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, by 2040 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

Following the publication of the CWIS, 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.

**Cycling**

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.

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 narrative of high-level solutions.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Reference** | **Description** | **High level improvements description** | **High level cost estimate** |
| **Route prioritasion** | **Coalville** |  |  |  |
| 3 | 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 remodeling are presented.  This route makes use of the high quality traffic free path through Snibston Colliery Park. | £2.89 - £3.64 million |
| 1 | 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 |
| 4 | 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 |
| 8 | 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 |
| 9 | C-C05 | Link to Sence Valley | Please refer to I-C05 Route 5 – Strategic link to Measham |  |
| 2 | 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 |
| 6 | 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. |
| 5 | C-C08 | Disused railway between Thornborough Road and A511 | Potential direct traffic-free alignment to College along disused railway. Full feasibility required. | £600-748,000. |
| 7 | 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. |
|  | Ashby |  |  |  |
| 4 | A-C01 | "Cloud Trail  Extension" | Extending the existing Cloud Trail to connect to Ashby Town Centre. Full feasibility study required due to number of road crossings and landowners.  High level cost estimate used. | £9.75-£11.3 million. |
| 3 | 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 |
| 7 | A-C03 | Link to Coalville | Please refer to C-C04 Route to Ashby |  |
| 2 | 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 |
| 5 | 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 |
| 6 | 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 |
| 1 | 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 |
|  | Kegworth |  |  |  |
| 4 | K-C01 | Link to Castle Donington employment areas | Please refer to CD-C3 Route 3 - Strategic link to Kegworth |  |
| 2 | 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 |
| 3 | 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. |
| 1 | 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 |
|  | Measham |  |  |  |
| 2 | 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 |
| 1 | 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 Swepstone Road/Main Street between Heather and Measham. | £263-£328,000 |
| 3 | 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 |  |  |  |
| 3 | 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 |
| 4 | I-C02 | Strategic link to Coalville | Please refer to C-C03 Route 3 – Coalville to Hugglescote/Ellistown |  |
| 1 | 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. |
| 5 | I-C04 | Strategic link to Ashby | Please refer to M-C02 Route 2 – Strategic route to Ibstock |  |
| 2 | 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. |
|  | Castle Donington | | | |
| 2 | CD-C1 | 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 | £3.3-£4.6 million |
| 1 | CD-C2 | 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 |
| 4 | CD-C3 | Strategic link to Kegworth | 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 |
| 6 | CD-C4 | 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 |
| 3 | CD-C5 | Castle Donington 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 |
| 8 | CD-C6 | Upgrading Long Line | Please refer to K-C02 Route 2 - Link north using Long Lane | n/a |
| 5 | CD-C7 | 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 |
| 7 | CD-C8 | 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 |

**Walking**

The walking network used for the urban areas of this LCWIP were taken NWLDC’s Cycling and Walking Strategy which identified key destinations in each town, and low, medium and high walking destination zones. Roads and footpaths within the high zone and connecting to identified destinations were audited.

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.

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 similar to 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 following table summarises high level infrastructure improvements for each identified route with costs to be determined.

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Reference** | **Description** | **High level improvements** |
| **Route Prioritisation** | **Coalville** |  |  |
| 2 | 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. |
| 6 | 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. |
| 5 | C-W03 | London Road from Whitwick Road to Broom Leys Road | Install missing side road tactile paving. |
| 1 | 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. |
| 7 | 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. |
| 3  (Scored same as C-W07) | 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. |
| 3  (Scored same as C-W06) | CW-07 | Thornborough Road and Mantle Lane from Memorial Tower to A511 roundabout | Unsafe provision around roundabout on south approach. Review tactile paving and need for additional signalised crossings. |
|  | **Ashby** |  |  |
| 1 | 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. |
| 2 | 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. |
| 3 | 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. |
| 4 | 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. |
| 5 | 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. |
|  | **Kegworth** |  |  |
| 1 | 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. |
| 3 | 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. |
| 5 | K-W03 | Nottingham Road | Install missing tactile paving, limited scope to widen footway due to land constraints. Consider resurfacing of footways. |
| 2 | 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. |
| 4 | 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** |  |  |
| 2 | 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. |
| 1 | M-W02 | High Street north | Review side road tactile paving. Widen footway. Unpleasant experience when traffic volume high. |
| 3 | M-W03 | Bosworth Road | Control pavement parking. Install tactile paving around school entrances and consider surfacing treatment to slow traffic and provide crossing facility. |
|  | **Ibstock** |  |  |
| 5 | 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. |
| 2 | I-W02 | Chapel Street | Review side road tactile paving. Provide crossing to High Street. |
| 1 | I-W03 | High Street | Widen footway to provide improved pedestrian provision. Review side road tactile paving. |
| 6 | I-W04 | Reform Road between High Street and Melbourne Road | Improve lighting and consider resurfacing. |
| 3  (Scored same as I-W06) | I-W05 | Melbourne Road | Could consider additional zebra crossing near Ibstock Junior School and signalised crossing on Ashby Road roundabout south approach. |
| 3  (Scored same as I-W05) | I-W06 | Central Avenue | Footway width insufficient for peak school hour. Install missing tactile paving. Redesign and reallocate road space and improve public realm. |
|  | **Castle Donington** | | |
| 4  (Scored same as CD-W05) | CD-W01 | The Spittal | Additional signage, barrier removal and path widening. Identify alternative walking routes to remove pedestrians from the roadway on The Spittal |
| 2 | CD-W02 | The Green, Orchard Road | Addition of tactile paving at crossing points and crossing provision by the school |
| 3 | CD-W03 | Bondgate | Add crossing adjacent to the library and improve side road crossings along Bondgate. |
| 1 | CD-W04 | Delvin Lane and Clapton Street | The area around the Spar/Nursing Home and College/Wellbeing Centre is a priority for improvements. |
| 4  (Scored same as CD-W01) | CD-W05 | Borough Street | Install missing tactile paving and consider changes to traffic movements and on-street parking. |
|  |  |  |  |