

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

**COMMUNITY SCRUTINY COMMITTEE – WEDNESDAY, 24
NOVEMBER 2021**



Title of Report	NORTH WEST LEICESTERSHIRE CYCLING AND WALKING DRAFT STRATEGY	
Presented by	Jason Knight Leisure Services Team Manager	
Background Papers	None	Public Report: Yes
Financial Implications	None	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	None	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	None not already covered by existing resources. The strategy will contribute to a number of CDP related activities.	
	Signed off by the Head of Paid Service: Yes	
Reason Agenda Item Submitted to Scrutiny Committee	To update Community Scrutiny Committee on the draft North West Leicestershire Cycling and Walking Strategy and to ask for feedback and comments on the strategy as part of the consultation process	
Recommendations	THAT SCRUTINY COMMITTEE FEED BACK COMMENTS ON THE DRAFT NWL CYCLING AND WALKING STRATEGY AS PART OF THE CONSULTATION PROCESS AND PRIOR TO THE FINAL STRATEGY BEING PRESENTED TO CABINET FOR CONSIDERATION	

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;
- 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
 - 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 The government have highlighted that, in order to be able to access funding, local authorities will need to have in place a Local Walking and Cycling Infrastructure Plan (LCWIP). The first stage to producing a LCWIP is to have a Cycling and Walking Strategy (CaWS).
- 1.4 The CaWS will set out the context for improving cycling and walking networks, identifying key locations within and outside the district that need to be linked, and will provide the evidence base for developing the LCWIP.
- 1.5 The LCWIP will highlight specific cycling and walking routes, the costs and implications of developing these, and with consideration being given as to how the document and the proposals within it can be used as an evidence base as part of the NWL Local Plan review.
- 1.6 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 PM2.5
- 1.7 An improved cycle and walking network will also contribute to;
 - Supporting local businesses and the economy
 - Supporting local tourism
- 1.8 As part of the development of the draft CaWS, consideration was given to the following regional and local documentation;
 - Leicestershire County Council's (LCC) Cycling and Walking Strategy
 - Leicestershire County Council: Environment Strategy 2018 – 2030: Delivering a better future
 - Leicester & Leicestershire 2050: Our vision for growth (Strategic Growth Plan)
 - NWL Local Plan (2017)
 - Ashby and Coalville Cycling Strategies (2016 and 2012)
 - Kegworth Cycling and Walking Strategy (2021)
 - Interim Coalville Transport Strategy (2021)
 - NWL Health and Wellbeing Strategy (2018-2028)
 - NWL Zero Carbon Roadmap
 - High Speed Rail 2
- 1.9 Following a procurement process in early 2021 jointly managed between the Leisure Services and Planning Policy teams, Knight, Kavanagh and Page (KKP) consultants were identified as the preferred partner to develop the NWL CaWS.
- 1.10 The draft CaWS was developed in collaboration with and with the support of LCC colleagues.

2. PROCESS

- 2.1 In order to develop the NWL CaWS, KKP undertook the following;
- Literature review of all relevant documentation, including NWL's Local Plan and the current cycling strategies for Ashby, Kegworth and Coalville.
 - An assessment of the existing provision.
 - 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 list of these consultees are included as Appendix A within the draft CaWS.
 - Produce an online survey to allow people from the wider community in NWL to express their views and opinions.
 - Use of the Propensity to Cycle Tool (PCT), a model which identifies potential commuter cycling routes.
 - 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.
- 2.2 Once the evidence base was developed, a series of maps were 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 desire lines and proposed routes with key destinations.
 - Walking maps displayed as heat maps to indicate where priorities for investment could be focused.
- 2.3 Desire lines and proposed routes were prioritised based on consultation feedback and the potential impact of that route on carbon emissions, health and wellbeing, the economy and education.

3. NWL Draft Cycling and Walking Strategy

- 3.1 The draft CaWS is attached as **Appendix 1** and contains the following sections;
- Section 1: Introduction and Background
 - 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
- 3.2 The proposed 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.

3.3 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
- Ringfencing funding to support cycling and walking infrastructure
 - Through the Local Plan and section 106 contributions
- Developing and supporting behavioural change processes and opportunities

3.4 Colleagues from KKP will be present at Community Scrutiny to go through the draft CaWS in detail. However, in terms of infrastructure, the following were identified as being the most important factors in encouraging people to cycle and walk more;

Cycling

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%

Walking

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%

3.5 In terms of increasing the number of commuter cycle journeys made within NWL, the Propensity to Cycle Tool highlighted the following potential increases;

Area	Proposed route	% Increase of people likely to cycle
Coalville	Coalville to Ellistown	32.2%
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	42.0%
Castle Donington	Local journeys	4.4%

3.6 Regarding desire lines and potential routes, the table below gives an overview of those identified and prioritised, more detail of which can be seen within the strategy;

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			

3.7 With regards to walking, 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

3.8 In addition to the key destinations, the following were also identified as walking priorities to be considered as part of the LCWIP;

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 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>
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>

4. Next Steps

4.1 The draft CaWS will be going out to consultation with the public and stakeholders in order to glean feedback on its content. Part of the consultation process is engaging with Community Scrutiny Committee and so all feedback and comments are welcomed.

4.2 Once all consultation feedback has been received and digested, the draft strategy will be refreshed and finalised.

4.3 Once finalised the CaWS will be presented to Cabinet for formal adoption.

4.4 Alongside this, a procurement process will be undertaken to identify a preferred partner to develop a NWL LCWIP.

4.5 The NWL LCWIP will develop the strategy into a plan that will contain the following;

- Detailed capital cost plans for the creation and improvement of cycling routes
- Detail and typology of each proposed or modified/improved cycling route
- The understanding and documenting of the land ownership issues that may impact on the creation of cycling and walking routes
- A phased programme of Cycle Infrastructure Improvements

- The identifying of who will take responsibility for the ongoing maintenance of the cycle routes
 - Indicative costings for the ongoing maintenance of the cycle routes
 - Walking Network maps detailing preferred walking routes and core walking zones for future development
 - A phased programme of Walking Infrastructure Improvements
 - A joint prioritised programme of cycling and walking infrastructure improvements that are phased into delivery timescales
- 4.6 The LCWIP will be developed collaboratively with LCC Highway, Transport Planning and Public Health colleagues and parish/town councils, and, along with the CaWS, will provide an evidence-based approach to focus future investment over the next 10 years where the most benefits can be realised.
- 4.7 Prior to being finalised, the LCWIP will also go out to consultation, and this will include a report to a Scrutiny Committee to allow for member feedback.
- 4.8 Once finalised, the LCWIP will be presented to Cabinet for formal adoption. This will provide part of the evidence base for the current review of the Council's Local Plan. Where appropriate, opportunities will be identified for proposed developments to contribute towards the provision of new or enhanced routes, for example through S106 agreements, but also policies to ensure that new developments include active travel options to ensure integration into the cycling and walking infrastructure and network.
- 4.9 Adopting the CaWS and the LCWIP is a key step towards a better active travel network and reducing carbon emissions in NWL and the first steps towards converting the schemes into reality.
- 4.10 To fortify funding opportunities and to ensure schemes are integrated across authority boundary lines, it is expected that all of Leicestershire's authorities will have individual LCWIPs, which will fall under LCC's Cycling and Walking Strategy. NWLDC officers will continue to work in collaboration with LCC colleagues to ensure the best possible outcomes for NWLDC and its residents.

Policies and other considerations, as appropriate	
Council Priorities:	<ul style="list-style-type: none"> - Supporting Coalville to be a more vibrant, family-friendly town - Support for businesses and helping people into local jobs - Developing a clean and green district - Our communities are safe, healthy and connected
Policy Considerations:	NWL Local Plan NWL Health and Wellbeing Strategy NWL Zero Carbon Roadmap
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
Customer Impact:	Improved health and wellbeing Improved air quality
Economic and Social Impact:	Increased accessibility to businesses and tourist attractions
Environment and Climate Change:	Reduced CO2 emissions Less cars on the road
Consultation/Community Engagement:	Consultation 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
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