

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

COMMUNITY SCRUTINY COMMITTEE – THURSDAY, 8
FEBRUARY 2024



Title of Report	NWL LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN AND STRATEGY	
Presented by	Jason Knight Leisure Services Team Manager	
Background Papers	Community Scrutiny Meeting Minutes 24 November 2021 LCWIP Guidance Cycling Route Audits Walking Route Audits Route Prioritisation Audits	Public Report: Yes
Financial Implications	<p>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.</p> <p>Signed off by the Section 151 Officer: Yes</p>	
Legal Implications	<p>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.</p> <p>Signed off by the Monitoring Officer: Yes/No</p>	
Staffing and Corporate Implications	<p>None</p> <p>Signed off by the Head of Paid Service: Yes</p>	
Reason Agenda Item Submitted to Scrutiny Committee	<p>To update Community Scrutiny Committee on the draft North West Leicestershire Local Cycling and Walking Infrastructure Plan and to ask for feedback and comments on the Plan prior to it being presented to Cabinet for consideration on 27 February 2024</p>	
Recommendations	<ul style="list-style-type: none"> THAT COMMUNITY SCRUTINY COMMITTEE PROVIDES COMMENT ON THE DRAFT NORTH WEST LEICESTERSHIRE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) FOR 	

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). 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.

1.8 In November 2021, officers consulted with Community Scrutiny to secure feedback on the draft NWL CaWS (see background papers). Comments from Community Scrutiny members have 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**.

1.9 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”.

1.10 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
- Ringfence funding to support cycling and walking infrastructure
 - Through the Local Plan and section 106 contributions
- Develop and support behavioural change processes and opportunities

1.11 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	Kegworth	Measham	Ibstock
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			Donington			
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			

1.12 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>
Castle Donington	<p>Take the opportunity to create a multi-use route accommodating both cycling and walking for Long Whatton – Diseworth:.</p> <p>(General comment: many existing walking trails are not suitable for prams and</p>

	wheelchairs as they are often overgrown).
Kegworth	Improve walking route for Kegworth to Castle Donington The bypass (A6) is currently difficult to bypass.

2. DEVELOPMENT OF THE NWL LCWIP

- 2.1 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.
- 2.2 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**.
- 2.3 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
- 2.4 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.
- 2.5 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.
- 2.6 A copy of the draft NWL LCWIP can be found at **Appendix 3**.
- 2.7 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**.

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

2.9 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**.

3. NWL LCWIP OUTCOMES

3.1 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**.

3.2 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.

3.3 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**.

4. ENGAGEMENT

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

4.2 The feedback obtained from stakeholders was used to refine the NWL LCWIP into its final version.

4.3 The final version of the NWL LCWIP and the NWL CaWS, along with comments from Community Scrutiny, will be presented to Cabinet on 27 February 2024 for consideration and adoption.

4.4 Once 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 and Climate Change:	Reduced CO2 emissions Less cars on the road
Consultation/Community 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
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