One of the main ways of delivering these objectives is to create a high quality and well-integrated walking and cycling network which maximises sustainable transport movements to services and facilities, employment, shops, education and leisure opportunities.

This is the first iteration of NWLDC's LCWIP and covers the urban areas of Ashby-de-la-Zouch, Ibstock, Coalville, Measham, Kegworth and Castle Donington. The report aims to provide the context and network planning to prioritise a list of walking and cycling routes that should be targeted for improvement in the future. The routes identified within this report offer the greatest opportunity to increase the numbers of walking and cycling trips in the above towns and have been prioritised using a range of factors.

The prioritised schemes are based on analysis that identifies the most important corridors requiring improved walking and cycling facilities. To develop the schemes further, design feasibility and concepts are required which assess scheme cost and deliverability, in turn leading to funding opportunities.

Local user knowledge is key to successful delivery of schemes and NWLDC welcomed input in developing the strategic network of schemes. Delivery of the plan will be evidence led, based on a

¹ https://www.nwleics.gov.uk/pages/local_cycling_and_walking_strategy

range of data sources, and informed by the views and aspirations of residents, visitors, and local groups across the areas this report focusses on.

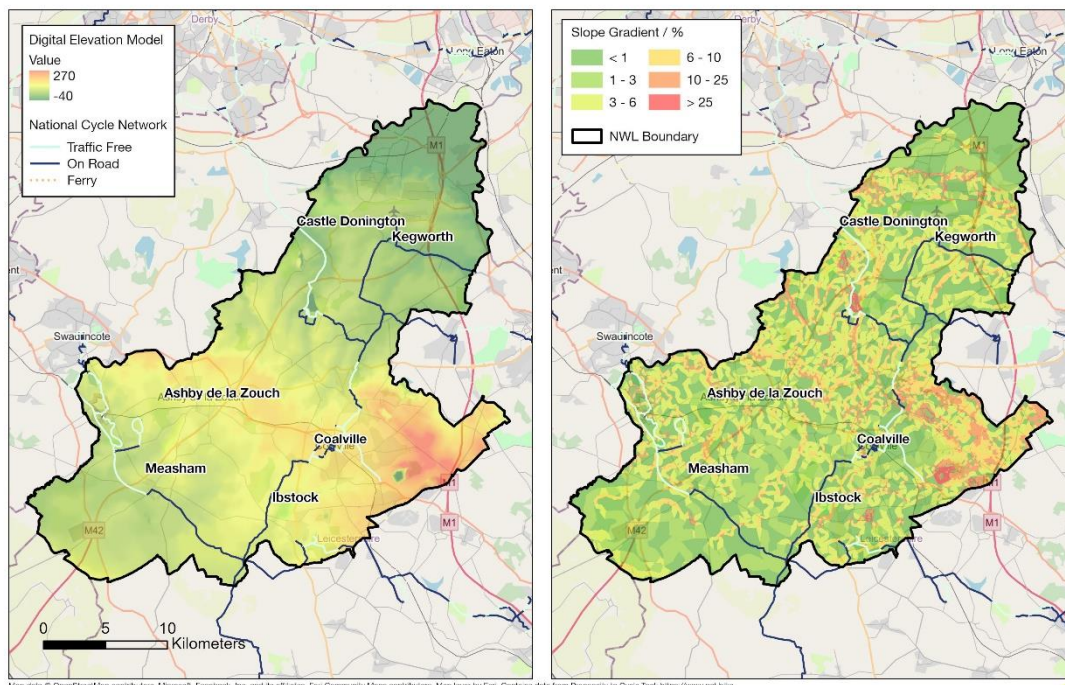
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2. Determining Scope

Following discussion with NWLDC and the launch of the Cycling and Walking Strategy the scope of this LCWIP was set out to cover the urban areas of Ashby-de-la-Zouch, Ibstock, Coalville, Measham, Kegworth and Castle Donington.

2.1 Establishing the Geographical Extent

The geographical extent of this LCWIP has been informed by NWLDC's Cycling and Walking Strategy and will cover the urban areas of of Ashby-de-la-Zouch, Ibstock, Coalville, Measham, Kegworth and Castle Donington. These areas represent the key urban locations within North West Leicestershire in terms of destinations and also residential areas.



Topography Survey



Figure 1 Topographical overview of North West Leicestershire with the existing National Cycle Network (NCN).

3. Gathering Information

The six urban areas within North West Leicestershire are compact towns where cycling and walking distances are relatively modest and often cover the whole the urban area, as such it is felt that the urban areas are particularly suitable for walking and cycling, which was observed at the time of audit.

LCWIPs are evidence led and based on data that evaluates several existing and potential trips that could feasibly be made by walking or cycling if current conditions were improved. A range of tools and information sources were used to examine this data to inform the LCWIP. Sources and methodology are detailed in the following section, and include:

Transport network – including the existing walking and cycling network, along with synergies with other NWL planned and proposed transport and land use schemes that could potentially have an impact on walking and cycling

Travel patterns – data about existing walking and cycling trips, and journeys that people currently make using other modes of transport. This information informs where walking and cycling may be able to contribute to all or part of a journey

Location of significant trip generators – location and size of existing and planned trip generators, such as key employment sites, transport interchanges, education facilities and housing developments

3.1 National Walking and Cycling Levels

To inform North West Leicestershire's current walking and cycling levels, the Department for Transport's National Travel Survey for England gives a good understanding of the current picture for walking and cycling. Below are some key relevant statistics from the survey's 2019 iteration:

Travel Mode in England 2019

61% of all trips were made by car, either as driver or passenger. 26% of trips were made by foot, 5% by bus, 3% by train, 2% by cycling and 2% by other modes.

68% of trips were under 5 miles and 24% of trips were under 1 mile. This varies by mode of travel: nearly all walks are under 5 miles (99%), compared to 56% of car driver trips and 8% of surface rail trips.

Active modes of travel (walking and cycling) account for 28% of all trips and 4% of all distance travelled, as active trips tend to be shorter distance trips. From 2002 to 2019, the number of trips by

walking has declined by 5% and total number of miles travelled per year has changed slightly, decreasing by 1%. For cycling, annual distance travelled has increased by 41% although the number of trips by cycling has declined by 10% between 2002 and 2019. This change is shown in the graph below:

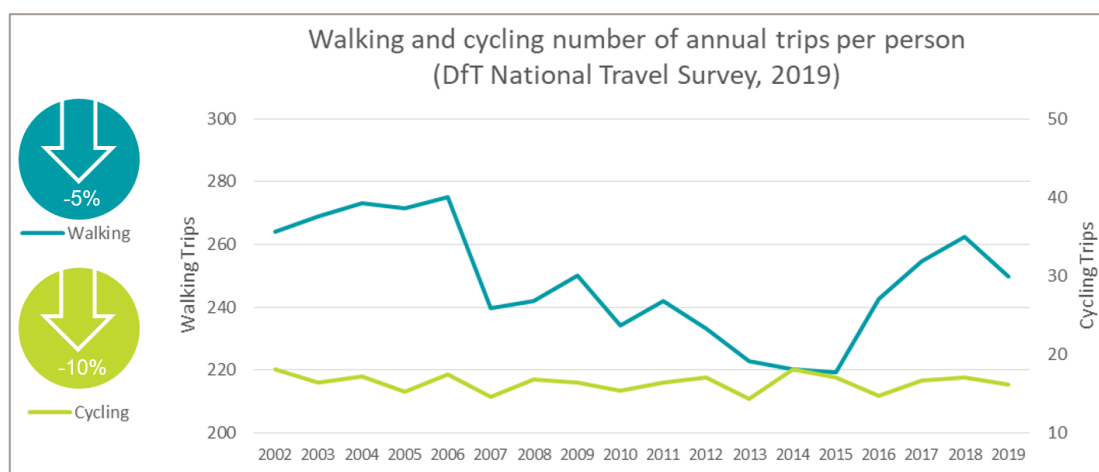


Figure 2 - Change in the annual number of trips made by active modes

There were 249 walking trips per person per year on average in 2019, which decreased from 262 per walking trips per person in 2018. 80% of all trips under 1 mile were made by walking.

There has been a decline in the number of trips and the distance of trips by car between 2002 and 2019, by both drivers and passengers. Number of trips has declined by 13% for the car driver and 17% for passengers, and the distance of trips taken by car has declined by 13% for car drivers and 14% for passengers.

Journeys less than 1 miles were most frequently made by walking (80%), although all distance bands above 1 mile, travelling by car was the most frequent mode of travel. Buses were mainly used for medium-length trips, between 2 and 25 miles.

Bus trips were highest amongst the 17-20 year old age range accounting for 12% of their total trips 24% of trips were under 1 mile and 68% of trips were under 5 miles.

The average bicycle trip length increased from 2002 to 2019, with an average 3.3 miles (2.1 miles in 2002), Walking trip lengths remained largely unchanged between 2002 and 2019, which a slight increase of average walking trip distance being 0.68 miles in 2019, compared to 0.69 miles in 2002. Time spent on bicycle trips also increased to 23 minutes per trip in 2019 from 18 minutes per trip in 2002.

On average each person walks 205 miles per year, spending an average of 17 minutes walking per trip.

School Travel

National Travel Survey data from 2019 showed for 5-10 year olds the average trip length to school is 1.6 miles, and for 11-16 year olds the average trip length is 3.5 miles.

Primary school journeys in 2019 (children aged 5-10) 46% walk to school, 47% are driven, 1% cycle, 5% take a private or local bus to school.

Secondary school journeys in 2019 (children aged 11-16) 39% walk to school, 26% are driven, 3% cycle and 29% take a private or local bus to school.

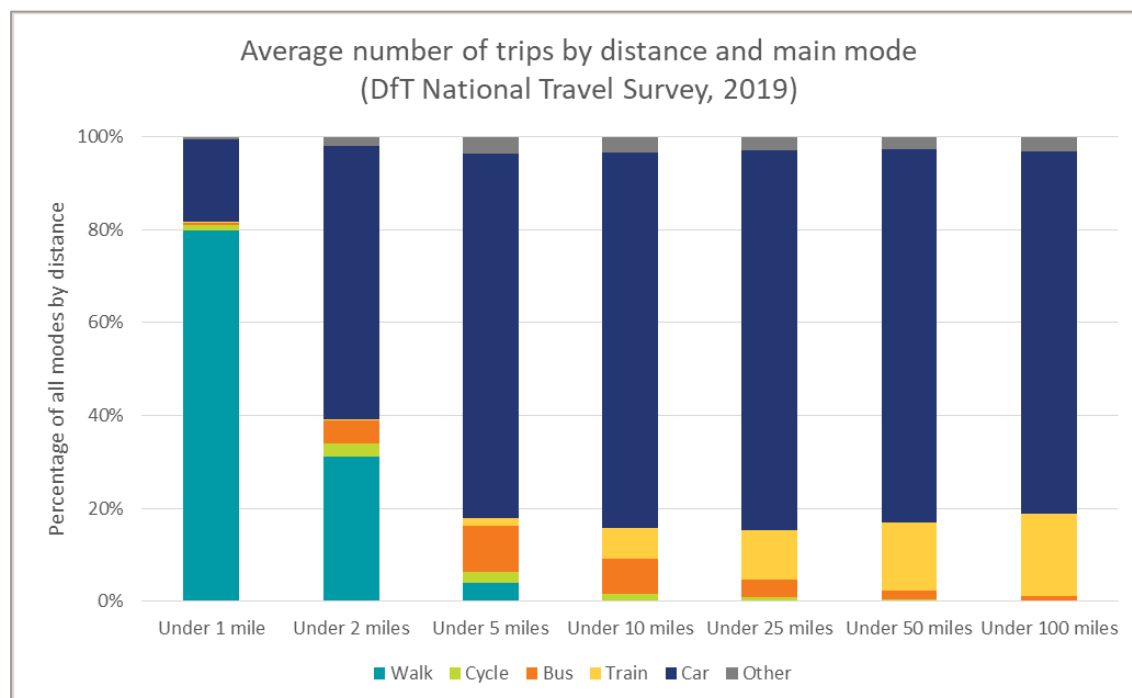


Figure 3 trips by distance and mode 2019

Travel to work

2019 commuting data by modes shows that on average 12% of people walked to work and 4% cycled. 8% of people travel by bus and 12% by train. Travelling by car as a passenger or driver was the most frequent mode at 61%.

On average people travelled 1,276 miles per year for commuting purposes, an decrease in mileage compared to 2002 of 124 miles. The average length of a commute in 2019 was 9.1 miles, compared to 8.5 miles in 2002.

Reasons for Travel

The reasons trips were made were also recorded, and on average:

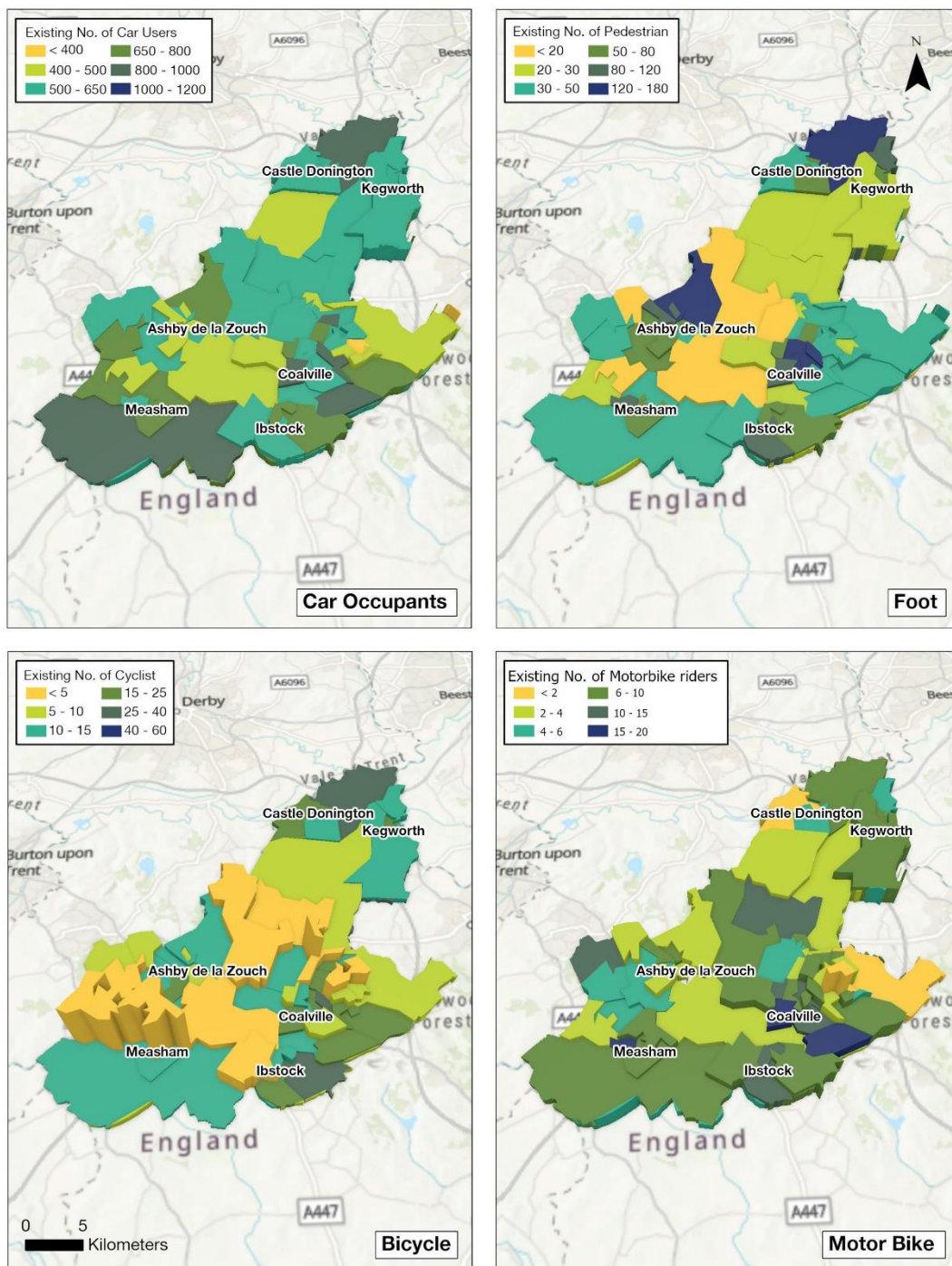
- 26% for other leisure
- 18% for personal business and other escort
- 19% for shopping
- 15% for commuting

- 13% for education and escorting to education
- 6% for other reasons
- 3% for business

3.2 Local Walking and Cycling Levels

At baseline (2011 Census), the proportion of commuters who cycled to work in Leicestershire was 3.3%, compared to the national average of 3.1% in England and Wales as a whole. The percentage of cycling expected was 3.3%, based on the distance and hilliness of commutes in the region using the baseline model for England and Wales.

DRAFT



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri. Contains data from Propensity to Cycle Tool: <https://www.pct.bike>

Commuters Mapping sustrans JOIN THE MOVEMENT

Figure 4 Census 2011 travel to work data visualised by transport mode

4. Network Planning for Cycling

This section describes the methodology adopted for the Network Planning for Cycling stage of North West Leicestershire LCWIP.

During this stage an analysis of data and local knowledge was completed so that key routes could be mapped.

Once identified, physical route audits were undertaken to determine what high level infrastructure improvements could be made to improve route quality and make cycling more likely to be adopted for journeys in the future.

The National Cycle Network (NCN) within North West Leicestershire and existing “LTN Street Statistics” are shown below for each urban area. A low traffic neighbourhood (LTN) is a scheme where motor vehicle traffic in residential streets is greatly reduced. This is done by minimising the amount of traffic that comes from vehicles using the streets to get to another destination. This is often referred to as ‘through-traffic’ or ‘rat-running’. Private motorised vehicles still have easy access to all homes and businesses without driving directly through the neighbourhood.

This data was used to inform audits and potential alternative alignments to those proposed in the Cycling and Walking Strategy. The routes identified in the Cycling and Walking Strategy were identified through a process that drew on multiple sources summarised below. Further detail can be found in the full version of the [Cycling and Walking Strategy](#).

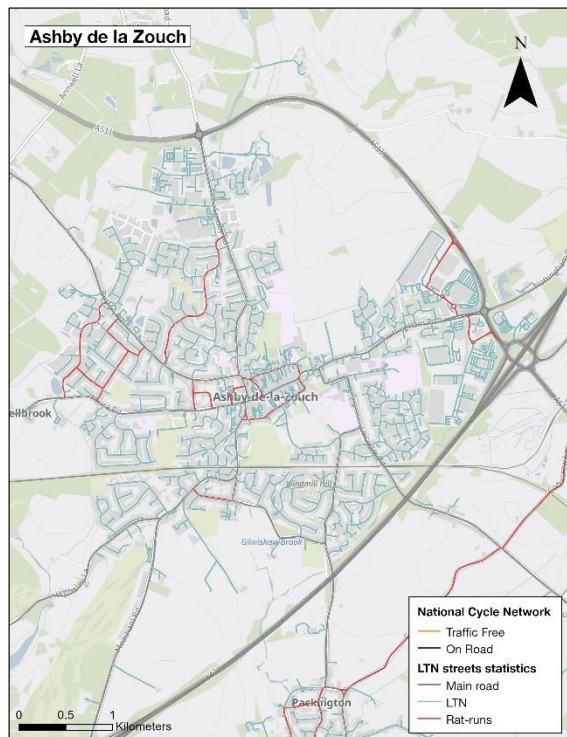
- The Propensity to Cycle Tool (PCT), to identify potential cycling routes based on where cycling is currently common and where it has the greatest potential to grow
- Literature review of all relevant local documentation, including NWL’s Local Plan and the current cycling strategies for Ashby, Kegworth and Coalville
- Participation in a range of consultation sessions with various stakeholders, to ascertain key destinations for cycling and walking both within and beyond the Authority.
- Online survey to allow people from the wider community in NWL to express their views

- Consultation with neighbouring local authorities to gain insight into current schemes and future proposals in the areas.

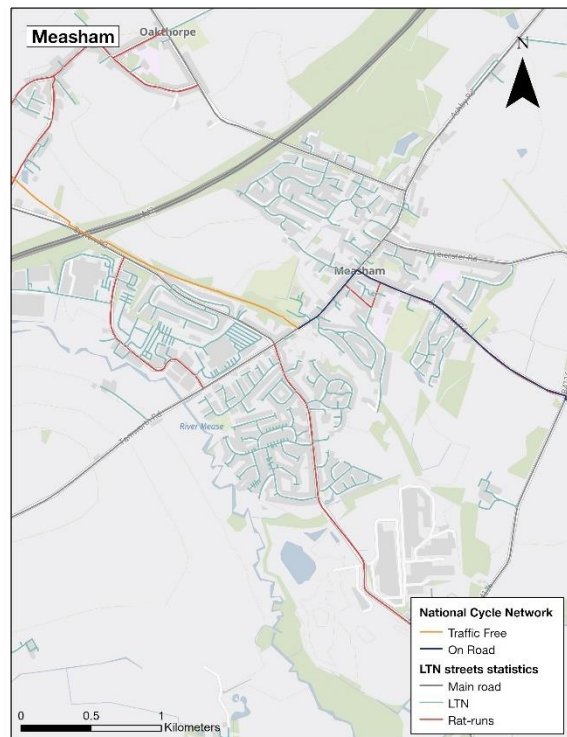
The LTN Statistics maps indicate where roads are either:

- A LTN/ have no through traffic
- A through-route where rat running potentially occurs
- A through-route with traffic calming

Data was sourced from CycleStreets and is a result of automated analysis of OpenStreetMap data which means it is high level and indicative and may not accurately reflect road conditions. The maps have been used in this LCWIP to indicate potential quiet-way re-alignments for routes.



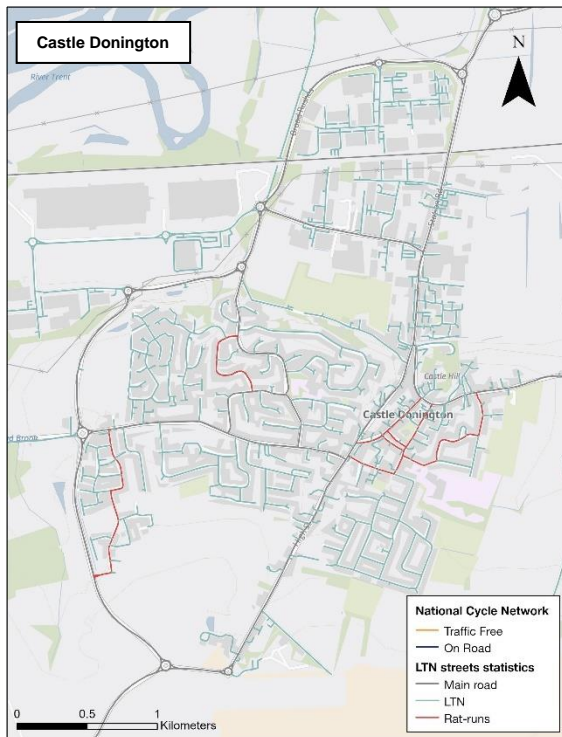
LTN Statistics



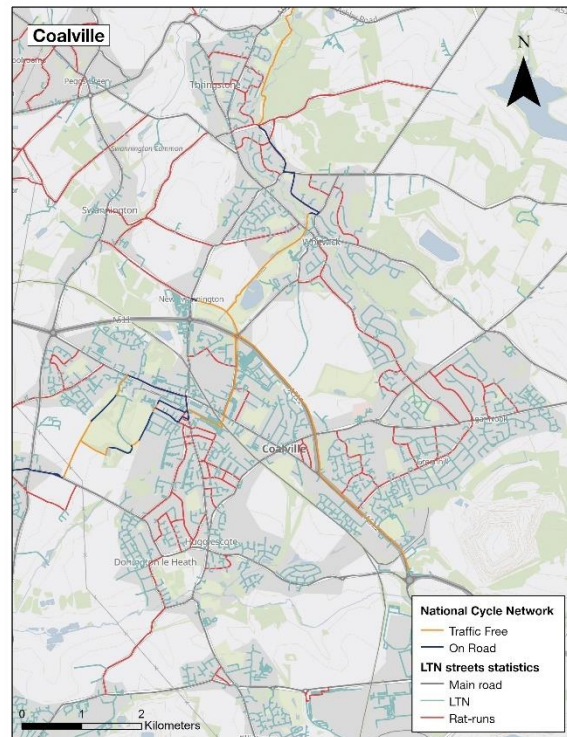
LTN Statistics



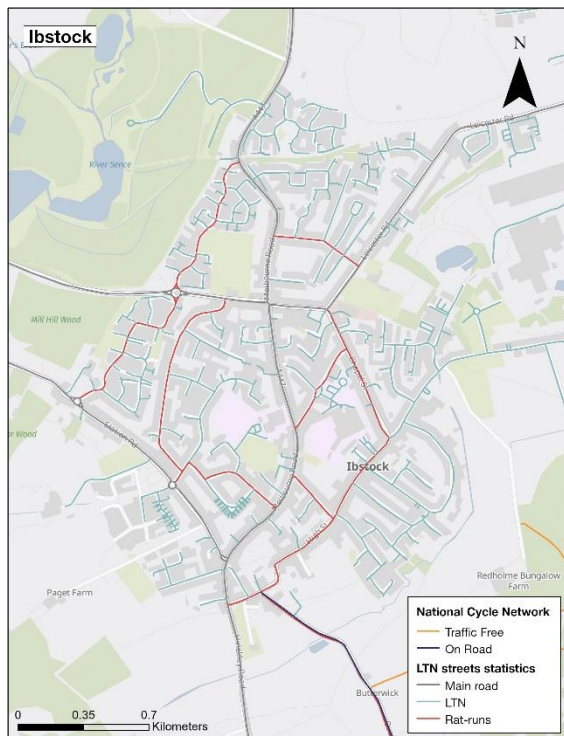
Figure 5 LTN Statistics maps



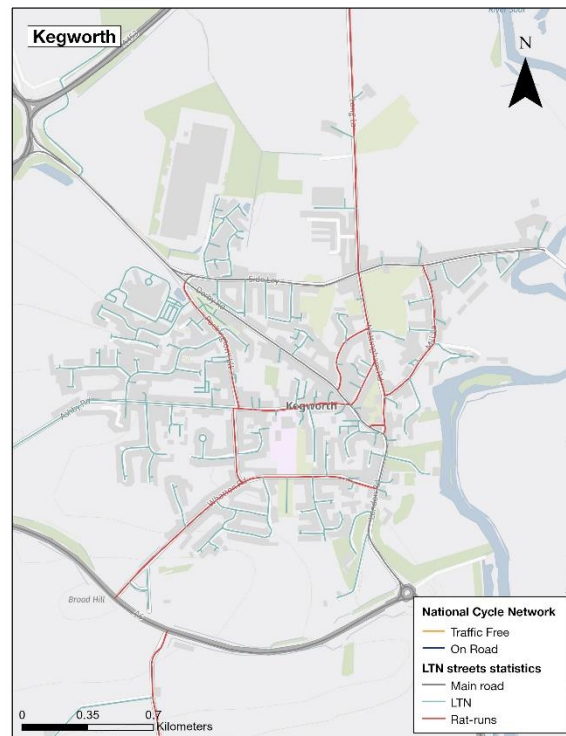
LTN Statistics



LTN Statistics



LTN Statistics



LTN Statistics



Figure 6 LTN Statistics maps

4.1 Cycle route prioritisation tools

Propensity to Cycle Tool (PCT)

The 2011 census data has been incorporated into the Propensity to Cycle Tool (<https://www.pct.bike>), which is a nationwide (England and Wales) web-based tool for estimating cycling potential down to the street level. The PCT covers travel behaviour data for commuting and travel to school. Cycle commuting data is based on the 2011 Census and cycle to school based on the 2011 School cycling Census. Other trip purposes and more recent data are not currently available nationwide at the geographic resolution required for the PCT. At the time of writing the 2021 census had taken place but no data was available.

The PCT is focused on the fastest and most direct route alignments. Whilst several cycle users may opt for the quieter route options the bigger increases in capacity and modal shift may necessitate significant improvements in the faster more direct options.

The PCT tool does not identify what type of infrastructure to implement on each road, however it identifies the most plausible route options where investment is likely to have greatest impact based on the data. The PCT was used in the Cycling and Walking Strategy, alongside other sources of data, to identify and prioritise the cycle route options incorporated into the LCWIP.

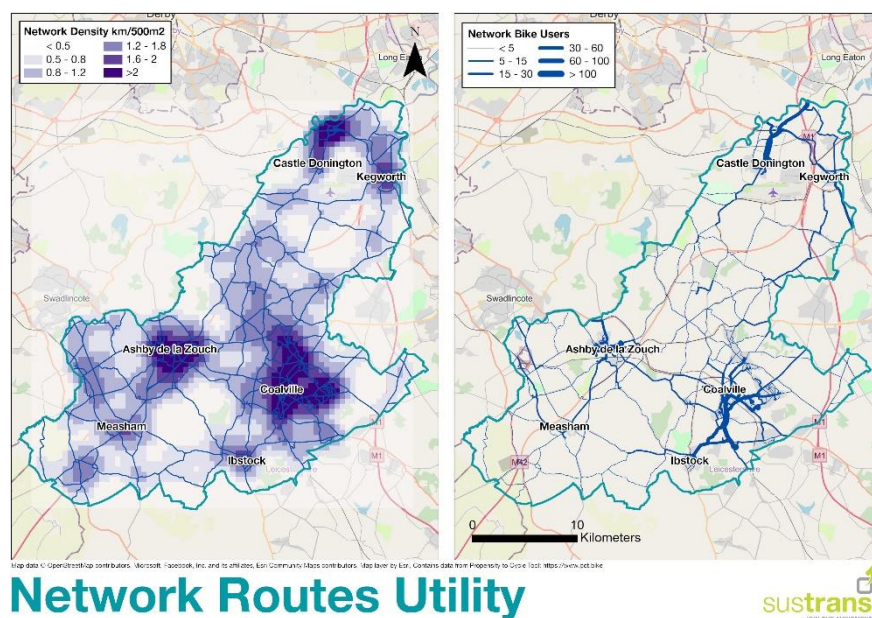
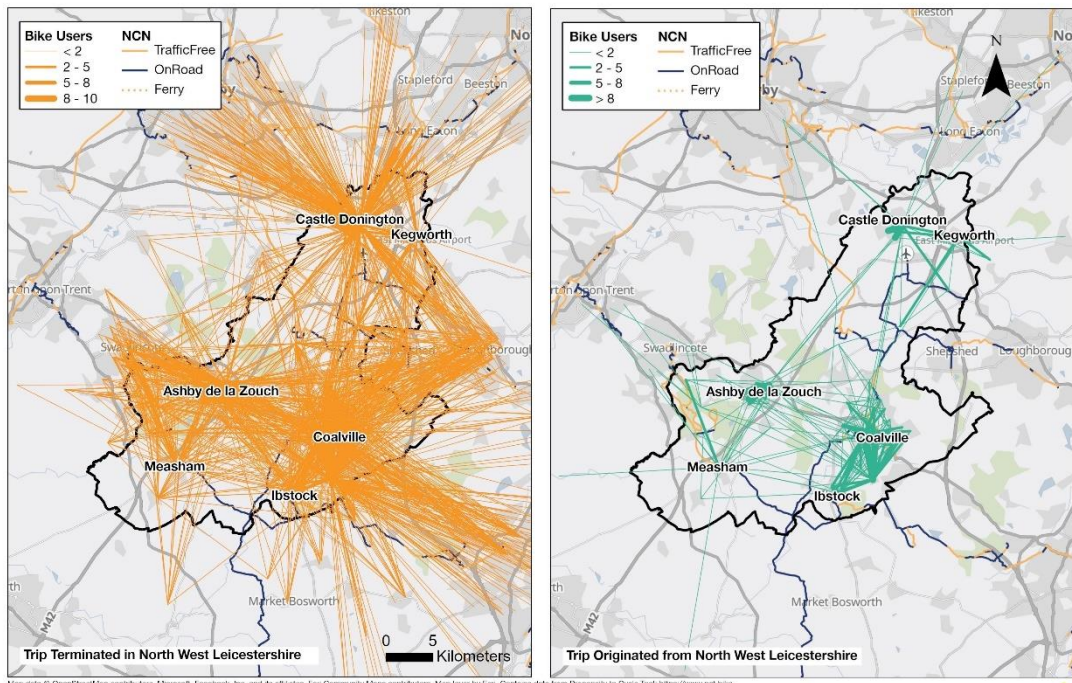
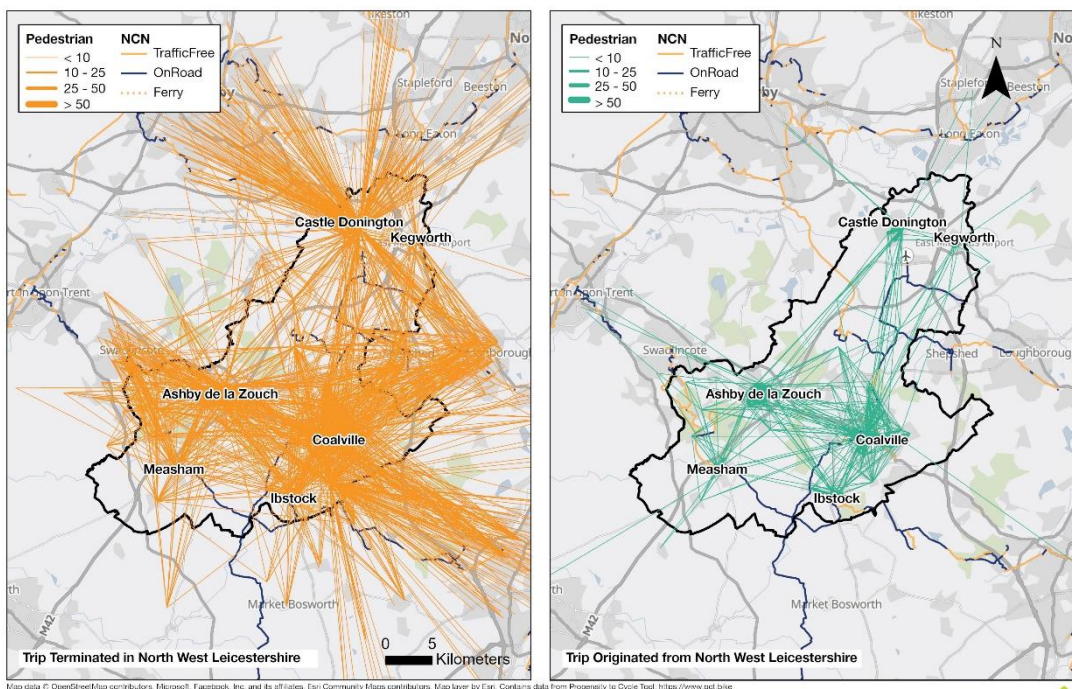


Figure 7 Network density and user numbers, Census 2011



Trip Pattern - Bike Users



Trip Pattern - Pedestrian



Figure 8 Trip patterns

It also enables several different scenarios to be investigated to understand how user numbers may increase given different levels of intervention. This analysis is useful when developing business cases for identified routes. The baseline for this analysis is the 2011 census data, as seen previously, and the PCT can relate the point-to-point travel to work data based on the Lower Super Output areas to the existing highway network. It uses the Cycle Streets routing algorithm to apportion the travel to work points to the available routes.

Further, the PCT tool can be used to appraise potential uplift in cycling levels given a number of different scenarios.

THE GO DUTCH SCENARIO

The Go Dutch scenario in the PCT tool is an ambitious vision for what cycling could look like.

People in the Netherlands make 28.4% of trips by bicycle, fifteen times higher than the figure of 1.6% in England and Wales. In addition, cycling in England and Wales is skewed towards younger, male cyclists by contrast in the Netherlands cycling remains common into older age, and women are in fact slightly more likely to cycle than men. This means that the difference between England and the Netherlands is particularly large for women and older people.

E-BIKES SCENARIO

The E-Bikes scenario in the PCT tool is a model of the additional increase in cycling that would be achieved through the widespread uptake of electric cycles ('ebikes'). This scenario is designed as an extension of the Go Dutch scenario, making the further assumption that all cyclists in the Go Dutch scenario own an ebike.

It builds on the Go Dutch scenario by applying three additional ebikes scaling factors to account for the increased willingness of ebike users to cycle long distance, hilly and simultaneously long distance and hilly routes.

Whilst this part of the UK is not excessively hilly the rise of E-bike usage is increasing the distances that people feel capable of undertaking, and when coupled with high quality segregated infrastructure can offer commuters choice.

4.1 Trip Generators

To identify the demand for a new network, the main destination points were plotted within the NWLDC area using a Geographic information systems (GIS). Various trip generators were identified, including:

- Accommodation, eating and drinking
- Attractions
- Commercial services
- Education and health
- Manufacturing and production
- Public infrastructure
- Retail
- Sport and entertainment
- Transport

The proposed cycle route maps for each town included in the Cycling and Walking Strategy show how the priority routes identified relate to key destinations (trip generators) such as employment and leisure as well as residential areas within and surrounding the towns, including areas of housing growth, from where most cycling trips will originate.

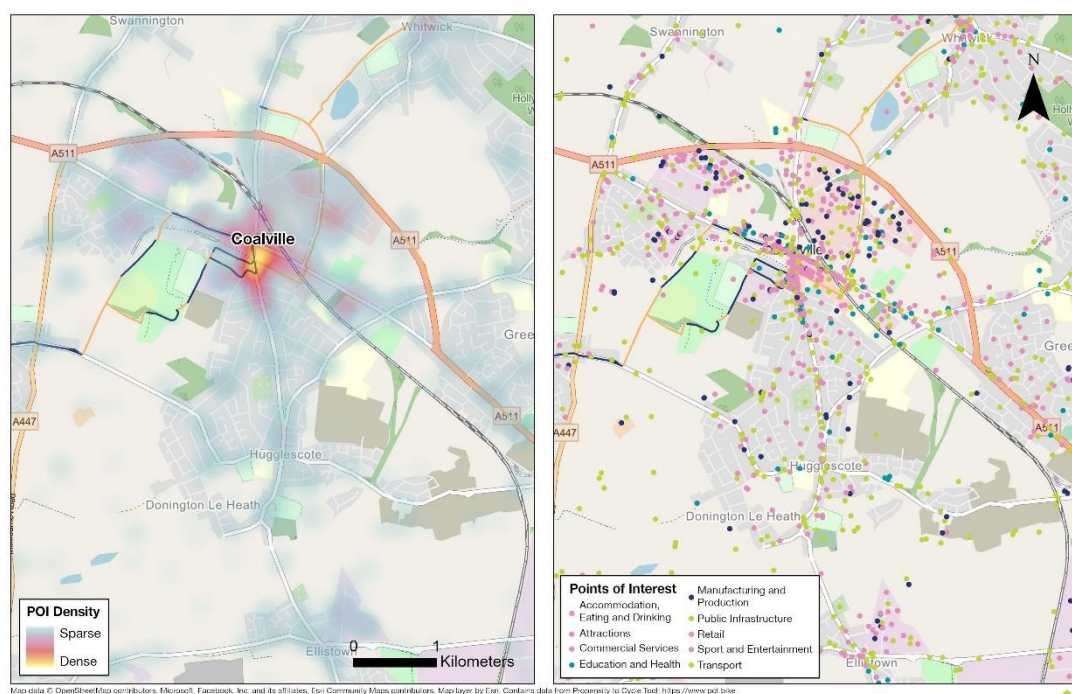
The identified origins and destinations are plotted on the following maps. These are illustrative of how points of interest are clustered, with the density of points of interest reflecting hotspots of potential travel destinations.



Points of Interest Distribution



Figure 9 Ashby points of interest



Points of Interest Distribution



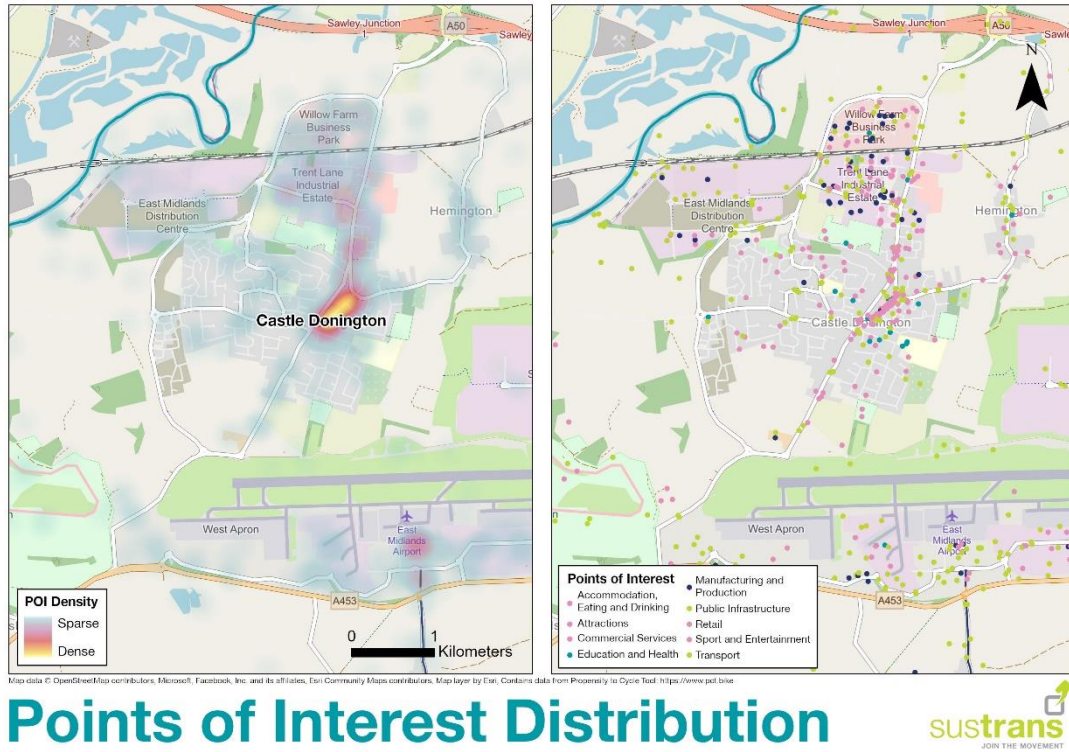


Figure 11 Coalville and Castle Donington points of interest

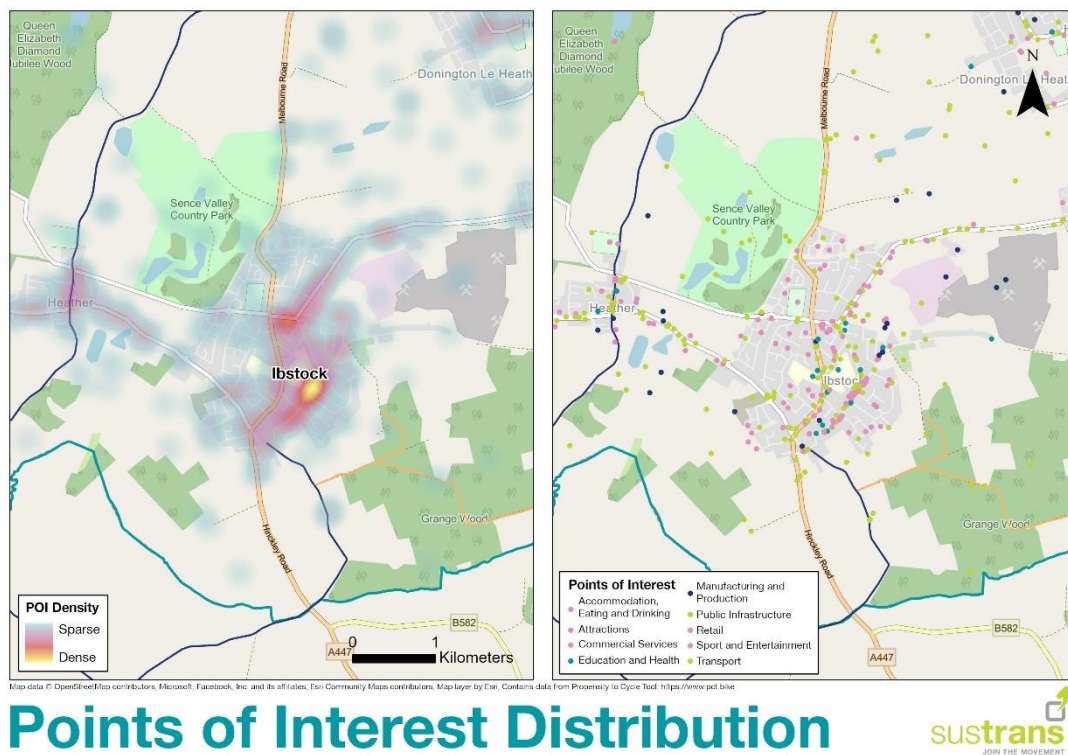
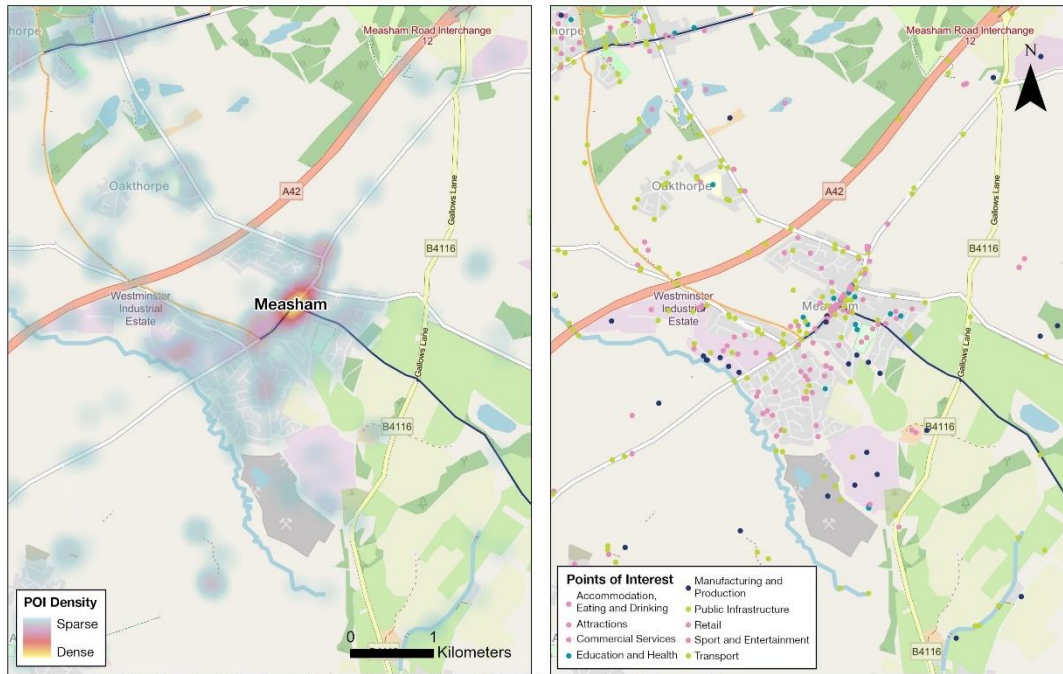


Figure 10 Ibstock Points of Interest



Points of Interest Distribution



Figure 12 Measham Points of Interest



Points of Interest Distribution



Figure 13 Kegworth Points of Interest

4.2 Analysing Walking and Cycling Collision Statistics

Using the Cycle Streets Collision Data reports from 2011 heat maps have been produced identifying locations where collisions involving pedestrians are more prevalent. This analysis represented graphically can be used alongside the other tools detailed above to inform route selection based on current patterns of usage and locations that require improvements for pedestrian and cycling safety. Maps are detailed below.

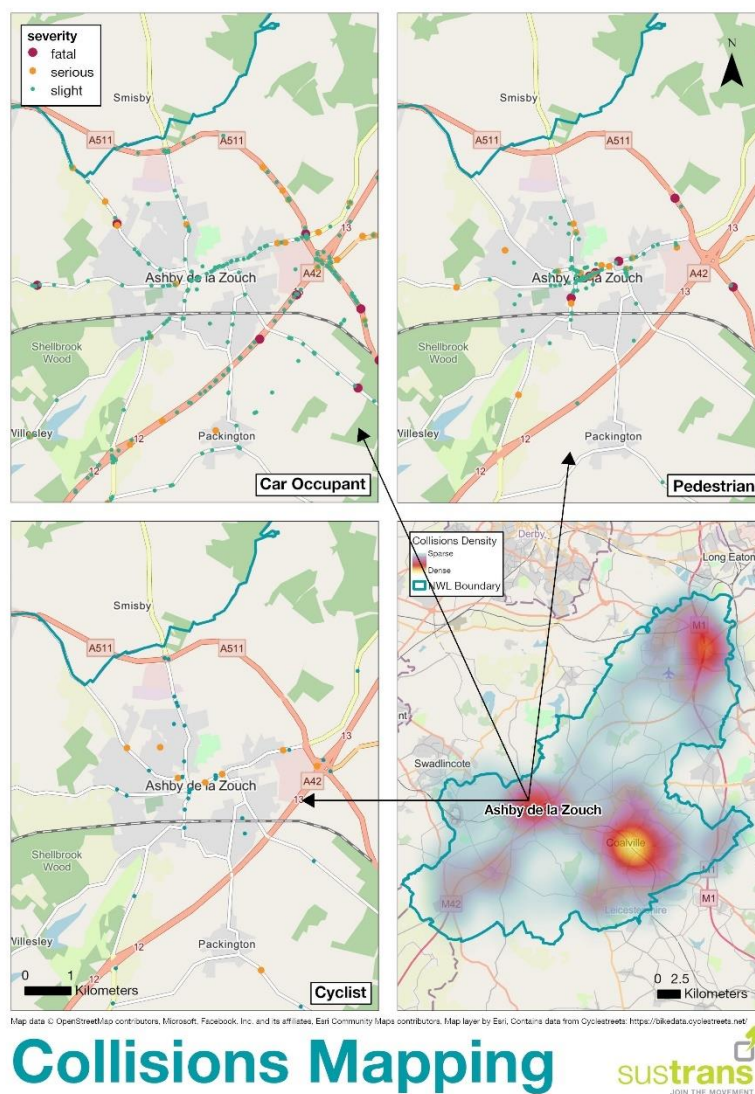
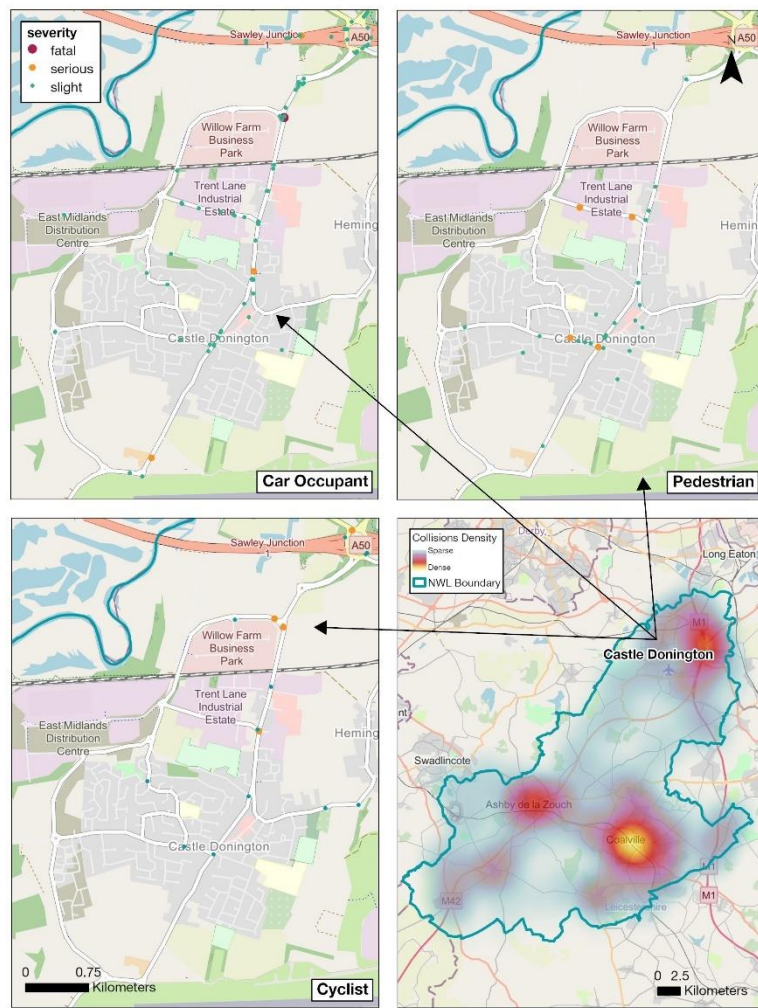


Figure 14 Ashby collision map



Collisions Mapping



Figure 15 Castle Donington collision map

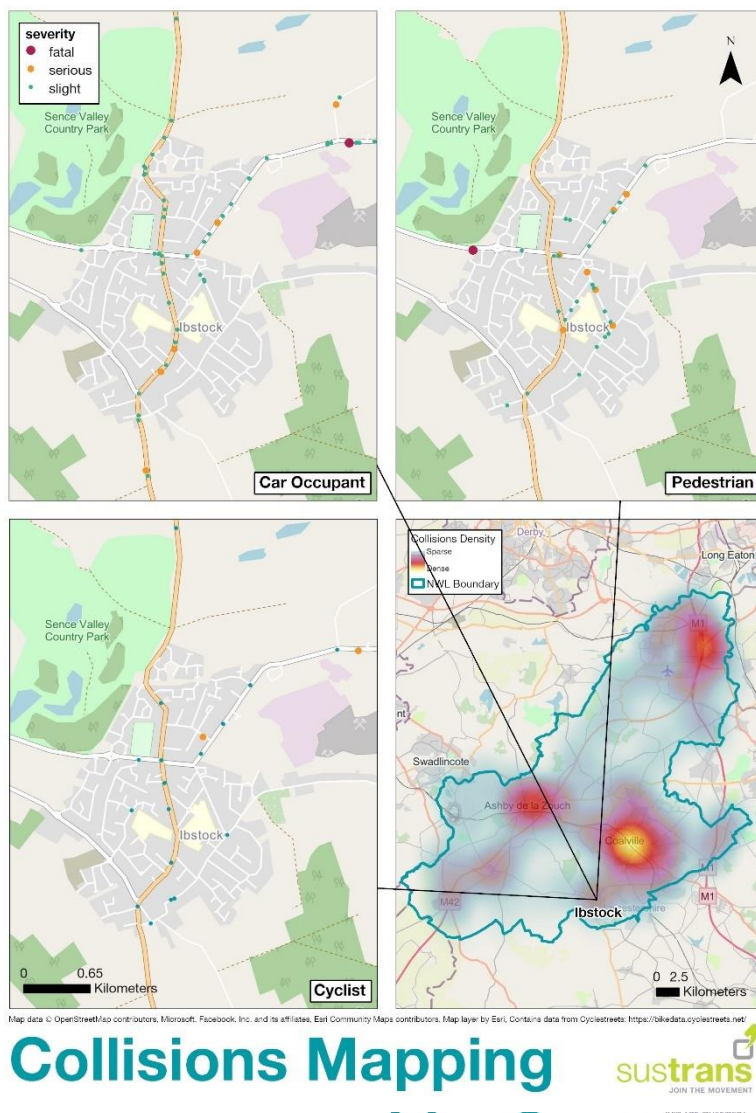


Figure 16 Ibstock collision map

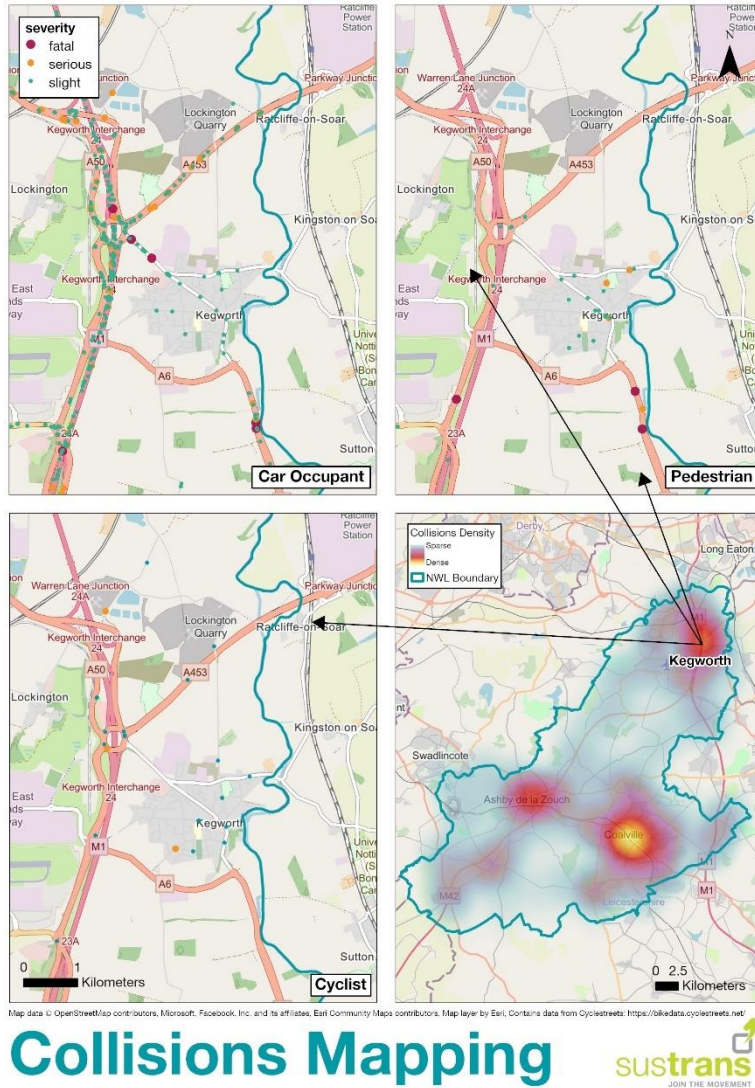
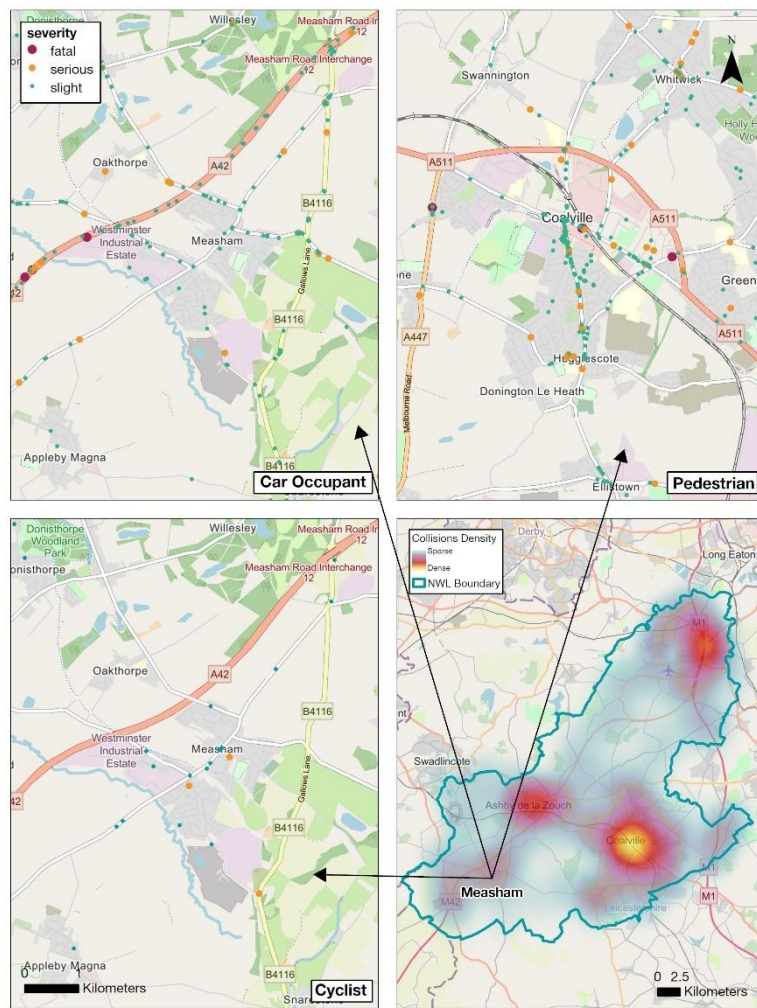


Figure 17 Kegworth collision map



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors. Map layer by Esri. Contains data from CycleStreets: <https://bikedata.cyclestreets.net/>

Collisions Mapping

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Figure 18 Measham collision map

4.3 Route Selection

The active travel priorities of the areas covered by the LCWIP (as well as surrounding boroughs) were gathered through consultation and engagement and this informed the selection and prioritisation of routes included in the NWLDC Cycling and Walking Strategy and used in this LCWIP. Further detail on the consultation and engagement process and a selection of key messages emerging from it can be found in the [NWLDC Cycling and Walking Strategy](#).

In summary the objectives of the Strategy and LCWIP are to:

- Create a highway infrastructure to support and encourage cycling and walking for all
- Work with partners to create a greener infrastructure
- Ringfence funding to support cycling and walking infrastructure
- Develop and support behavioural change processes and opportunities

Routes were prioritised based on need and the impact the route can have on increasing modal shift informed by data analysis described in previous sections. This was agreed through consultation with NWLDC Officers, with Ward Councillors engaged, during the process of developing the Cycling and Walking Strategy. There were no set timescales with priorities being identified to help be ready if/when funding becomes available. The priority walking routes are listed in the table below and the cycling routes can be seen graphically in section 4.6 and in the table in section 4.6. They are also shown in more detail in Appendix 3.

Priority walking routes

Reference	Description	Destinations
Ashby		
A-W01	Market Street from Derby Road roundabout to North Street junction	High Street
A-W02	North Street from Brook Street roundabout to Wood Street	Leisure Centre, Ivanhoe College, Learning Centre
A-W03	South Street from Bath Street to Market Street	Castle, Bath grounds, Memorial grounds
A-W04	Burton Road	Ashby primary school, Castle Medical group
A-W05	Kilwardby Street	Ashby Hill Top primary school
Castle Donington		
CD-W01	The Spittal	Pavilion, Playground/Park
CD-W02	The Green	Orchard Community Primary School
CD-W03	Bondgate	Library, Bus Station, Parish Council

CD-W04	Delven Lane to Clapgun Street	Care Home, St Edward's School, Pre-School, College, Wellbeing Centre
CD-W05	Borough Street	Surgery, Church, Retail, Post Office
Coalville		
C-W01	Ashby Road from Memorial Tower to Snibston Colliery Park	Snibston Colliery Park, Urban Forest Park, All Saints Primary School
C-W02	High Street from Memorial Tower to Whitwick Road	High Street, Bus and Coach Station
C-W03	London Road from Whitwick Road to Broom Leys Road	Coalville Park
C-W04	Belvoir Road from Memorial Tower to Avenue Road junction	
C-W05	Broom Leys Road from junction with London Road to Surgery	Broom Leys Road Surgery, Broom Leys primary school
C-W06	Ashburton Road from Manor Road to Central Road	Hugglescote primary school
C-W07	Thornborough Road and Mantle Lane from Memorial Tower to A511 roundabout	
Ibstock		
I-W01	Leicester Road	Skate park
I-W02	Chapel Street	
I-W03	High Street	High street, Ibstock & Barlestone surgeries, Leisure centre
I-W04	Reform Road	Between Melbourne Road and High Street
I-W05	Melbourne Road	
I-W06	Central Avenue	Schools
Kegworth		
K-W01	Derby Road from Nottingham Road to High Street	High Street
K-W02	High Street	Kegworth primary school
K-W03	Dragwell	Orchard Surgery
K-W04	Nottingham Road	
K-W05	Side Ley	Play area
K-W06	Mill Lane	Kegworth village hall, Mill Lodge
Measham		
M-W01	High Street south	Ashby Woulds heritage trail, proposed Landrover site, leisure centre
M-W02	High Street north	High street
M-W03	Bosworth Road	Primary schools, park, medical unit

Table 1 Details of walking route by location and reference

4.4 Community Engagement

A range of individuals and organisations have been engaged in the development of NWLDC's Cycling and Walking Strategy, which informs this LCWIP. The engagement consisted of four phases of consultation:

- **Public consultation:** An online survey was established to allow an opportunity for the public to have its say on where priorities should be directed towards to supporting cycling and walking.
- **Stakeholder engagement:** All interested parties, including, local cycling clubs, rambling organisations and strategic bodies were invited to take part in virtual face to face consultation
- **Town and parish councils:** A specific session was undertaken to identify the key cycling and walking destinations within all town and parish councils
- **Neighbouring authority engagement:** These were consulted with to understand the current and future ambitions they have for cycling and walking.
- **NWLDC Elected Members were engaged.**

A summary of the consultation findings is included in NWLDC's Cycling and Walking Strategy. Key outcomes of the online survey conducted in summer 2021 are summarised below.

Results showed that overall, most people surveyed **cycled for leisure** (94% of respondents) and **walked for general exercise purposes** (92%). Over half of respondents reported walking to undertake everyday activities (55%). With less than one quarter cycling to do everyday activities (24%). A **lower proportion of respondents' cycle** (17.5%) **or walk** (20%) **to/from work and/or /school.**

To encourage increased levels of cycling, respondents were keen to see **better cycling provision both on highway and for off road journeys** (85%). Respondents were also keen to see better *cycle parking infrastructure*, including safe cycle parking at destination points (53%).

To encourage people to walk more, respondents wished to see **safer routes including better lighting and safer public realm** (72.5%) and **better surfaced and wider paths** (72.5%). In addition, they wanted better pedestrian links between public transport nodes to encourage multi modal journeys and to discourage people from using cars (41%).

4.5 Route Selection Tool and Route Audits

The routes identified in the North West Leicestershire Cycling and Walking Strategy were physically audited. The routes were assessed on site to identify what measures could be implemented to provide improvements to achieve the targeted uplift in cycle levels.

The audit involved completing physical site surveys, cycling each route in both directions, and assessing feasibility. If it was considered that a route cannot be improved to an acceptable level, the next most direct route or an alternative was assessed. The audit focused on the five core design outcomes:

- A **coherent** network with a consistent route quality and easy to navigate
- A **direct and fast** route between origins and destinations
- A network that is through an environment that **feels safe** and removes conflicts with motor vehicles
- A network that is **smooth and comfortable** to ride
- An **attractive** network that makes cycling a pleasurable activity

The map on the following page (*figure 21*) shows the routes that were audited as part of the LCWIP. Appendix 3 also includes a map for each settlement, which shows these routes in more detail.

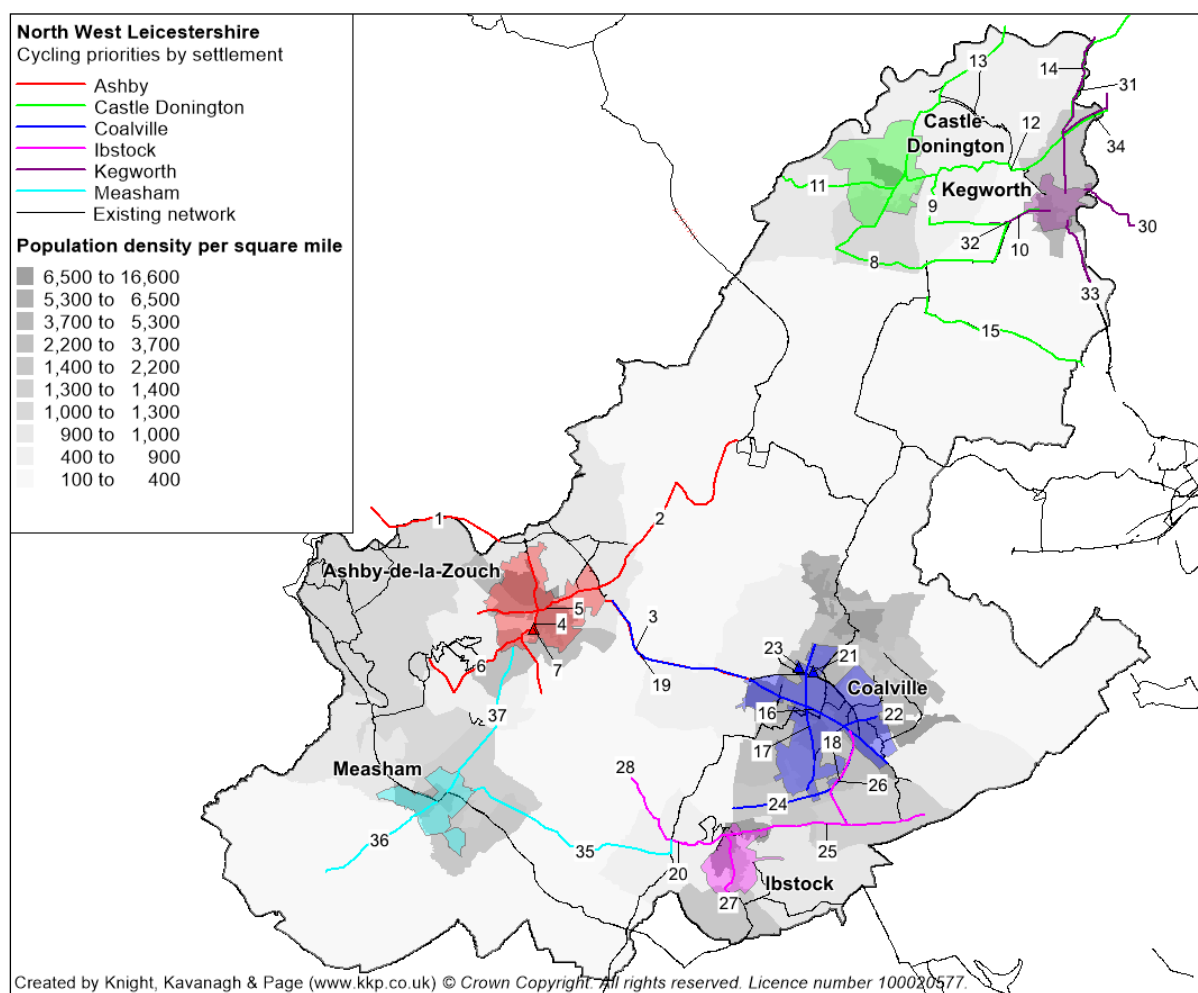


Figure 19 Cycle priority routes as identified in NWLDC's Cycling and Walking Strategy

4.6 Establishing Cycling Infrastructure Improvements

To increase levels of cycling in the urban areas, the quantity and quality of provision in certain locations requires significant improvement in terms of:

- **Direct and joined up routes** that improve access to trip generators and destinations, especially to areas of new development
- Provision of **proportional space**
- Best practice design for route **widths and junctions**
- Safe and direct **crossing points**
- Higher standards of safety and visibility including *signage / wayfinding, surveillance and lighting*

- On-road sections with *segregation* from traffic
- *Quiet way measures* to reduce traffic speed and volume to allow on-highway cycling

The proposals suggested are intended to appeal to new cyclists and to encourage less confident cyclists to make more journeys by bicycle. Where possible, the proposed facilities are separated from traffic, especially where traffic volumes are high or average vehicle speeds are greater than 30 mph. If it can be achieved, a minimum of 300mm buffer between the cycle way and vehicles will be applied to provide additional protection from passing vehicles and doors opening from parked cars. The buffer will also assist pedestrians crossing the cycleway.

Quiet way measures are proposed where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic with traffic flows of less than 2,500 vehicles per day and speeds of less than 20 mph. Some of the more rural roads surrounding the urban areas in this LCWIP have conditions likely to support quiet ways, although robust data collection would be required at design stage. Traffic calming and traffic management techniques can be used to reduce motor vehicle speed and volume to make cycling in mixed traffic less hazardous and more comfortable. These routes can also involve removal of non-local through-traffic.

Detailed cycling audits are appended. It is important to note that solutions identified in LCWIP audits are high level concepts and feasibility studies for each route would be required to progress these further. This would involve defining the exact alignment of the route (e.g., which side of the road provision in on, whether it is on or off the highway, etc.) and identifying the most appropriate interventions (e.g., crossing location and type, cycle lane design, etc.) at a high level of detail. This allows accurate costings to be determined to be used in funding bids and proposals. Studies would typically also incorporate engagement with communities to consult and in some cases co-create and design spaces and routes that serve the people living and working in the localities. This process also allows for competing local priorities to be considered, safety audits to be undertaken, and ensures standards are complied with.

Table 2 List of high level improvements noted at route audit stage

Route Reference	Route Name	High level description of infrastructure improvements noted during the audit stage
Ashby		
A-C01	Cloud Trail Extension	New traffic free route creation (6.175km), new crossings toucan (x2)), new multi-user bridge bridge (x1), new ramp accesses (x1)
A-C02	Link to Hicks Lodge	New traffic free route creation (0.5km), new toucan crossing (x1) quiet way treatment (0.4km)
A-C03	Link to Coalville	Please refer to C-C04 Route 4 – Coalville to Ashby
A-C04	Link to proposed station and towards Packington	New traffic free route creation (0.5km), existing route resurfacing (1.1km), new parallel crossing (x2), low level quiet way treatment (0.35km), junction improvements (x1)
A-C05	Link to Swadlincote	New traffic free route creation (1.5km), new crossings toucan (x1) parallel (x1)

A-C06	North south through the town centre, from roundabout to bypass	New traffic free route creation (0.25km), new crossings toucan (x2) parallel (x3), wayfinding and signage, lighting improvement
A-C07	Link to Boundary from bypass roundabout through the town centre	New traffic free route creation (1.8km), new crossings toucan (x4) parallel (x6), junction remodelling (x2)
Castle Donington		
CD-C01	Green way around the Airport/EMEG	New traffic free route creation (1km), widen existing traffic free route (3km), new crossings toucan (x4), low level quietway treatment (2.4km), high level quietway treatment (1km).
CD-C02	Linking Kings Mills	New traffic free route creation (1.9km), resurfacing existing traffic free route (1.1km), lighting.
CD-C04		New parallel crossing (x4), low level quietway treatment (1.6km), high level quietway treatment (0.85km).
CD-C05	Linking to Ratcliffe on Soar	New traffic free route creation (0.9km), widen traffic free route (2.1km)
CD-C07	Link north to Sawley and beyond	Widen existing traffic free route (2.85km), resurface existing traffic free route (0.9km), New parallel crossing (x4), new crossings toucan (x4).
CD-C08	Strategic link to Loughborough	New traffic free route creation (2.45km), resurfacing existing traffic free route (1.3km), low level quietway treatment (1.1km), high level quietway treatment (0.6km).
Coalville		
C-C01	East to west through the town centre	Widen existing traffic free route (1.75km) new crossings toucan (x7) parallel (x10), low level quiet way treatment (1km), junction remodelling (x1)
C-C02	North to south through town centre	High level quiet Way treatment (1.65km), new crossings toucan (x1) parallel (x1), signage and wayfinding
C-C03	Coalville to Hugglescote/ Ellistown	Widen existing traffic free route (4.9km) toucan crossing (x2)
C-C04	Coalville to Ashby	New traffic free route creation (4.5km)
C-C05	Link to Sence Valley	Please refer to I-C05 Route 5 – Strategic link to Measham.
C-C06	North to south through town centre	New traffic free route creation (0.5km), new crossings toucan (x6) parallel (x3), signage and wayfinding, junction remodelling
C-C07	Link to town centre to hospital	Widen existing traffic free route (0.8km) toucan crossing (x4) high level quiet way treatment (0.5km)
C-C09	Connection to Cloud Trail	New traffic free route creation (2.7km), toucan crossing (x1)
Ibstock		
I-C01	Ibstock to Ellistown and Bardon Hill	New traffic free route creation (1.9km), resurface existing route (0.5km) low level quiet way treatment (0.25km), wayfinding and signage

I-C02	Strategic link to Coalville	Please refer to C-C03 Route 3 – Coalville to Hugglescote/Ellistown.
I-C03	Route through the town centre	New traffic free route creation (1.4km), new crossings toucan (x1) parallel (x4), junction remodelling (x1), junction improvements (x1)
I-C04	Strategic link to Ashby	Please refer to M-C02 Route 2 – Strategic route to Ibstock.
I-C05	Strategic link to Measham	New traffic free route creation (0.3km), resurface existing route (1.25km), wayfinding and signage and lighting improvements
Kegworth		
K-C01	Link to Castle Donington employment areas	New traffic free route creation and quiet way treatment (1.25km)
K-C02	Link north using Long Lane towards Long Eaton	Low level quiet way treatment (5.6 km), areas of higher-level quiet way treatment, signage and wayfinding
K-C03	Route to Sutton Bonnington	New traffic free route creation (1km), new crossings toucan (x2) parallel (x1), junction improvements (x1)
K-C04	Route to A6 existing shared use provision	New traffic free route creation (0.25km), toucan crossing (x1) low level quiet way treatment (0.25km)
K-C06	Link Kegworth to Castle Donington / East Midlands Gateway	Widen existing traffic free route (0.5km), junction improvements x1.
K-C07	Link Sawley Marina with the K-C02 route at Lockington Quarry via Warren Lane and Public Bridleway/Footpath	Leicestershire County Council to audit route and identify interventions.
Measham		
M-C01	Creating a link between the new Jaguar Land Rover site and Measham	New traffic free route creation (2.75km), widen existing traffic free route (0.3km) new crossings toucan (x1) parallel (x5)
M-C02	Strategic link to Ibstock	Low level quiet way treatment (4km), widen existing traffic free route (0.05km) parallel crossings (x2) signage and wayfinding
M-C03	Strategic Link to Ashby	Widen existing traffic free route (2.3km) parallel crossing (x5) parallel, low level quiet way treatment (1km) with areas of higher level quiet way treatment, junction remodelling (x1)

4.7 Economic Appraisal of Cycling Schemes

The cost for implementing new infrastructure has been estimated from recently built schemes across the Midlands, with costs subject to change a low and high estimate has been used to give an indicative high-level estimate for each route. The range of costs are shown in the below table along with a narrative of high-level solutions. A Sustrans wide cost calculator tool was employed to generate the indicative costs estimate.

DRAFT

Reference	Description	High level improvements description	High level cost estimate
Ashby			
A-C01	"Cloud Trail Extension"	Extending the existing Cloud Trail to connect to Ashby Town Centre. Full feasibility study is required due to number of road crossings and landowners. High level cost estimate used.	£9.161-£10.65 million.
A-C02	Link to Hicks Lodge	Quietway treatment along Willersley Lane and improved crossing facilities to link to Hicks Lodge. Creation of new traffic free path.	£512-601,000
A-C03	Link to Coalville	Please refer to C-C04 Route to Ashby	
A-C04	Link to proposed station and towards Packington	The potential re-introduction of the Ivanhoe Line could see the number of cycling journeys to Ashby station ride as part of multi-modal journeys. To enable these journeys it is recommended that a traffic-free cycle route is installed along Tamworth Road, and quiet way treatment and resurfacing of the existing bridleway is considered.	£615-£777,000
A-C05	Link to Swadlincote	The existing shared use route along the bypass is adequate, but a signalised crossing at the junction with Ashby Road is recommended. A traffic free path adjacent to the A511 from the Ashby Road roundabout to link to the existing route onwards from Hepworth Road.	£781-£958,000
A-C06	North south through the town centre, from roundabout to bypass	The existing shared use provision from the A511 roundabout to the north needs extending and improving to ensure pavement parking is not constraining width and function. The existing traffic free path that links to the Leisure centre has recommended improvements but offers a direct route on the north south corridor. Side road junctions and additional crossing points are recommended.	£781-£985,000
A-C07	Link to Boundary from bypass roundabout through the town centre	A safe route east to west through the town centre is required and would be well used by school and work commuters, as well as those accessing the town centre. Like the walking recommendations, a re-design of the main section of Market Street is recommended to give more space to pedestrians and cyclists and improve safety for all. This includes continuous surfacing and a 20mph speed limit.	£2.32 - £2.92 million

Castle Donington			
CD-C01	Green way around the Airport/EMEG (a)	New off-road connection alongside the A453 Upgrading existing shared-use routes, widening to meet national standards Adding signalised crossing points on the route Quiet way treatment on Hill Top/High Street to improve safety	£3.9-£5.3 million
CD-C02	Green way around the Airport/EMEG (b)	Creating new off-road lit airport greenway link Quiet way treatments to roads through EM Airport site to bypass A453 and on Hill Top/High Street (continuation of CD-C1) Upgrading existing shared-use routes, widening to meet national standards	£800-965,000
CD-C04	Linking Kings Mills	Quiet way treatment and adjustments to junctions on Park Lane to increase safety Crossings added to roundabout Quiet way treatment along the rest of Park Lane	£2.6-3.75 million
CD-C05	Linking to Ratcliffe on Soar	Upgrading existing Dark Lane traffic free route. New off-road route alongside Remembrance Way alongside upgrades to existing shared use	£660-£795,000
CD-C07	Northern link to Sawley	Upgrading of existing shared use routes predominantly along Tamworth Road Adopt new off-road link via London Road and upgrade of Donington Lane Footway widening to create off-road provision in Castle Donington	£1.9-2.4 million
CD-C08	Strategic link to Loughborough	Quiet way treatments through Diseworth and Long Whatton villages New traffic free route created between the villages.	£2.2-3.0 million
Coalville			
C-C01	East to west through the town centre	There is existing shared use provision along Ashby Road which needs extending to provide extended provision, and enforcement to stop pavement parking. A number of additional Toucan crossings and junction remodelling are presented. This route makes use of the high quality traffic free path through Snibston Colliery Park.	£2.89 - £3.64 million

C-C02	North to south through town centre	Quiet way treatment in main shopping area alongside pedestrian scheme, alternative quiet way alignment south.	£468-£621,000
C-C03	Coalville to Hugglescote/ Ellistown	Construction of a new Greenway using disused railway. Full feasibility study and design recommended.	£1.43 - £1.75 million
C-C04	Coalville to Ashby	Route considered unlikely to be feasible – dual carriageway with safety concerns around adjacent segregated infrastructure. See cycle audit appendices for details. High level cost assumed on basis of creating new traffic free route in adjacent fields, landowner consent and ecological barriers pose risks to the project.	£2.57-£3.68 million
C-C05	Link to Sence Valley	Please refer to I-C05 Route 5 – Strategic link to Measham	
C-C06	North to south through town centre (Memorial Square to A511)	Extend and improve existing shared use provision, to meet Memorial Square, with cycle route through the square, with widening required in some locations. Review signalised crossing to provide safe access to the College across the A511.	£2.21 - £2.83 million
C-C07	Link to town centre to hospital	Some existing shared use offer adequate provision but requires widening in places. Redesign of the A511 junction recommend to improve provision for cyclists and pedestrians.	£1.07-£1.406 million.
C-C09	Connection to Cloud Trail	Investigate feasibility of converting the disused Leicester and Swannington Railway into a multi-user Greenway. The steep gradient would make it unfavourable for commuting and inaccessible for some users. Section between A511 and Spring Lane pursued first due to connection to College and evident use.	£1.09 million - £1.33 million.
Ibstock			
I-C01	Ibstock to Ellistown and Bardon Hill	Route makes use of existing traffic free path and requires construction of a new traffic free path adjacent to Leicester Road and Ibstock Road.	£658- £799,000
I-C02	Strategic link to Coalville	Please refer to C-C03 Route 3 – Coalville to Hugglescote/Ellistown	
I-C03	Route through the town centre	No existing provision and a road unsuitable for cycling, recommend construction of a new traffic free route along Melbourne Road including additional signalised crossings.	£1.25-£1.58 million.
I-C04	Strategic link to Ashby	Please refer to M-C02 Route 2 – Strategic route to Ibstock	

I-C05	Strategic link to Measham	Resurfacing of bridleway through Sence Park and consideration to lighting of the route. Traffic free link to Heather on Pisca Lane. Please also refer to M-C02 Route 2 – Strategic route to Ibstock	£353-£434,000 (and cost in M-C02).
Kegworth			
K-C01	Link to Castle Donington employment areas	Create new off-road route alongside Ashby Road Implement quiet way measures along Ashby Road in Kegworth. The gradient of the route may not be suitable for all users.	£842-£1,211,500
K-C02	Link north using Long Lane towards Long Eaton	Survey of existing traffic speed and volume, with quiet way treatment recommended throughout.	£150-£190,000
K-C03	Route to Sutton Bonnington	Review tactile paving provision, limited scope to widen footway due to land constraints. Consider resurfacing of footways.	£992,000-£1.26 million.
K-C04	Route to A6 existing shared use provision	Consider improving or removing HGV access to Derby Road. Check and rectify re-instatement faults. Seek to formalise parking arrangements. Seek alternative access arrangements for HGV away from residential areas. Consider a controlled crossing at a location to benefit most users (new developments and park). Reduce traffic speed through calming measures. Review tactile paving provision.	£308-£390,000
K-C06	Northern link between Kegworth and Castle Donington / East Midlands Gateway	Use existing off-road provision travelling from Castle Donington under the Kegworth Bypass to meet Derby Road.	£202-£273,000

		Upgrade the existing share use along Derby Road, widening by taking space from the existing verge/carriageway and removing parking where the off-road path meets Derby Road. Crossing improvements at the junction with Side Ley/Derby Road on the edge of Kegworth.	
K-C07	Link Sawley Marina with the K-C02 route at Lockington Quarry via Warren Lane and Public Bridleway/Footpath	Leicestershire County Council plan to audit and cost the route.	N/A
Measham			
M-C01	Creating a link between the new Jaguar Land Rover site and Measham	Upgrade and extend existing infrastructure to improve the experience for cyclists Focus on improving junctions and roundabouts including new crossings.	£1.5-£1.9 million
M-C02	Strategic link to Ibstock	Adopt a new route through the village of Heather and add new parallel crossings at either end of the village Quiet way interventions along Sweptstone Road/Main Street between Heather and Measham.	£263-£328,000
M-C03	Strategic Link to Ashby	Extend footways to create new shared use off-road cycling route Install crossings on the A42 roundabout to enable safe passage for cyclists.	£1.5-2.0 million
Ibstock			
I-C01	Ibstock to Ellistown and Bardon Hill Industrial Estate	Route makes use of existing traffic free path and requires construction of a new traffic free path adjacent to Leicester Road and Ibstock Road.	£658- £799,000
I-C02	Strategic link to Coalville	Please refer to C-C03 Route 3 – Coalville to Hugglescote/Ellistown.	

I-C03	Route through the town centre	No existing provision and a road unsuitable for cycling, recommend construction of a new traffic free route along Melbourne Road including additional signalised crossings.	£1.25-£1.58 million.
I-C04	Strategic link to Ashby	Please refer to M-C02 Route 2 – Strategic route to Ibstock.	
I-C05	Strategic link to Measham	Resurfacing of bridleway through Sence Park and consideration to lighting of the route. Traffic free link to Heather on Pisca Lane. Please also refer to M-C02 Route 2 – Strategic route to Ibstock.	£353-£434,000 (and cost in M-C02).

5. Network Planning for Walking

This section describes the methodology used for the Network Planning for Walking stage of NWLDC's LCWIP.

5.1 Overview

During this stage an analysis of data and local knowledge was completed so that key routes within the core walking zone of the urban areas could be identified. NWLDC's Cycling and Walking strategy identified the main destinations in each of the urban locations, as well as the high, medium and low priority for walking destinations (Section 8 of Cycling and Walking Strategy). Physical route audits were undertaken to determine what high level infrastructure improvements could be implemented to make the routes more attractive and safer for pedestrians in the future.

Many of the benefits of walking and cycling are shared, and most often improvements for one will affect the other as large parts of the two networks overlap. Pedestrians and cyclists are often in proximity and may share routes and crossings. However, walking trips are generally shorter than cycling trips, with longer trips being facilitated through multi modal journeys.

5.2 Trip Generators

The walking network used for the urban areas of this LCWIP were taken from NWLDC's Cycling and Walking Strategy which identified key walking destinations in each town and associated walking zones radiating out from them ranked into low, medium, and high priority walking zones. Roads and footpaths within the high priority zone connecting to identified destinations were audited as part of this LCWIP. Maps showing the walking zones for each town and the key destinations, which the LCWIP walking audits are focused on are contained in the Cycling and Walking Strategy.

The destinations highlighted in the Cycling and Walking Strategy are common destinations such as the town center core, educational establishments, public transport interchanges, retail, healthcare, workplaces and leisure facilities.

5.6 Walking Route Audit Tool (WRAT)

As part of the Welsh Active Travel Design Guidance, a Walking Route Audit Tool (WRAT) was developed to assist Local Authorities with the auditing of walking routes, forming part of the DfT's LCWIP guidance toolkit. The WRAT was used to audit walking routes identified.

The audit methodology targets the five core design outcomes for pedestrian infrastructure, which are like those for cycling. These are:

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

It was important to consider the different needs of all users, including vulnerable pedestrians who may be older, less mobile, hearing impaired, visually impaired, be using a wheelchair or push chair. The physical audits were undertaken in a way to consider this variety of users.

The summary information below is derived from more detailed audits of individual routes within each town.

Urban Area	Performance scores (out of 100)					
	Attractiveness	Comfort	Directness	Safety	Coherence	Overall
Ashby	58	55	49	42	13	49
Castle Donington	51	36	37	47	33	34
Coalville	54	56	51	52	43	53
Ilkeston	52	43	42	57	44	47
Kegworth	56	35	41	44	33	42
Measham	44	38	42	53	52	43

5.7 Establishing Walking Infrastructure Improvements

The WRAT was used to summarise high level infrastructure improvements for each identified route. A brief summary of these is shown in the table below.

Reference	Description	High level improvements
Ashby		
A-W01	Market Street from Derby Road roundabout to North Street junction	Consider a complete re-design of this popular high street to create a more attractive and safe environment for pedestrians, including continuous footways to slow traffic and reduce the dominance of vehicles. Include additional seating facilities. Some advertising board clutter reducing available width, work to minimise disruption from these.
A-W02	North Street from Brook Street roundabout to Wood Street	Install missing side road tactile paving. Widen footway. Consider additional zebra crossing for school. Lighting improvements along Mill Lane Mews as direct cut through to high street.
A-W03	South Street from Bath Street to Market Street	Install missing tactile paving and dropped kerb throughout route. Consider pedestrian priority across all car park entrances. Signage around castle entrance should be improved to avoid collisions.
A-W04	Derby Road from Station Street roundabout and Burton Road	Install missing tactile paving. and consider re-modelling of double roundabout to provide safe crossing facility.
A-W05	Kilwardby Street	Review crossing provision closer to town centre across Co-op car park and roundabout, consider repainting existing zebra near Beaumont Avenue.
Castle Donington		
CD-W01	The Spittal	Additional signage and path widening. Identify alternative walking routes to remove pedestrians from the roadway on The Spittal
CD-W02	The Green	Addition of tactile paving at crossing points and crossing provision by the school
CD-W03	Bondgate	Add crossing adjacent to the library and improve side road crossings along Bondgate.
CD-W04	Delvin Lane to Clapgun Street	The area around the Spar/Nursing Home and College/Wellbeing Centre is a priority for improvements.
CD-W05	Borough Street	Install missing tactile paving and consider changes to traffic movements and on-street parking.
Coalville		
C-W01	Ashby Road from Memorial Tower to Snibston Colliery Park	Additional crossings, priority over side roads. Signage for town centre journeys along Snibston route.
C-W02	High Street from Memorial Tower to Whitwick Road	Install missing tactile paving. Consider additional zebra crossing replacing central refuge. Improve safety for pedestrians over rail crossing.
C-W03	London Road from Whitwick Road to Broom Leys Road	Install missing side road tactile paving.
C-W04	Belvoir Road from Memorial Tower to Avenue Road junction	Installing missing tactile paving and dropped kerbs at side road junctions. Improve crossings over Marlborough Square. Consider public realm scheme.

C-W05	Broom Leys Road from junction with London Road to Surgery	Consider additional crossing for local shops, and traffic calming close to surgery. Review side road tactile paving.
C-W06	Ashburton Road from Manor Road to Central Road	Consider additional crossing to serve co-op, review tactile paving provision, could consider widening pavement outside school.
CW-07	Thornborough Road and Mantle Lane from Memorial Tower to A511 roundabout	Address provision around roundabout on south approach. Review tactile paving and need for additional signalised crossings.
Ibstock		
I-W01	Leicester Road	Prioritise improving crossing of Ashby road roundabout. Install tactile paving at side road junctions. Widen footway in places. Consider crossing facility for park. Prevent pavement parking.
I-W02	Chapel Street	Review side road tactile paving. Provide crossing to High Street.
I-W03	High Street	Widen footway to provide improved pedestrian provision. Review side road tactile paving.
I-W04	Reform Road between High Street and Melbourne Road	Improve lighting and consider resurfacing.
I-W05	Melbourne Road	Could consider additional zebra crossing near Ibstock Junior School and signalised crossing on Ashby Road roundabout south approach.
I-W06	Central Avenue	Footway width insufficient for peak school hour. Install missing tactile paving. Redesign and reallocate road space and improve public realm.
Kegworth		
K-W01	Derby Road from Nottingham Road to High Street	Consider working with Google or others to ensure Kegworth Derby Road not used as cut through for A6. Hard to cross road to use Co-op or bus stop, consider signalised crossing.
K-W02	High Street	Review scores at school drop-off and pick-up. Consider if crossing required at school location to serve school and bus stops. Assess locations that require additional tactile paving.
K-W03	Nottingham Road	Install missing tactile paving, limited scope to widen footway due to land constraints. Consider resurfacing of footways.
K-W04	Side Ley	Consider improving or removing HGV access to Derby Road. Check and rectify re-instatement faults. Seek to formalise parking arrangements. Seek alternative access arrangements for HGV away from residential areas. Consider a controlled crossing at a location to benefit most users (new developments and park). Reduce traffic speed through calming measures. Install missing tactile paving provision.

K-W05	Mill Lane	Check and rectify re-instatement faults. Install missing tactile paving provision. Improve lighting and maintenance along footpath adjacent to village hall as well used, could resurface.
Measham		
M-W01	High Street south	Consider widening footway on one side of carriageway to provide better quality provision. Install missing side road tactile paving. Priority improvement would be toucan crossing to leisure centre and library site.
M-W02	High Street north	Review side road tactile paving. Widen footway. Unpleasant experience when traffic volume high.
M-W03	Bosworth Road	Control pavement parking. Install tactile paving around school entrances and consider surfacing treatment to slow traffic and provide crossing facility.

Table 3 Summary of Walking Route Schemes

A feasibility study for each route or wider scheme would be required to determine the precise interventions needed throughout the corridor. This would involve highway engineers, designers and other professionals assessing the conditions on the ground and potential options in detail and determining the best solutions. This would be informed by engagement with local officers and the community to reflect local knowledge and priorities. By doing this it is possible to produce accurate costings that allow funding to be sought for delivery.

6. Prioritising Improvements

The auditing of the priority cycling routes and core walking zones has identified a long list of potential cycle infrastructure improvements and walking infrastructure improvements.

6.1 Overview

This section details the steps taken to prioritise the cycling and walking schemes for future development. Each of the schemes were assessed over a range of 4 factors:

Economic - value for money

Effectiveness – increased number of pedestrians and people on bikes, network development contribution and integration

Policy – improved transport connections for multi modal journeys, public and political acceptable and environmental constraints

The prioritisation exercise was completed by performing an analysis of the high level measures that would be required to bring the entire route up to a standard considered to deliver a significant benefit to the users.

6.2 Prioritising improvements

For each urban area's routes, a score was given over 12 indicators for cycling schemes, with a maximum possible score of 31, and 10 indicators for walking schemes, with a maximum possible score of 27.

The following table shows the indicators and criteria which identified improvements have been assessed against. The score for each urban area was compared directly against the cost of delivering

the improvement to produce a high level cost-benefit ranking. The full prioritisation of schemes is included in the appendices, with a summary by each urban area below.

All cycling schemes were assessed using the DfT Active Mode Appraisal Toolkit (AMAT) to quantify the key impacts of a proposed intervention, providing a measure of the value for money of each scheme, in the form of a benefit-cost ratio (BCR).

The projects were distributed into short (>3 years), medium (3-5 years) and long (5+ years) term projects based on suggested completion.

Indicator	Score	Score criteria	Type of scheme
Effectiveness			
Forecast cycle and pedestrian demand <i>Data sourced from Propensity to Cycle Toolkit Go Dutch Scenario data for cycling and estimated for walking</i>	3	>500 pedestrians/ cyclists	Walking and cycling
	2	200- 500 pedestrians/ cyclists	
	1	100- 200 pedestrians/ cyclists	
	0	<100 pedestrians/ cyclists	
Contribution of the scheme to widen network development	3	Links with 3+ existing routes	Cycling
	2	Links with 2 existing routes	
	1	Link to 1 existing route	
	0	Isolation - outside of network	
Town centre location with high pedestrian and cyclist demand	3	Urban centre	Walking and cycling
	2	Inter urban connection	
	1	Links small number of residential areas	
	0	rural location limited connections	
Walk to work demand	2	Highly residential or industrial area	Walking
	1	Links to small number of potential workplaces	
	0	No employment locations	
Improved transport connections	3	Links directly to transport interchange (bus station, train station)	Walking and cycling
	2	Covers majority of journey to transport interchange (including bus stops)	
	1	Provides part of a journey to transport interchange (including bus stops)	
	0	No improvements	
Policy			
Proximity to jobs and schools	1	Links to school or employment site	Walking and cycling
	0	No link	

Improves safety	3	Significant improvement to road safety and DDA compliant where existing issues exist.	Walking and cycling
	2	Actions to improve road safety e.g. crossing points, segregation or makes Equalities Act compliant	
	1	Smaller scale improvements e.g. signage, lighting	
	0	No improvement	
Improves cycle network density	3	Scheme to fill missing link in network	Cycling
	2	Scheme to fill the majority of missing link in existing network	
	1	Scheme partially fills missing link in existing cycle network	
	0	No contribution	
Economic			
Value for money (AMAT) (BCR)	3	BCR > 4.0	Cycling
	2	BCR = 2.0 – 4.0	
	1	BCR = 1.5 – 2.0	
	0	BCR = 1.0 to 1.5	
Proximity to a major development site	3	Committed Section106 or other source of private funding	Walking and cycling
	2	Route serves a large proposed residential or employment site	
	1	Possible future development	
	0	No private sources of funding	
Deliverability			
Scheme feasibility	3	No issues	Walking and cycling
	2	Dependent on scheme or land issue that is likely to be overcome	
	1	Dependent on another scheme / land ownership which will cause	
	0	Land ownership or issue unlikely to be overcome	
Political / local acceptability (subjective assessment based on possible public relation to schemes that may lead to delays, loss of parking etc.)	3	No impact expected	Walking and cycling
	2	Low impact expected	
	1	Medium impact expected	
	0	High impact expected	
Environmental constraints	3	No issues	Walking and cycling
	2	Dependent on approval from environmental agencies which is likely to be overcome	

	1	Dependent on approval from environmental agencies which is likely to cause delay. Potential significant ecological constraints	
	0	Environmental and ecological constraints unlikely to be overcome	

6.3 Scheme Scores

The prioritisation exercise enabled each of the schemes to be scored. A maximum score of 31 for cycling schemes with a maximum possible score of 27 for walking schemes.

The following table shows the scores for each urban area in priority order.

Cycling Route Reference	Cycling Route Score	Walking Route Reference	Walking Route Score
Ashby			
A-C07	20	A-W01	17
A-C04	19	A-W02	16
A-C02	17	A-W04	15
A-C01	17	A-W03	14
A-C05	17	A-W05	11
A-C06	17		
A-C03	See C-C04 Route 4		
Castle Donington			
CD-C02	22	CD-W04	20
CD-C01	21	CD-W02	19
CD-C05	21	CD-W03	19
		CD-W01	16
CD-C07	16	CD-W05	16
CD-C04	15		
CD-C08	11		
Coalville			
C-C02	27	C-W04	19
C-C06	22	C-W01	17
C-C01	20	C-W06	16
C-C03	19	C-W07	16
		C-W03	15
C-C07	13	C-W02	14
C-C09	13	C-W05	11
C-C04	11		
C-C05	See I-C05 Route 5		

Ibstock			
I-C03	20	I-W03	19
I-C05	17	I-W02	17
I-C01	16	I-W05	16
I-C02	See C-C03 Route 3	I-W06	16
I-C04	See M-C02 Route 2	I-W01	11
		I-W04	8
Kegworth			
K-C01	20	K-W01	17
K-C04	18	K-W04	16
K-C06	16	K-W02	14
K-C02	15	K-W05	12
K-C03	11	K-W03	8
K-C07			
Measham			
M-C02	18	M-W02	22
M-C01	12	M-W01	19
M-C03	12	M-W03	17

The scores for each route have been sorted by urban area so prioritisation can be considered in each area individually. The prioritisation method with full scoring for each indicator, including each routes BCR is appended.

The highest scoring three schemes overall for both cycling and walking are listed below. These priorities are intended to inform local consideration and agreement on priority routes to take forward. This dialogue about local prioritisation will be informed by emerging local policy, opportunities, and developments, as well as the views of local leaders, partners, and residents, underpinned by the priorities set out in the Cycling and Walking Strategy. The analysis above and in appended provides some analytical input to inform the local prioritisation and decision-making process.

Cycling

1. **Coalville** C-C02 Route 2 - North to south through town centre. Short term time frame, BCR of 10.15.
2. **Castle Donington** CD-C02 Route 2 - Green way around the Airport/EMEG (b). Medium term time frame, BCR of 2.18.
3. **Coalville** C-C06 Route 6 - North to south through town centre. Medium term time frame, BCR of 1.82

Walking

1. **Measham** M-W02 Route 2 – High Street north. Long term time frame.
2. **Castle Donington** CD-W04 – Delven Lane to Clapgun Street.
3. **Ibstock** I-W03 Route 3 – High Street

6.4 Conclusion and Recommendations

The six urban areas studied as part of this LCWIP offer great opportunities for local journeys to be made by walking and cycling, given their compact nature and in most part favorable terrain. To reduce the number of short journeys made by motorised vehicles, significant investment in active travel infrastructure is required.

A detailed table listing the recommended schemes is included in the appendices where analysis has identified a list of walking and cycling priorities that deliver upon national, regional, and local policies.

To future proof infrastructure it will be built for **resilience to the impacts of climate change**, including ensuring potential flood risk is considered. All scheme designs will also refer to the principles contained within Local Transport Note (LTN) 1/20.

Road safety is a key consideration throughout this report and will remain a focus in the development of walking and cycling schemes in NWL. Safety audits in the design process should be undertaken and will be key to ensuring the safety of people on cycles and on foot.

As described in chapter 12 of Local Transport Note 1/20, at all new development sites it is recommended consideration be given to including full permeability and connection to surrounding networks for pedestrians and cyclists and that these should be promoted through the **planning and highways** agreement processes.

As the recommendations of the LCWIP are taken forward emerging **guidance from Active Travel England** on a planning assessment framework will be considered.

4. Glossary of Terms

AMAT	Active Mode Appraisal Toolkit. Spreadsheet-based tool published by the Department for Transport (DfT) for assessing the overall benefits and costs of proposed walking and cycling interventions, ranging from capital investments to behaviour change programmes.
BCR	Benefit cost ratio, indicating the value for money of a proposed intervention. Output of the AMAT.
DfT	Department for Transport. The UK ministerial department which inter alia provides policy and guidance to English local authorities for local transport, including on cycling and walking. Published the LCWIP technical guidance.
LCWIP	LCWIP Local Cycling & Walking Infrastructure Plan, a new, strategic, long-term approach to identify the improvements to cycling and walking networks which are required in each local area.
LTN	Low Traffic Neighbourhood. Scheme where motor vehicle traffic in residential streets is greatly reduced.
MSOA	Mid-layer super output area.
ONS	Office for National Statistics, the body charged with the collection and publication of statistics related to the economy, population and society of the UK.
PCT	Propensity to Cycle Tool. A website analysis tool which forecasts the potential future growth of cycle trips under different scenarios for travel to work and travel to school.
RST	Route Selection Tool. An Excel spreadsheet which assesses and compares the suitability of different routes for inclusion in a cycle network.

Appendix 1 Design Principles

NCN Principles

The National Cycle Network design principles set out key elements that make the Network distinctive and need to be considered during design of new and improved routes forming part of the Network.

Where the Network is not traffic-free it should either be on a quiet-way section of road or be fully separated from the carriageway.

For a National Cycle Network route on a quiet-way section of road traffic speed and flows should be sufficiently low with good visibility to comply with design guidance for comfortable sharing of the carriageway.

Signs and markings should highlight the Network.

National Cycle Network routes shall:

- Be designed in accordance with current best practice design guidance;
- Be designed in collaboration with the local community;
- Provide convenient links to key destinations, connecting cities, towns and countryside;
- Meet the following nine design Principles

Principle 1:

Traffic-free or quiet way

Where the Network is not “traffic-free” it should either be on a quiet-way section of road or be fully separated from the adjacent carriageway.

For a National Cycle Network route on a quiet-way section of road the traffic speed and flows should be sufficiently low enough to encourage cycling for all ages and abilities.

It should have good visibility to comply with design guidance to allow for comfortable sharing of the carriageway.

Signs and road markings should highlight the Network.

Principle 2:

Wide enough to accommodate all users

Width of a route should be based on the level of anticipated usage, allowing for growth. A minimum width of 3m should be delivered.

Where it is not possible to deliver this, all other avenues should be fully explored before path widths are reduced.

Physical separation between users should be considered where there is sufficient width and a higher potential for conflict between different users.

Structures should be designed to maximise movement space. A minimum path width between parapets of 4m is to be maintained.

Principle 3:

Designed to minimise maintenance

A maintenance plan should be put in place during the development process.

Construction quality should be maximised to minimise future maintenance needs.

New planting should be kept well clear of the path.

Sufficient tree work should be undertaken as part of construction to minimise future issues.

Routes should be managed in a way that enhances biodiversity.

Principle 4:

Signed clearly and consistently

Signage should be a mix of signs, surface markings and wayfinding measures.

Every junction or decision point should be signed.

Signage should be part of a network-wide signing strategy directing users to and from the route.

Network to trip generators such as places of interest, hospitals, universities, colleges.

Signage should be used to increase route legibility and branding of routes.

Signage should help to reinforce responsible behaviour by all users.

Principle 5:

Smooth surface that is well drained.

Path surfaces should be suitable for all users, irrespective of age, ability or mobility needs

Path surfaces should be maintained in a condition that is free of undulations, rutting and potholes.

Path surfaces should be free draining and verges finished to avoid water ponding at the edges of the path.

In, or close to, built-up areas a Network route should have a sealed surface to maximise the number of path users.

Principle 6:

Fully accessible to all legitimate users.

All routes should accommodate a cycle design vehicle 2.8 metres long x 1.2metres wide.

Any barriers should have a clear width of 1.5 metres.

Gradients should be minimised and as gentle as possible.

The surface should be maintained in a condition that makes it passable by all users.

Principle 7:

Feel like a safe place to be

Route alignments should avoid creating places that are enclosed or not overlooked.

Consideration should be given as to whether lighting should be provided.

Design routes to be spacious and if necessary slow the speed of cyclists down.

Principle 8:

Enable all users to cross roads safely.

Road crossings should be in accordance with current best practice guidance.

Approaches to road crossings should be designed to facilitate a slow approach speed to a crossing, have enough space for several users to wait safely.

Signalised road crossings should be designed to minimise the wait time for NCN users. Where possible advanced notification systems should be used.

All grade separated crossings should provide step-free access.

Keep the straight line where possible and create key crossing points.

Current Best Practice Design Guidance References

Department for Transport - Cycle infrastructure design (LTN 1/20):

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Sustrans' Traffic Free Routes and Greenways Design Guidance:

<https://www.sustrans.org.uk/for-professionals/infrastructure/sustrans-traffic-free-routes-and-greenways-design-guide/>

A collection of other design guidance and information can also be found here:

<https://www.sustrans.org.uk/for-professionals/infrastructure/walking-and-cycling-infrastructure-design-guidance/>

Current Best Practice Design Guidance References

Local Transport Note 1/20, Chapter 11:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

London Cycle Design Standards:

<http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>

Appendix 2 Potential Funding Sources

Active Travel Fund

Department for Transport: <https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations>

Levelling Up Fund

Department for Transport: <https://www.gov.uk/government/publications/levelling-up-fund-prospectus>

Future High Streets Fund

Department for Transport: <https://www.gov.uk/government/collections/future-high-streets-fund>

Capability Fund

Department for Transport

Paths for Everyone

Sustrans: <https://www.sustrans.org.uk/about-us/paths-for-everyone/>

Cycle Rail Fund

Cycle Rail Working Group: <https://www.cyclerrail.co.uk/>

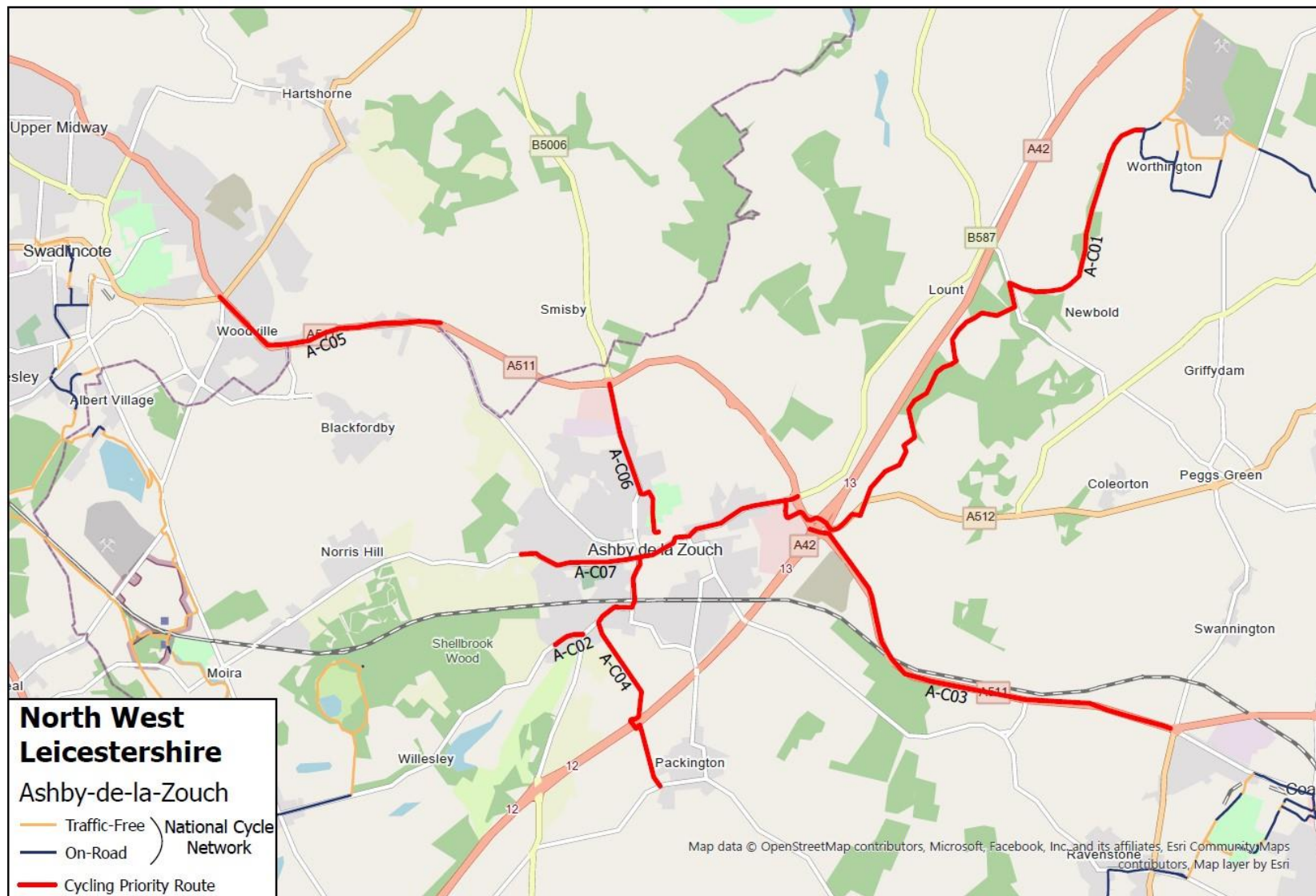
Section 106 or Community Infrastructure Levy

Local Planning Authority: <https://www.gov.uk/guidance/planning-obligations>

Appendix 3 Cycle route maps

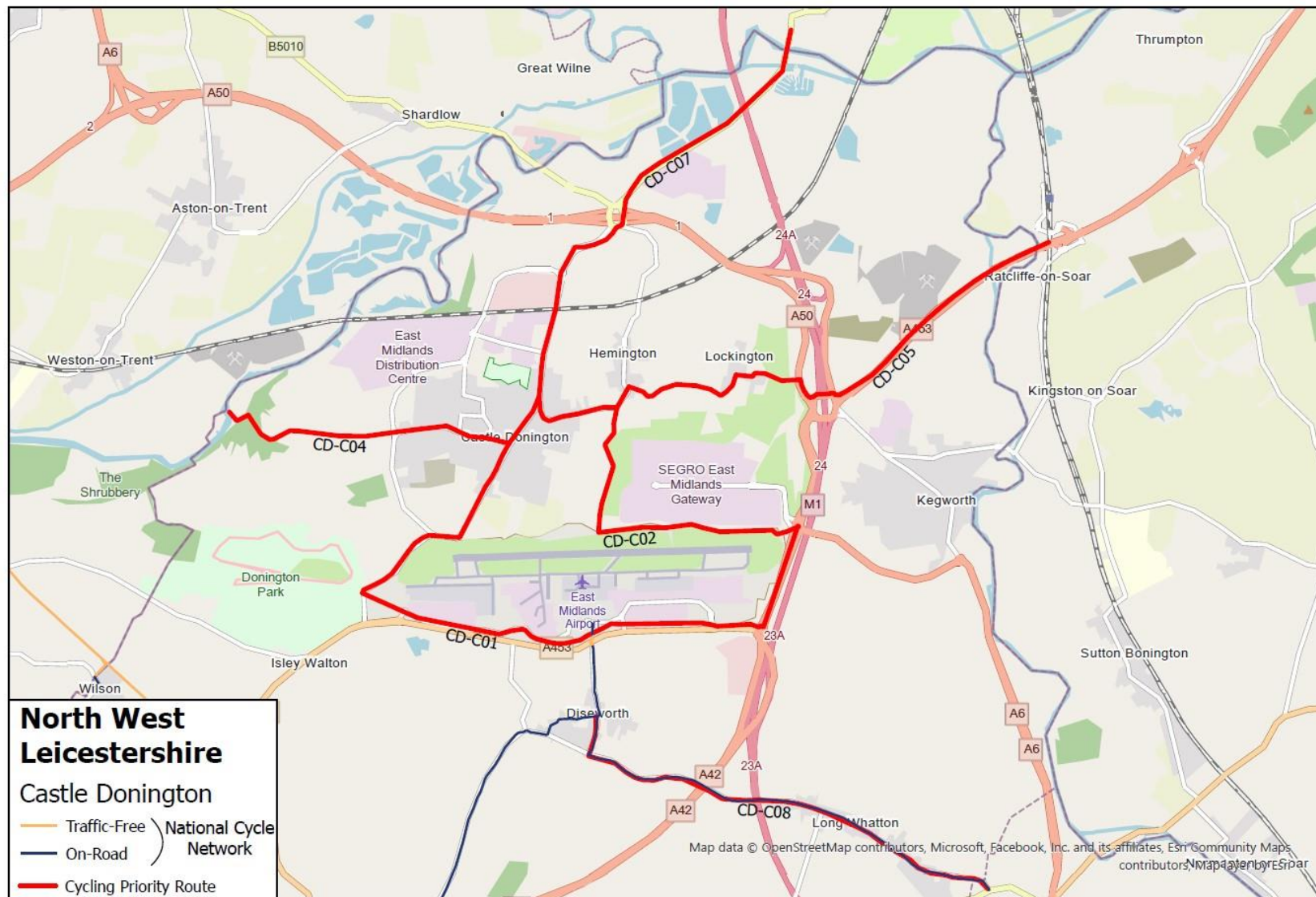
Ashby-de-la-Zouch

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Castle Donington

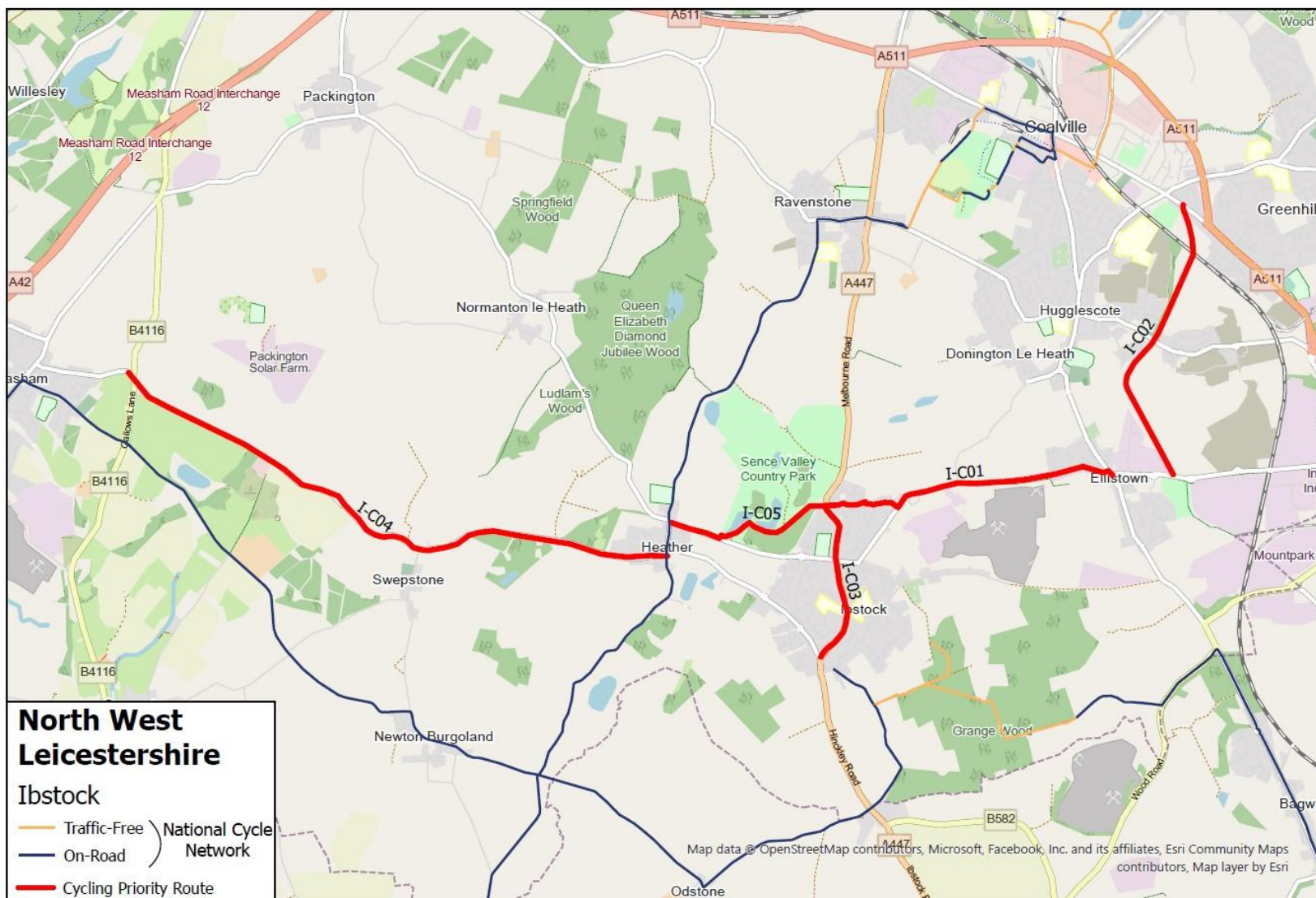
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Coalville



Ibstock

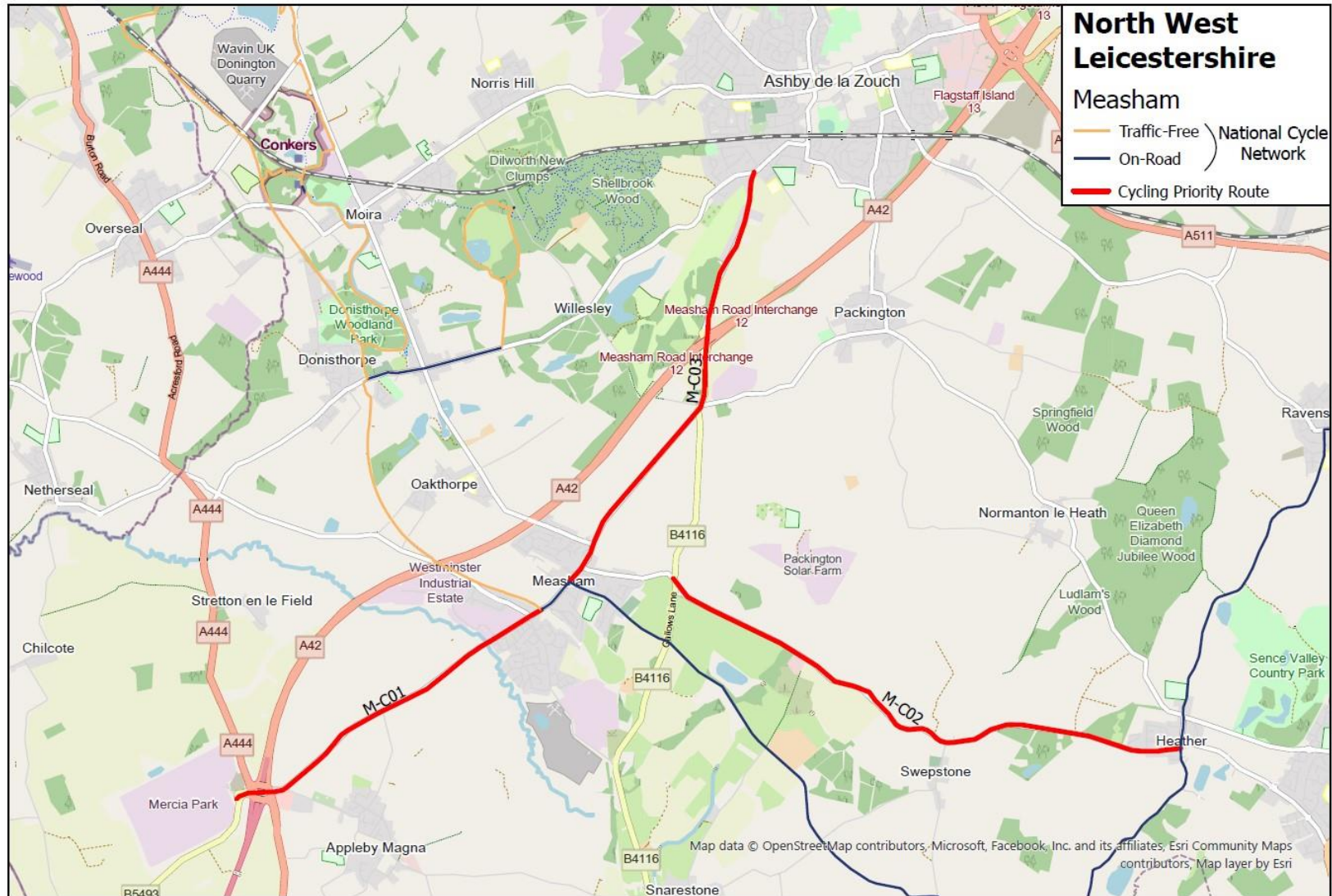


Kegworth

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Measham

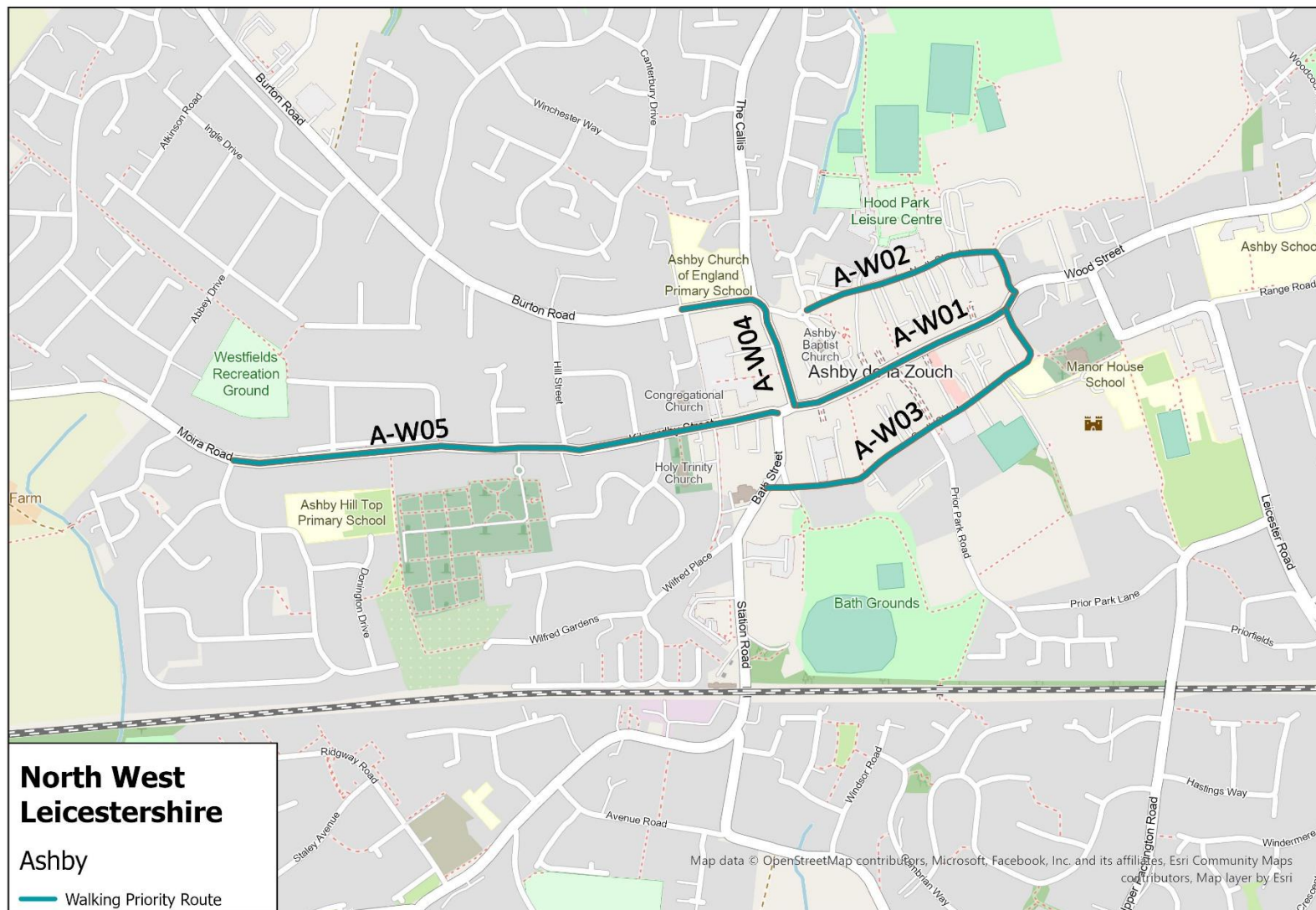


Appendix 4 Walking route maps

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Ashby-de-la-Zouch

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Castle Donington

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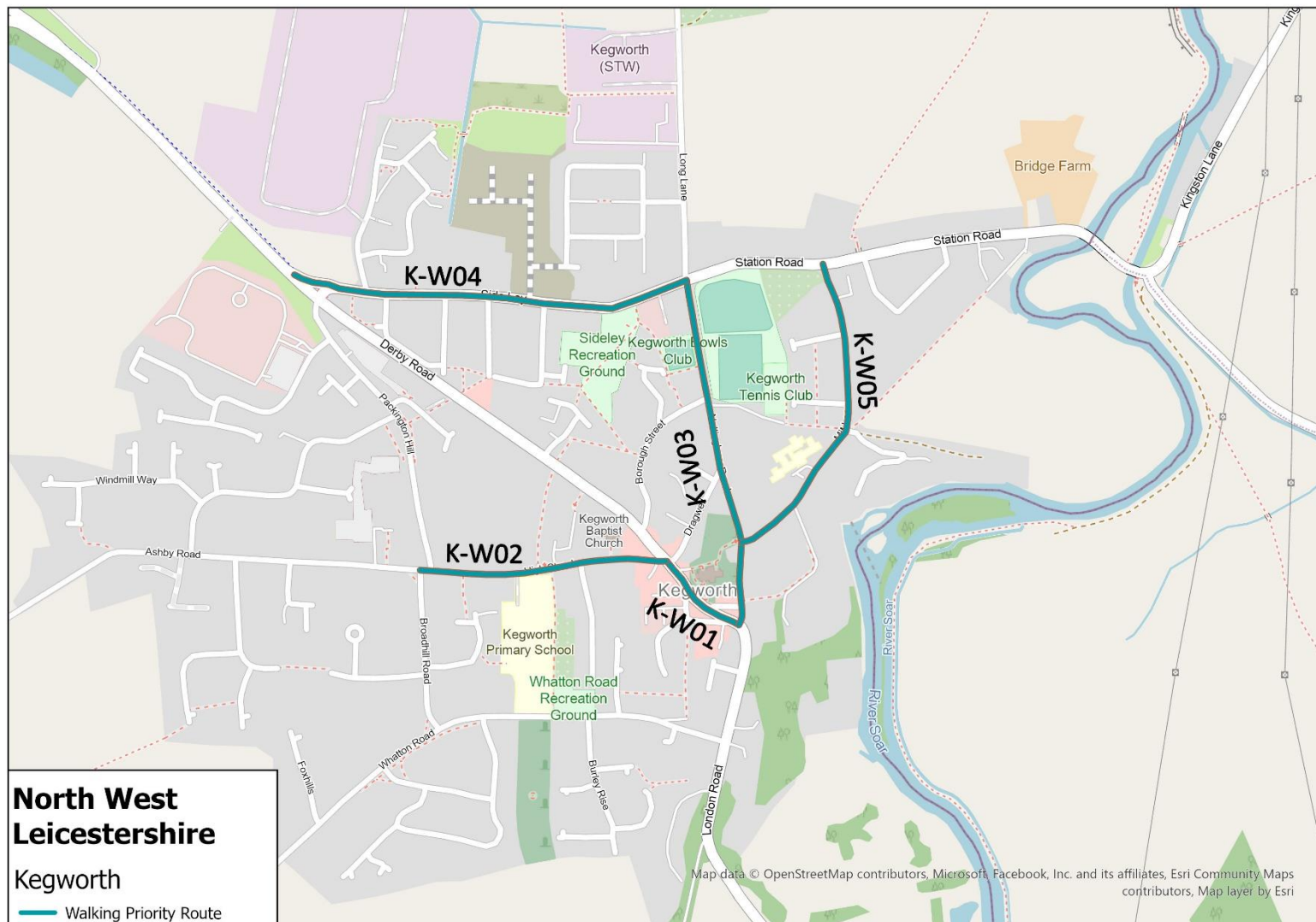
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Appendix 5 North West Leicestershire LCWIP Regular Review

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Introduction

This document was developed by Sustrans May 2023 as the result of feedback received during consultation on the North West Leicestershire Local Cycling and Walking Infrastructure Plan (LCWIP).

This document aims to capture detail, data and intelligence to support the delivery of the LCWIP where other improvements are identified and are of local importance but may not fall under the main priorities of the LCWIP.

This document also aims to capture on going developments and changes within the district of North West Leicestershire as well as neighbouring districts and counties that may impact, or influence routes identified as a priority.

This document will be updated regularly from the date of formal approval by North West Leicestershire District Council (NWLDC), in consultation with key partners and stakeholders. It will sit as an appendix to the North West Leicestershire LCWIP.

Ashby Railway Station

Network Rail are undertaking a study into the Ivanhoe Railway Line, which would recreate the rail link between Leicester and Burton on Trent; connecting towns such as Ashby along the route. The study is looking to confirm the line's viability and if successful will enable Network Rail to progress to a design stage including detailed specifications and locations of railway stations.

If the Ivanhoe Line is re-opened it seems likely that a station will be constructed in Ashby, bringing about new transport options for people working and living in the area. The location of a station in Ashby is still to be determined and it has been suggested that it will not use the previous site off Station Road.

It is crucial that the North West Leicestershire LCWIP is updated on a regular basis or when a substantial new development such as a new railway station is planned. High quality walking and cycling routes and provision to a new station will enable multi modal transport journeys to be taken for education, work and leisure which could reduce car trips taken. It would be advisable to keep a watching brief on the development of the Ivanhoe Line, in relation to a new station.

Referenced in LCWIP report – A-C04 high level improvements in Ashby.

Moira – Shortheath Road Crossing

Shortheath Road and Ashby Road are the main roads through Moira and provide access into Ashby de la Zouch to the east and connections to the A444 to the west.

National Cycle Network link route 63 travels along the canal towpath over Shortheath Road. The crossing is non signalised and would benefit from improvement. The section of towpath that crosses Shortheath Road links the Conkers Waterside Centre to Moira Furnace, two popular visitor locations.

Shortheath Road has a 30 mile per hour speed limit in the vicinity of the crossing and there are speed cameras in operation. Improvements to the crossing would need to address visibility issues particularly when approaching from the Conkers Waterside Centre, increase safe waiting space and further reduce the speed on approach to the crossing.

Image: Shortheath Road Crossing, NCN 63



Connection to Moira Furnace Museum

The section of towpath from the Shortheath Road crossing to the Moira Furnace Museum and on into Donisthorpe would benefit from surface improvements to create a walking and cycling facility that is fit for purpose all year round. The Moira Furnace Museum Trust are actively seeking funds to improve the condition of the well-used towpath. The section of towpath which requires investment is approximately 900 meters in length.

Image: Towpath from Shortheath Road Crossing to Moira Furnace Museum



Ashby A511 – B587 (Nottingham Road) Roundabout

The Ashby A511 – B587 (Nottingham Road) roundabout is located 1.5km to the east of Ashby de la Zouch town centre. It is a key link roundabout for later access onto the A42 – M42 and the M1.

Near to the roundabout are 3 large food shops and several other large retailers. It is a key retail location and will employ a significant amount of people locally.

Walking and cycling provision is present along the west side of the A511 on approach to the roundabout. At the roundabout the continuation of the walking and cycling route on the A511 involves a non-signalised crossing over 5 traffic lanes with a central island between the two traffic flows. Improvement to this arm of the roundabout will support with ongoing travel and access to the retail units for shopping and employment.

Ashby Walking and Cycling Strategy

Ashby Walking and Cycling Strategy 2022

Locations identified in the Walking and Cycling Strategy 2022	Referenced in the North West Leicestershire District Council LCWIP	Comments
Hicks Lodge Connectivity, Creation of a safe cycle route from Ashby Town Centre to Hicks Lodge Cycle Centre on Willesley Woodside. Including access to Hicks Lodge from the north via a new permissive path facilitating access from the north side of Ashby and Ashby Heights.	A-C02 – Links to Hicks Lodge	Including new traffic free route creation, a new toucan crossing and quiet way treatments.
Nottingham Road and to the East, Creation of a cycle route along Nottingham Road connecting eastern side of Ashby towards Lound and the Cloud Trail	A-C07 – Link to boundary from bypass roundabout – providing an east west route.	A safe route from east to west required and would be well used.
Safe Cycle Route to the Cloud Trail Connecting the Cloud Trail from Melbourne Road by following the disused railway line from Smoile Farm to Worthington	A-C01 – Cloud Trail Extension	Full feasibility study required due to number of road crossings and landowners.

<p>Walking improvements between Abbotsford Road Estate and Tesco Provide a walkway from the estate to the Tesco to enable residents to walk to the shops</p>		
<p>Smisby Road and Hood Park Improve existing provision and complete the connection.</p>	<p>A-C06 – North South through the town centre</p>	<p>The existing shared use provision from the A511 roundabout to the north needs extending and improving to ensure pavement parking is not constraining width and function. Side road junction and additional crossing points are recommended.</p>
<p>Town Centre Improvements A new crossing facility at the bottom of Kilwardby Street. Improvements to Market Street, speed reduction with appropriate traffic calming. Improved cycle parking provision. Increase signage. Improvement to Brook Street / Market Street junction. Consideration to moving crossings on Derby Road and Bath Street.</p>	<p>A-C07 – Link to Boundary from bypass roundabout through the town centre.</p> <p>A-W05 – Kilwardby Street</p> <p>A-W02 – North Street from Brook Street roundabout to Wood Street</p> <p>A-W03 – South Street from Bath Street to Market Street.</p>	<p>A re-design of Market Street is recommended to give more space to pedestrians and cyclists and improve safety for all. This includes continuous surfacing and a 20mph speed limit.</p>

Bath Grounds and Castle A new cycle route from Ashby Castle to Station Road via the Castle Field and Bath Grounds.		
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Update January 2024, Ashby Footpath, Ivanhoe Line and HS2

Ashby Footpath O89

Section 106 moneys have been secured to upgrade a Public Right of Way through Ashby De La Zouch along part of the Ivanhoe Way as identified in Ashby Town Council's [Cycling and Walking Strategy 2022](#).

See below exert from the strategy, if cycle routes A-C01 and C-C04, from the North West Leicestershire LCWIP, are able to be developed in the future, consideration during detailed design should give consideration as to how best to link with the new route along O89 once developed.

3.2 Nottingham Road and to the East. Nottingham Road. A safe cycle route is required along the line of Nottingham Road to connect the eastern side of Ashby to the town centre and towards Lount and the Cloud Trail (National Cycle Network route 6) in the opposite direction. This is the eastern arm of proposed route priority 1 in the SPD. The current Nottingham Road pathways are narrow and would not support mixed use by pedestrians and cyclists, though in some places, the grass verge is wide and could be modified. The current situation, with faded painted cycle signs on the road itself at sections where the road narrows due to central reservations, is considered unsafe.

The Money Hill housing development is expected to provide a good quality walking and cycle track along footpath O89 parallel with Nottingham Road. It would seem sensible for priority route 1 to be diverted to use this cycle track, feeding onto the Tesco retail/industrial park and/or continuing along Featherbed Lane (O91) to the bypass (section 35a of the current SPD proposed route priority 2). This would resolve the dangers of cycling along Nottingham Road.

However, careful consideration will be needed on feeding two-way cycle traffic onto and off the O89 route at its junction with North Street, which is a one-way road, particularly for school children using the route to cycle to Ivanhoe school, currently in the wrong direction along North Street. This problem could be reduced by provided a direct cycle and walking entrance into the school at this point.

Also, a designated cycle route into the rear of the school grounds directly from the Money Hill estate is required. Currently only a pedestrian route is included in the plans.

Safe Cycle Route to Cloud Trail. *If, as proposed above, footpaths O89 and O91/092 become a proper cycle way to the A511 Ashby Bypass, then it would not require much additional work to ensure a safe route along the bypass through to public footpath M30 on the south eastern side of the A42, some of which is already designated as a traffic free cycle way and some as a permissive bridle way. However, a potential problem with this section is interference from HS2 construction.*

Alternatively, according to the first draft of the NWL Walking and Cycling Strategy produced by Knight, Kavanagh & Page Ltd in 2021, a route is being “explored by a local interest group” following a currently undesignated track along the north western side of the A42, past Lount tip. This could join up with the SPD’s Route 35 (a and b) to avoid Nottingham Road and would have the advantage of not being affected by HS2.

Either of the above routes could connect to the Cloud Trail from Melbourne Road by following the disused railway line from Smoile Farm to Worthington.

Ivanhoe Line

Network Rail released an update on the Ivanhoe Line Sept 2023. They plan to create an Outline Business Case to reopen the line between Coalville and Burton with stops at both Coalville and Ashby De La Zouch. Where the stations will be located is not yet clear.

HS2

In October 2023 the Government announced that phase two of the planned HS2 from Birmingham to the East Midlands and the north of England would not go ahead.

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Priority	Description	High Level Improvements descriptions	High level cost estimate	Reference	Cycle Route Score
Ashby					
1	Link to Boundary from bypass roundabout through the town centre	A safe route east to west through the town centre is required and would be well used by school and work commuters, as well as those accessing the town centre. Like the walking recommendations, a re-design of the main section of Market Street is recommended to give more space to pedestrians and cyclists and improve safety for all. This includes continuous surfacing and a 20mph speed limit.	£2.32 - £2.92 million	A-C07	20
2	Link to proposed station and towards Packington	The potential re-introduction of the Ivanhoe Line could see the number of cycling journeys to Ashby station ride as part of multi-modal journeys. To enable these journeys it is recommended that a traffic-free cycle route is installed along Tamworth Road, and quiet way treatment and resurfacing of the existing bridleway is considered.	£615-£777,000	A-C04	19
3	Link to Hicks Lodge	Quietway treatment along Willersley Lane and improved crossing facilities to link to Hicks Lodge. Creation of new traffic free path.	£512-601,000	A-C02	17
4	"Cloud Trail Extension"	Extending the existing Cloud Trail to connect to Ashby Town Centre. Full feasibility study is required due to number of road crossings and landowners. High level cost estimate used.	£9.161-£10.65 million.	A-C01	17
5	Link to Swadlincote	The existing shared use route along the bypass is adequate, but a signalised crossing at the junction with Ashby Road is recommended. A traffic free path adjacent to the A511 from the Ashby Road roundabout to link to the existing route onwards from Hepworth Road.	£781-£958,000	A-C05	17
6	North south through the town centre, from roundabout to bypass	The existing shared use provision from the A511 roundabout to the north needs extending and improving to ensure pavement parking is not constraining width and function.	£781-£985,000	A-C06	17

		The existing traffic free path that links to the Leisure centre has recommended improvements but offers a direct route on the north south corridor. Side road junctions and additional crossing points are recommended.			
Listed as Coalville priority (C-C04)	Link to Coalville	Please refer to C-C04 Route to Ashby	£2.57-£3.68 million	A-C03	11
Castle Donington					
1	Green way around the Airport/EMEG (b)	Creating new off-road lit airport greenway link Quiet way treatments to roads through EM Airport site to bypass A453 and on Hill Top/High Street (continuation of CD-C1) Upgrading existing shared-use routes, widening to meet national standards	£800-965,000	CD-C02	22
2	Green way around the Airport/EMEG (a)	New off-road connection alongside the A453 Upgrading existing shared-use routes, widening to meet national standards Adding signalised crossing points on the route Quiet way treatment on Hill Top/High Street to improve safety	£3.9-£5.3 million	CD-C01	21
3	Linking to Ratcliffe on Soar	Upgrading existing Dark Lane traffic free route. New off-road route alongside Remembrance Way alongside upgrades to existing shared use	£660-£795,000	CD-C05	21
4	Northern link to Sawley	Upgrading of existing shared use routes predominantly along Tamworth Road Adopt new off-road link via London Road and upgrade of Donington Lane Footway widening to create off-road provision in Castle Donington	£1.9-2.4 million	CD-C07	16
5	Linking Kings Mills	Quiet way treatment and adjustments to junctions on Park Lane to increase safety Crossings added to roundabout Quiet way treatment along the rest of Park Lane	£2.6-3.75 million	CD-C04	15

6	Strategic link to Loughborough	Quiet way treatments through Diseworth and Long Whatton villages New traffic free route created between the villages.	£2.2-3.0 million	CD-C08	11
Coalville					
1	North to south through town centre	Quiet way treatment in main shopping area alongside pedestrian scheme, alternative quiet way alignment south.	£468-£621,000	C-C02	27
2	North to south through town centre (Memorial Square to A511)	Extend and improve existing shared use provision, to meet Memorial Square, with cycle route through the square, with widening required in some locations. Review signalised crossing to provide safe access to the College across the A511.	£2.21 - £2.83 million	C-C06	22
3	East to west through the town centre	There is existing shared use provision along Ashby Road which needs extending to provide extended provision, and enforcement to stop pavement parking. A number of additional Toucan crossings and junction remodelling are presented. This route makes use of the high quality traffic free path through Snibston Colliery Park.	£2.89 - £3.64 million	C-C01	20
4	Coalville to Hugglescote/ Ellistown	Construction of a new Greenway using disused railway. Full feasibility study and design recommended.	£1.43 - £1.75 million	C-C03	19
5	Link to town centre to hospital	Some existing shared use offer adequate provision but requires widening in places. Redesign of the A511 junction recommend to improve provision for cyclists and pedestrians.	£1.07-£1.406 million.	C-C07	13
6	Connection to Cloud Trail	Investigate feasibility of converting the disused Leicester and Swannington Railway into a multi-user Greenway. The steep gradient would make it unfavourable for commuting and inaccessible for some users.	£1.09 million - £1.33 million.	C-C09	13

		Section between A511 and Spring Lane pursued first due to connection to College and evident use.			
7	Coalville to Ashby	Route considered unlikely to be feasible – dual carriageway with safety concerns around adjacent segregated infrastructure. See cycle audit appendices for details. High level cost assumed on basis of creating new traffic free route in adjacent fields, landowner consent and ecological barriers pose risks to the project.	£2.57-£3.68 million	C-C04	11
Listed as Ibstock priority (I-C05)	Link to Sence Valley	Please refer to I-C05 Route 5 – Strategic link to Measham	£353-£434,000 (and cost in M-C02).	C-C05	17
Ibstock					
1	Route through the town centre	No existing provision and a road unsuitable for cycling, recommend construction of a new traffic free route along Melbourne Road including additional signalised crossings.	£1.25-£1.58 million.	I-C03	20
2	Strategic link to Measham	Resurfacing of bridleway through Sence Park and consideration to lighting of the route. Traffic free link to Heather on Pisca Lane. Please also refer to M-C02 Route 2 – Strategic route to Ibstock	£353-£434,000 (and cost in M-C02).	I-C05	17
3	Ibstock to Ellistown and Bardon Hill	Route makes use of existing traffic free path and requires construction of a new traffic free path adjacent to Leicester Road and Ibstock Road.	£658- £799,000	I-C01	16
Listed as Coalville priority (C-C03)	Strategic link to Coalville	Please refer to C-C03 Route 3 – Coalville to Hugglescote/Ellistown	£1.43 - £1.75 million	I-C02	19
Listed as Measham priority (M-C02)	Strategic link to Ashby	Please refer to M-C02 Route 2 – Strategic route to Ibstock	£263-£328,000	I-C04	18
Kegworth					
1	Link to Castle Donington employment areas	Create new off-road route alongside Ashby Road Implement quiet way measures along Ashby Road in Kegworth. The gradient of the route may not be suitable for all users.	£842-£1,211,500	K-C01	20

2	Route to A6 existing shared use provision	<p>Consider improving or removing HGV access to Derby Road.</p> <p>Check and rectify re-instatement faults.</p> <p>Seek to formalise parking arrangements.</p> <p>Seek alternative access arrangements for HGV away from residential areas.</p> <p>Consider a controlled crossing at a location to benefit most users (new developments and park).</p> <p>Reduce traffic speed through calming measures.</p> <p>Review tactile paving provision.</p>	£308-£390,000	K-C04	18
3	Northern link between Kegworth and Castle Donington / East Midlands Gateway	<p>Use existing off-road provision travelling from Castle Donington under the Kegworth Bypass to meet Derby Road.</p> <p>Upgrade the existing share use along Derby Road, widening by taking space from the existing verge/carriageway and removing parking where the off-road path meets Derby Road.</p> <p>Crossing improvements at the junction with Side Ley/Derby Road on the edge of Kegworth.</p>	£202-£273,000	K-C06	16
4	Link north using Long Lane towards Long Eaton	Survey of existing traffic speed and volume, with quiet way treatment recommended throughout.	£150-£190,000	K-C02	15
5	Route to Sutton Bonnington	Review tactile paving provision, limited scope to widen footway due to land constraints. Consider resurfacing of footways.	£992,000-£1.26 million.	K-C03	11
6	Link Sawley Marina with the K-C02 route at Lockington Quarry via Warren Lane and Public Bridleway/Footpath	Leicestershire County Council plan to audit and cost the route.	N/A	K-C07	N/A

Measham					
1	Strategic link to Ibstock	Adopt a new route through the village of Heather and add new parallel crossings at either end of the village Quiet way interventions along Swebstone Road/Main Street between Heather and Measham.	£263-£328,000	M-C02	18
2	Creating a link between the new Jaguar Land Rover site and Measham	Upgrade and extend existing infrastructure to improve the experience for cyclists Focus on improving junctions and roundabouts including new crossings.	£1.5-£1.9 million	M-C01	12
3	Strategic Link to Ashby	Extend footways to create new shared use off-road cycling route Install crossings on the A42 roundabout to enable safe passage for cyclists.	£1.5-2.0 million	M-C03	12

Priority	Description	High level improvements	Reference	Walking Route Score
Ashby				
1	Market Street from Derby Road roundabout to North Street junction	Consider a complete re-design of this popular high street to create a more attractive and safe environment for pedestrians, including continuous footways to slow traffic and reduce the dominance of vehicles. Include additional seating facilities. Some advertising board clutter reducing available width, work to minimise disruption from these.	A-W01	17
2	North Street from Brook Street roundabout to Wood Street	Install missing side road tactile paving. Widen footway. Consider additional zebra crossing for school. Lighting improvements along Mill Lane Mews as direct cut through to high street.	A-W02	16
3	Derby Road from Station Street roundabout and Burton Road	Install missing tactile paving. and consider re-modelling of double roundabout to provide safe crossing facility.	A-W04	15
4	South Street from Bath Street to Market Street	Install missing tactile paving and dropped kerb throughout route. Consider pedestrian priority across all car park entrances. Signage around castle entrance should be improved to avoid collisions.	A-W03	14
5	Kilwardby Street	Review crossing provision closer to town centre across Co-op car park and roundabout, consider repainting existing zebra near Beaumont Avenue.	A-W05	11
Castle Donington				
1	Delvin Lane to Clapgun Street	The area around the Spar/Nursing Home and College/Wellbeing Centre is a priority for improvements.	CD-W04	20
2	The Green	Addition of tactile paving at crossing points and crossing provision by the school	CD-W02	19
3	Bondgate	Add crossing adjacent to the library and improve side road crossings along Bondgate.	CD-W03	19
4	The Spittal	Additional signage and path widening. Identify alternative walking routes to remove pedestrians from the roadway on The Spittal	CD-W01	16
5	Borough Street	Install missing tactile paving and consider changes to traffic movements and on-street parking.	CD-W05	16
Coalville				
1	Belvoir Road from Memorial Tower to Avenue Road junction	Installing missing tactile paving and dropped kerbs at side road junctions. Improve crossings over Marlborough Square. Consider public realm scheme.	C-W04	19

2	Ashby Road from Memorial Tower to Snibston Colliery Park	Additional crossings, priority over side roads. Signage for town centre journeys along Snibston route.	C-W01	17
3	Ashburton Road from Manor Road to Central Road	Consider additional crossing to serve co-op, review tactile paving provision, could consider widening pavement outside school.	C-W06	16
4	Thornborough Road and Mantle Lane from Memorial Tower to A511 roundabout	Address provision around roundabout on south approach. Review tactile paving and need for additional signalised crossings.	CW-07	16
5	London Road from Whitwick Road to Broom Leys Road	Install missing side road tactile paving.	C-W03	15
6	High Street from Memorial Tower to Whitwick Road	Install missing tactile paving. Consider additional zebra crossing replacing central refuge. Improve safety for pedestrians over rail crossing.	C-W02	14
7	Broom Leys Road from junction with London Road to Surgery	Consider additional crossing for local shops, and traffic calming close to surgery. Review side road tactile paving.	C-W05	11
Ibstock				
1	High Street	Widen footway to provide improved pedestrian provision. Review side road tactile paving.	I-W03	19
2	Chapel Street	Review side road tactile paving. Provide crossing to High Street.	I-W02	17
3	Melbourne Road	Could consider additional zebra crossing near Ibstock Junior School and signalised crossing on Ashby Road roundabout south approach.	I-W05	16
4	Central Avenue	Footway width insufficient for peak school hour. Install missing tactile paving. Redesign and reallocate road space and improve public realm.	I-W06	16

5	Leicester Road	Prioritise improving crossing of Ashby road roundabout. Install tactile paving at side road junctions. Widen footway in places. Consider crossing facility for park. Prevent pavement parking.	I-W01	11
6	Reform Road between High Street and Melbourne Road	Improve lighting and consider resurfacing.	I-W04	8
Kegworth				
1	Derby Road from Nottingham Road to High Street	Consider working with Google or others to ensure Kegworth Derby Road not used as cut through for A6. Hard to cross road to use Co-op or bus stop, consider signalised crossing.	K-W01	17
2	Side Ley	Consider improving or removing HGV access to Derby Road. Check and rectify re-instatement faults. Seek to formalise parking arrangements. Seek alternative access arrangements for HGV away from residential areas. Consider a controlled crossing at a location to benefit most users (new developments and park). Reduce traffic speed through calming measures. Install missing tactile paving provision.	K-W04	16
3	High Street	Review scores at school drop-off and pick-up. Consider if crossing required at school location to serve school and bus stops. Assess locations that require additional tactile paving.	K-W02	14
4	Mill Lane	Check and rectify re-instatement faults. Install missing tactile paving provision. Improve lighting and maintenance along footpath adjacent to village hall as well used, could resurface.	K-W05	12
5	Nottingham Road	Install missing tactile paving, limited scope to widen footway due to land constraints. Consider resurfacing of footways.	K-W03	8
Measham				
1	High Street north	Review side road tactile paving. Widen footway. Unpleasant experience when traffic volume high.	M-W02	22
2	High Street south	Consider widening footway on one side of carriageway to provide better quality provision. Install missing side road tactile paving.	M-W01	19

		Priority improvement would be toucan crossing to leisure centre and library site.		
3	Bosworth Road	Control pavement parking. Install tactile paving around school entrances and consider surfacing treatment to slow traffic and provide crossing facility.	M-W03	17

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CABINET – TUESDAY 27 FEBRUARY 2024



Title of Report	COUNCIL DELIVERY PLAN – PERFORMANCE REPORT – QUARTER 3 2023/24	
Presented by	Councillor Keith Merrie MBE	
Background Papers	<u>Council Delivery Plan</u> <u>Council meeting held on 14 November 2023</u>	Public Report: Yes
		Key Decision: Yes
Financial Implications	No direct financial implications arising from this report.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	None arising from the report.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	The Council Delivery plan sets out the priorities for the Council for a five-year period so has significant corporate and staffing implications.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To report the performance of the Council during the first measurable quarter of the new Council Delivery Plan as agreed by full Council in November 2023	
Reason for Decision	To make members aware of the early progress of the plan.	
Recommendations	THAT CABINET CONSIDERS THE MONITORING REPORT AND HIGHLIGHTS THE ELEMENTS MAKING POSITIVE PROGRESS AND THOSE WHERE THERE IS A NEED FOR EARLY INTERVENTION.	

1.0 BACKGROUND

1.1 The Council prepared a new Council Delivery Plan during late 2023, and the Plan is scheduled to cover the lifetime of the Council administration for the period 2023/24 until a year beyond the next election in May 2027 (to ensure continuity in the aftermath of that election and to allow time for a new Plan to be developed). The Plan was developed with inputs from the Corporate Scrutiny Committee and the opposition groups and was agreed by Council at its meeting on the 14 November 2023.

1.2 The Plan will be monitored in relation to the targets and a suite of performance indicators on a quarterly basis in line with the performance management framework. Quarterly reports will be submitted to Cabinet, and the outcomes of these reports will subsequently be considered with

Corporate Scrutiny Committee. They will also be used to brief portfolio holders and opposition member briefings on progress towards delivery of the CDP. Further information on the progress of the set of plans that sit below the Council Delivery Plan, the directorate plans, are monitored at officer level by the Council's Corporate Leadership Team.

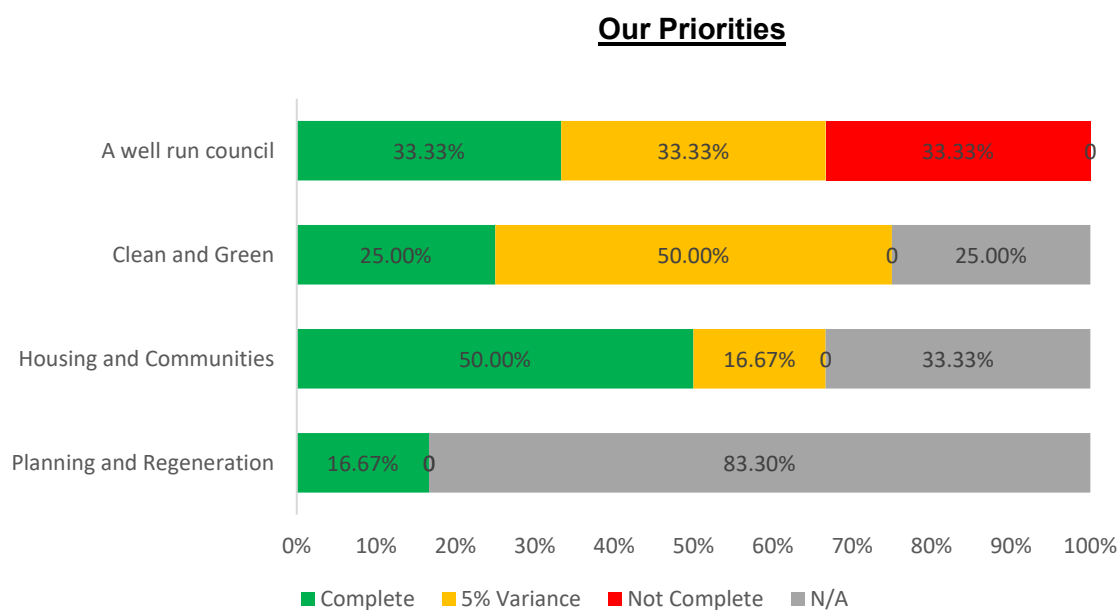
1.3 This monitoring report is the first of the reports to Members in respect of the new Plan, The Council is at the first stage of the Plan monitoring process, and while the Plan was in development during the quarter, it was not adopted by Council until part way into the quarter. Accordingly, the reporting progress is inevitably going to be limited at this point in time. The reporting period for this report runs from 1 October 2023 to 31 December 2023.

2.0 PERFORMANCE REPORT

2.1 Executive Summary – the Council Delivery Plan contains four key priority areas – notably “A Well-Run Council, Clean and Green, Housing and Communities and Planning and Regeneration.”

The table below shows the performance in quarter 3 overall against each of the four priority areas.

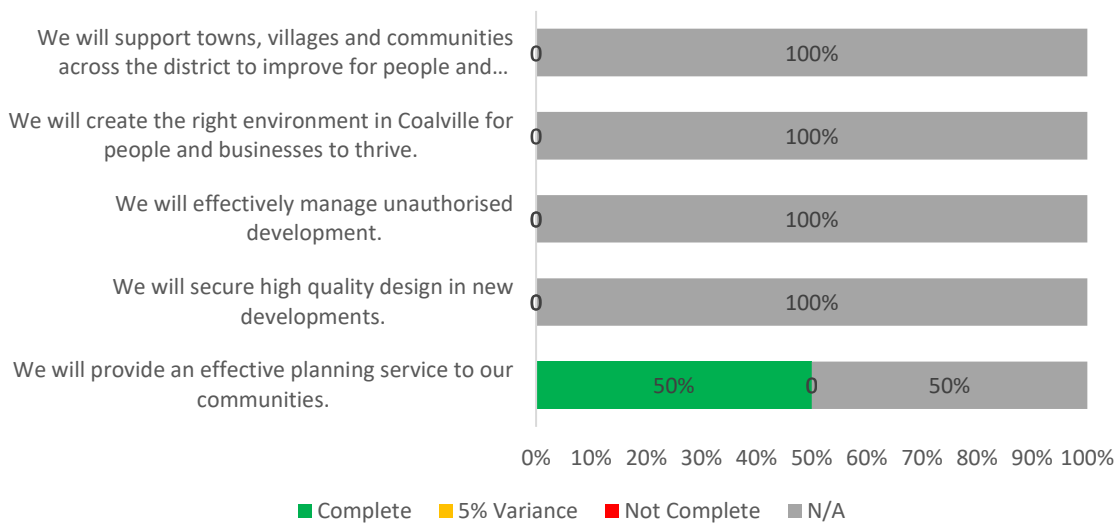
The table shows the priorities that have been completed, those that were within a 5% variance of being completed, those that were not completed at all and those that were not applicable (usually due to no data being available, because they are scheduled for completion at a later stage of the plan.)



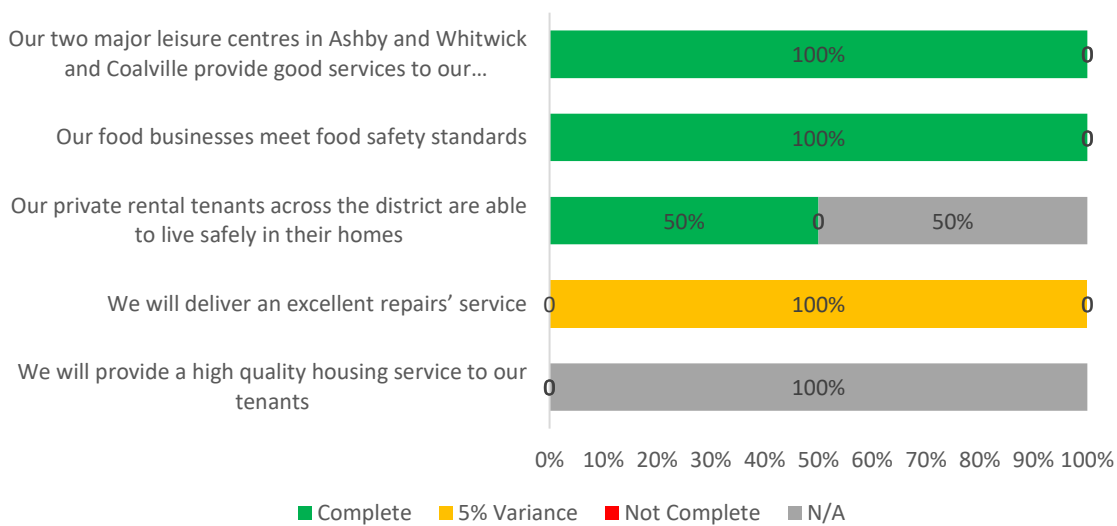
The table shows that a third of the “Well run Council” priorities were achieved during the quarter with a further third within the 5% variance and a final third not completed. In the other priorities, significant proportions are Not applicable at this stage of the plan, but despite the early position in the plan’s lifecycle, significant percentages were either completed or within the 5% variance.

2.2 The following four tables show the more detailed breakdown of the indicators as they relate to each of the priority areas using the same assessment scale in relation to percentage completed etc. For each of the priority areas more information is provided in the later stages of the report together with detailed commentary on the progress.

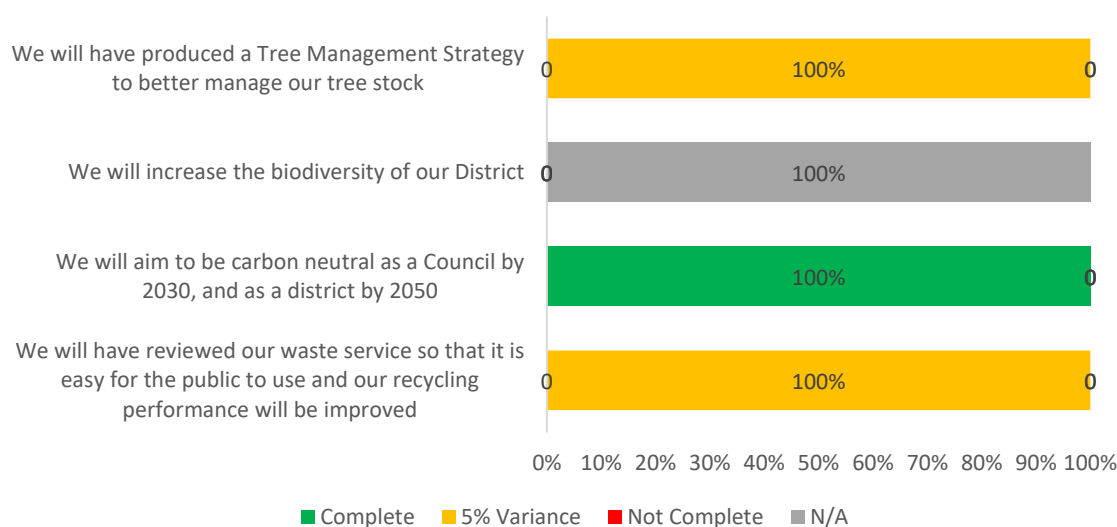
Planning and regeneration



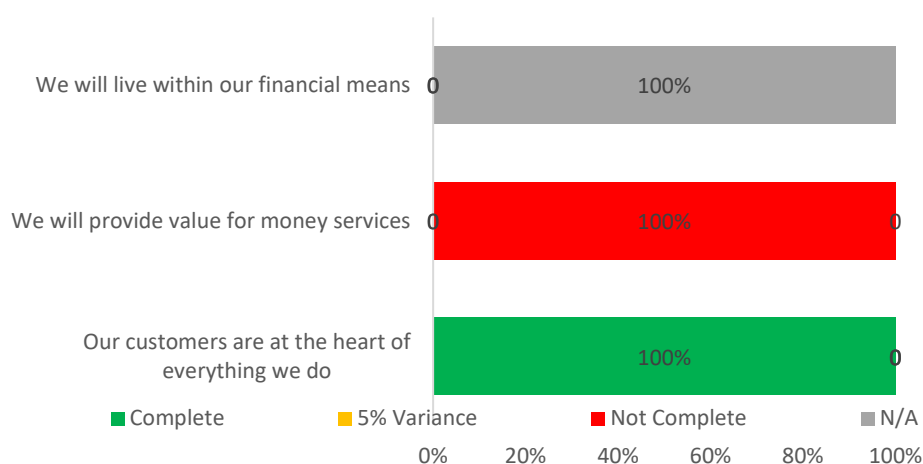
Housing and Communities



Clean and Green



A well-run Council



2.3 The areas of key progress in the quarter (drawn from the detailed information in the tables below) are detailed in this section.


2.3.1 There has been significant improvement in the provision of a timely response to Customer Complaints from 58% in Quarter 2 to 85% in Quarter 3. This has been largely due to an ongoing focus from Senior Management, the feedback officer, and Team Managers to ensure that complaints are treated as a priority.

2.3.2 In relation to ensuring the safety of private tenants, 100% of landlords were contacted within the specified time-period within the Minimum Energy Efficiency Standard (MEES) policy for non-compliance. Given that this is a new measure, this is a significant achievement.


- 2.3.3 80.8% (653 of 808) of food establishments have very good (hygiene rating 5) hygiene standards.
- 2.3.4 Quest undertook an assessment in June 2023 of Whitwick and Coalville Leisure Centre and the Centre received a classification of 'Excellent'.
- 2.3.5 The Statutory guidance in respect of determining planning applications was exceeded in quarter three as illustrated by the following statistics: -
- 100% of Major applications were determined within 13 weeks
 - 71.4 % of Minor Applications were determined within 8 weeks
 - 85.3% of Other applications were determined within 8 weeks
- 2.4 The areas where targets have not been met at this stage of the Plan and the remedial actions being taking to address this are: -
- 2.4.1 The only KPI with a RAG rating of red is that pertaining to the provision of value for money- the external audit sign off of the 2021-22 Statement of Accounts is yet to be completed. Action being taken to address this is that this will be completed for consideration/approval by Audit and Governance Committee on 13 March 2024. Details of the Government's decision regarding the statutory deadlines are awaited at which point auditors will provide as much assurance as possible for those outstanding years. These deadlines may lead to qualifications and disclaimers. It is also worth noting that of 467 audited bodies, only 12% of audited bodies had completed the 2021/22 Statement of Accounts by the publishing date. This illustrates how this remains a national problem not unique to this Council, but everything is being done in order to progress.
- 2.4.2 There is acknowledgement that the Housing Repairs service is in need of improvement. A service improvement plan has been developed which has been considered by both a Corporate Scrutiny Committee and Cabinet, contractors are being procured to assist the Council and there has been a focus on recruitment to key vacant posts within the service to address this.
- 2.4.3 An initial draft of the Tree Management Strategy is in place detailing tree/hedgerow management considerations including Council/partnership tree planting approaches, as well as targets to help support the Council's Zero Carbon targets. However, due to resource and procurement pressures, work to catalogue and risk assess the trees within the Housing Portfolio is yet to commence. Work has been completed on safety works to trees in other areas of the Council's tree portfolio. The work on the Housing portfolio is due to commence in the next financial year, when more resources are on board.


3.0 information on progress. (Click on links for more background information).

3.1 Set out below is a summary of the headline progress against each Council Delivery Plan target. Links are provided to more detailed information on each indicator to explain progress being made.


Priority	KPI reference	Key Aim	Q3 Progress	Target	Commentary	Head of Service	RAG rating
 Planning and regeneration	1	We will adopt a local plan by 2026	Draft Policies agreed by Local Plan Committee in October 2023.	Undertake local plan consultation (Reg 18) (Q4 23/24) 2024/5 Pre-submission consultation (Reg 19) Submission of local plan and examination.	Site allocations to be considered in January 2024 with a view to consultation February/March 2024	Chris Elston	
	2	We will deal with your planning applications for major, minor and other developments by consistently meeting and exceeding the government's targets of 60%, 65% and 80% respectively.	Majors: 100% Minors: 71.4% Others: 85.3%	Major- At least 60% of applications determined within 13 weeks. Minor- At least 65% of applications determined within 8 weeks. Other- At least 80% of applications determined within 8 weeks.	The team is exceeding the set performance targets. This is due to effective management methods that are in place to ensure that the majority of cases are determined by the Team with the statutory time frame or to one agreed with the applicant.	Dylan Jones	
	3	We will have developed a new local design guide and new developments will comply with it.		2023-4 Develop a new Design Guide for North West Leicestershire adopting current best practice in accordance with the Governments National design guide. Undertake public consultation on the new Design Guide for North West Leicestershire.	Work continues on the preparation of the Good Design Guide for North West Leicestershire with consultation on the document expected in Q4 2023/24.	Chris Elston	

				2024/5 Adopt the new design guide for North West Leicestershire. New development complies with the requirements of the adopted design guide.			
4	<u>We will effectively manage unauthorised development.</u>	N/A	Work begins in 2024/5. Adopt a new local enforcement plan by the end of Q2 24/25. Monitor and measure response times against the targets set out in the adopted Local Enforcement Plan and report biannually to Planning Committee in Q3 and 4 24/25.	The commencement period for this measure has not started yet, therefore there is nothing to report at present.	Dylan Jones		
5	<u>We will have delivered our ambitious Coalville Regeneration Framework.</u>		Quarterly progress statement plus an additional Annual Framework review in Q4.	A Progress Statement has been produced for all projects Identified in the Coalville Regeneration Framework (including the 6 projects being led by NWLDC). A Review and Refresh of the Coalville Regeneration Framework document has commenced.	Paul Wheatley		

	6	We will have developed a regeneration framework and will be on the way to supporting thriving towns, villages and communities across the district.	N/A	Work begins in Q4 with the production of the NWL Regeneration Framework.	We have established a project team to develop the Districtwide Regeneration Framework during Q4 of 2023/24.	Paul Wheatley	
 Housing and Communities	7	We will provide a high-quality housing service to our tenants.		2023/4 First data publication.	Indicative perception scores are available via Housemark but Regulator has indicated it will be late summer early autumn 2024 before benchmarking data from across the sector will be available and published.	Jane Rochelle	
	8	We will deliver an excellent repairs' service.		2023/4 First data publication.	As above. In advance of having the data, it is acknowledged that the service is in need of improvement and have a service improvement plan and recruitment drive in place.	Jane Rochelle	
	9	Our Private tenants across the district are able to live safely in their homes.	100%	100% of Landlords contacted within the specified time-period within the MEES policy for non-compliance.	100% landlords in Q3 were contacted within the target time period.	Paul Sanders	
				Creation of a Private Sector Housing Charter.	This is a target that will be reported annually in quarter four.		

 Clean and Green	10	Our food businesses meet food safety standards.	80.8%	2023/24 80% of food businesses having a hygiene rating of 5 (very good).	80.8% (653 of 808) of food establishments have very good (hygiene rating 5) hygiene standards.	Paul Sanders	
	11	Our two major leisure centres in Ashby and Whitwick and Coalville provide good services to our communities.	Excellent / Very Good	The leisure centres will be assessed independently against a national standard and achieve a 'good' or higher rating. (This will be provided annually in Q3).	Quest is the national Sport England recommended independent assessment to assess levels of customer service in leisure centres. In June 2023 Whitwick and Coalville Leisure Centre had a full assessment and was classed as 'Excellent'. Ashby Leisure Centre and Lido had a full assessment in May 2022 when it was classed as 'Very Good'. Consequently, a Direction of Travel Review was undertaken in May 2023 where the assessment of 'Very Good' was upheld.	Paul Sanders	
	12	We will have reviewed our waste service so that it is easy for the public to use, and our recycling performance will be improved.		47% Recycling rate 2023/4.	June 2023 external consultants Eunomia were appointed to complete an assessment of the Council's waste services. Work has continued throughout the year in progressing the review. Date for submission to Scrutiny is April	Paul Sanders	

					2024 with full presentation to Cabinet within May 2024.		
	13	<u>We will aim to be carbon neutral as a Council by 2030, and as a district by 2050.</u>		2023/4 Development of assessment work and target setting.	Key progress to date in year includes electric vehicle deployment, EV charging, LED installations, bulb and tree planting and a favourable Climate Emergency Scoring. Plans for our buildings are a key priority along with understanding the costs involved of achieving net zero.	Paul Sanders	
	14	<u>We will increase the biodiversity of our District.</u>	N/A	10% Biodiversity Net Gain on large developments with planning permission.	The commencement date for Biodiversity Net gain has yet to be set by the Government so there is nothing to report at this stage. It is expected that BNG for Major applications will be enacted at some point in January 2024 and for minor applications at some point in April 2024.	Dylan Jones	
	15	<u>We will have produced a Tree Management Strategy to better manage our tree stock.</u>	Ongoing	2023/24 Cataloguing of Housing tree estate complete.	An initial draft is in place detailing tree/hedgerow management considerations including Council/partnership tree planting approaches, as well as targets to help support the Council's Zero Carbon targets. However, due to resource and procurement pressures, work to catalogue and risk	Paul Sanders	

					assess the trees within the Housing Portfolio is yet to commence. It is anticipated this will be picked up in the new financial year 2024/5 once resources are on board.		
 A well-run Council.	16	Our customers are at the heart of everything we do.	85%	2023-4 70% of Complaints responded to on time by end of year.	An ongoing focus from the feedback officer and Team manager to ensure that complaints are treated as a priority and within timescale continues.		
	17	We will provide value for money services.	2021/22 Statement of Accounts not completed.	Unqualified Opinion to be provided.	Will submit to Audit and Governance Committee on 13 March 2024. Report to Council meeting on 22 February 2024 to explain situation.	Anna Crouch	
	18	We live within our means		Zero funding gap.	£252k deficit forecast for 2023/24. Balanced budget proposed for 2024/25. Funding gap reduced as a result of budget options proposed for 2024/25 budget.	Anna Crouch	

Policies and other considerations, as appropriate	
Council Priorities:	This report measures progress against all of the new Council priorities
Policy Considerations:	Council Delivery Plan
Safeguarding:	No direct considerations
Equalities/Diversity:	No direct considerations, the Plan impacts across all of the district's communities.
Customer Impact:	The plan seeks to improve customer impacts and interactions with our many customers. An indicator around customer response times is included.
Economic and Social Impact:	The plan seeks to improve the economic and social impact of the Council's activities in the district.

Environment, Climate Change and Zero Carbon:	The plan contains the Council's commitments to a clean, green and zero carbon district.
Consultation/Community/Tenant Engagement:	No current or planned consultations.
Risks:	Consideration has been given to the corporate risk register when compiling the plan.
Officer Contact	<p>Mike Murphy Head of HR and OD Mike.murphy@nwleicestershire.gov.uk</p> <p>Allison Thomas Chief Executive Allison.thomas@nwleicestershire.gov.uk</p>

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CABINET – TUESDAY, 27 FEBRUARY 2024



Title of Report		INVESTMENT PROPERTY LEASEHOLD DISPOSALS	
Presented by		Councillor Andrew Woodman Housing, Property and Customer Services Portfolio Holder PH Briefed: yes	
Background Papers		N/A	Public Report: Yes
			Key Decision: Yes
Financial Implications		Leasing out the Council's investment properties provides an income to the Council's general fund.	
		Signed off by the Section 151 Officer: Yes	
Legal Implications		The Council's constitution requires all leases where the total income over the life of the tenancy is more than £30,000 to be approved by Cabinet.	
		Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications		None	
		Signed off by the Head of Paid Service: Yes	
Purpose of Report		To seek Cabinet approval for the letting of Council-owned commercial properties in accordance with Section G2, 8.4 of the Constitution.	
Reason for Decision		To enable the letting of Council-owned commercial properties to proceed and rental income to be generated.	
Recommendations		THAT CABINET APPROVES THE GRANT OF THE LEASES DETAILED IN TABLE 2.4.	

1.0 BACKGROUND

The Council has a portfolio of investment properties that are rented out on a commercial basis to provide an income. The Council's Property Services Team manages this portfolio and is responsible for negotiating lease terms with prospective tenants. The current Constitution (following its recent revision) only provides authority to officers to grant leases where the total rental value does not exceed £30,000 over the life of the lease. Where the value of the rental stream over the life of the tenancy exceeds £30,000, Cabinet has reserved the power to approve the lease to itself.

2.0 CURRENT APPLICATIONS

- 2.1 Cabinet approval to lease units 7 and 9 at The Courtyard Coalville was granted on 24 October 2023 but the lease has not yet been signed. The company has been reconsidering whether the premises are big enough for their needs. In the meantime, unit 11 (adjacent to units 7 and 9) has become vacant and the company proposing to lease units 7 and 9 has enquired about leasing this space as well.
- 2.2 The additional rent for unit 11 over the term of the proposed lease will exceed £30,000 and therefore Cabinet approval of the letting is required. The letting is proposed to be carried out using the Council's standard lease terms (prepared by Legal Services) and at a negotiated rent which recognises the total amount of floorspace the company proposes to rent. Details of the proposed additional letting are set out in table 2.4 below.
- 2.3 In addition to the above, an application is currently being processed for unit 14 Market Street, Coalville where the total rental value for the term will exceed £30,000. The letting is proposed to be carried out using the Council's standard lease terms (prepared by Legal Services) and at market rent (as determined by the Council's valuer).

Table 2.4

Property	Lease Term	Total rent for the term of the lease (subject to rent reviews)
Unit 11 The Courtyard, Stenson Road, Coalville, Leics. LE67 4JP	6 years	£119,361
Unit 14, Market Street, Coalville, LE67 3DX	6 years	£31,620

3.0 FINANCIAL IMPLICATIONS

Should the above leases not proceed, the Council will not generate income, the premises will remain vacant and additional holding costs will be incurred. In addition, the previously agreed application for units 7 and 9 The Courtyard, generating an income of £112,104 over the term of the lease is unlikely to proceed.

4.0 RECOMMENDATION

It is recommended that Cabinet agrees to the grant of the leases set out in table 2.4 of the report.

Policies and other considerations, as appropriate	
Council Priorities:	A Well Run Council Planning and Regeneration
Policy Considerations:	Council Constitution – existing limits to delegated powers.
Safeguarding:	N/A

Equalities/Diversity:	N/A
Customer Impact:	N/A
Economic and Social Impact:	Enable businesses to take up premises within the Council's estate.
Environment, Climate Change and Zero Carbon:	N/A
Consultation/Community/Tenant Engagement:	N/A
Risks:	When granting leases, the Council needs to consider whether it is achieving best value in terms of rent achieved. To manage this risk the lettings recommended are based on market rent and contain appropriate provisions for review of the rent during the term.
Officer Contact	Paul Wheatley Head of Property and Economic Regeneration paul.wheatley@nwleicestershire.gov.uk

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