



**ASHBY DE LA ZOUCH CYCLING STRATAGEY SUPPLEMENTARY  
PLANNING DOCUMENT**

**COALVILLE CYCLING STRATEGY SUPPLEMENTARY PLANNING  
DOCUMENT**

**CONSULTATION STATEMENT**

The Ashby de la Zouch Cycling Strategy and the Coalville Cycling Strategy were commissioned by North West Leicestershire District Council and prepared by Leicestershire County Council.

The strategies are intended to provide evidence to support submissions for funding bids as funding opportunities become available. They will also provide an evidence base to seek provision of new cycling infrastructure as part of new developments.

Policies IF1 and IF4 of the adopted Local Plan seek to ensure that new developments incorporate access via a variety of means, including cycling. The strategies and their provisions can be used to inform discussion to seek provision as part of new developments. Such contributions could be in the form of a commuted sum (for example for offsite improvements/provision) or on-site provision in the form of actual infrastructure.

The consultation on both documents ran for 6 weeks, between 21 February 2018 and 4 April 2018. The consultation was publicised on the Planning Policy pages of the Council website, and a link to the page was emailed to over 500 landowners, developers, local residents, neighbouring authorities, statutory consultees, Parish Councils, local interest groups and other stakeholders.

In total eleven comments were received to the consultation.

The comments were considered by the Council's Cabinet at its meeting on 24 July 2018 and also by the Local Plan Committee at its meeting of 12 September 2018

A summary of the comments received together with the Council's response are set out at Appendix A of this document.

## APPENDIX A

RESPONDENT	COMMENTS	RESPONSE
Coal Authority	No specific comments to make on the content of the Supplementary Planning Documents. However, in view of the coal mining legacy in the area it is important consideration is given to any coal mining risks noted as being present within the routes proposed, which may impact on surface stability or public safety any required remedial works and/or mitigation measures, including relocating the routes were necessary.	Noted. Paragraph 4.2 of the Coalville Cycling Strategy and Section 3 of the Ashby Cycling Strategy note that <i>"It is intended that the measures described are not prescriptive and further surveys and design work should be undertaken should a proposal be promoted further"</i> . It is considered that it would be helpful, in view of the comments received, if the documents included a specific reference <i>"taking account of any coal mining risks which might impact upon surface stability or public safety"</i> .
Packington Nook Residents Association	Strongly support the principle of the long overdue implementation of cycling provision in the town. We are concerned as to the nature of "virtual" routes and hope this is more than painting cycle symbols to the side of busy roads. Once the detailed plans are published we would hope to see how this will be implemented with safety the priority.	As noted in response to the previous comment above, the Ashby Cycling Strategy makes it clear that the measures referred to are not, at this stage, definitive. It is likely that a series of different measures will be utilised depending upon the actual route and any local circumstances.
Sport England	Supports both the principle and the intentions of the cycle strategies for Coalville and Ashby de la Zouch which this links with the Sport England our active design guidance. In terms of Coalville it is noted that the strategy picks up the existing Hermitage Leisure Centre as key destination, but it is not clear as to whether the proposed routes pick up the location of the proposed replacement leisure centre?	Measures are identified in the Coalville Cycling Strategy in the vicinity of the proposed site for the new leisure centre (plan numbers 1 and 27).
Frank Bedford	Supports the cycling strategy for Ashby de la Zouch as a Supplementary Planning Document.  However, it is noted that route 1 from Nottingham Road to Hicks Lodges includes provision of a link from Ridgway Road to Hicks Lodge via the playing fields at the end of Ridgway Road and then through	In principle it is considered that it would be reasonable to add in an additional potential link from Willesley Lane as suggested, as an alternative to that currently proposed (sections 20-22).

	<p>Shellbrook Wood. However, it is suggested that a better route would be to go further along Willesley Lane before crossing fields behind Willesley Gardens (see plan at Appendix B).</p> <p>A request has been made to the County Council for the creation of a new footpath from Willesley Lane which could then be turned in to a bridleway to enable use by cyclists.</p>	
David Bigby	<p>Support the document but it is already very out of date as it does not properly address the new developments proposed for Ashby in the Local Plan, nor does it take account of the potential for routing across the Bath Grounds and Castle Field between Ashby Castle and Station Street made possible by the Town Council's acquisition of the Castle Field and the Friends of the Bath Ground's new path across the Bath Grounds. However it is better to have a flawed strategy incorporated into the local plan than no strategy at all.</p>	<p>In terms of land north of Ashby policy H3a (iii) of the adopted Local Plan requires the provision of cycle (and walking) links from the site to the town centre and adjoin employment uses. The details of any routes will be considered as part of any planning applications. Through time it is likely that new opportunities for routes will appear and their non-inclusion as part of the SPD would not necessarily preclude them being provided.</p>
Ian Retson	<p>Supports the proposed SPDs as it is essential for local people to input to detail which is of immediate relevance to them. Coalville and Ashby documents need to be linked to enable people to commute between the towns safely all year round.</p> <p>Please consider the following:</p> <ol style="list-style-type: none"> <li>1. When renewing footpaths on main roads consider widening for shared use eg. when footpath from Hoo Ash to Sinope some time ago it could have been widened.</li> <li>2. Include links in both plans to join them up</li> <li>3. Include measures to actively prevent parking on shared use and cycle lanes (Loughborough has dedicated lanes that are often blocked by vehicles)</li> </ol>	<p>Support noted. The matters outlined in numbers 1-5 are ones that will need to be considered when the details of schemes are being developed and implemented, rather than a matter for the SPD.</p>

	<p>I appreciate it is not illegal to park on pavements but local measures could help prevent dangerous situations which cause cyclists to swerve into traffic.</p> <p>4. I urge that the link to Hicks Lodge is done as a priority to reduce the need for people to take cars there from Ashby.</p> <p>5. Simply painting cycle symbols on the road does not give any priority or protection and the paint is soon worn.</p>	
Chris Smith	<p>Yes. It's important that a proper framework is in place so that when development occurs appropriate planning measures are taken to ensure that the impact of cycling is catered for.</p>	Noted
John Trinick	<p>If implemented it would provide routes that would encourage cycling, which is remarkably low in Ashby</p>	Noted
Alison Wright	<p>Is concerned that cycle routes will not be used based on current evidence of existing routes and questions whether it represents a good use of public money.</p> <p>Suggest that more consultation is taken place with potential users before going ahead with routes.</p> <p>Cycle routes are an excellent amenity in large towns and cities, but Coalville is not large enough and residents are too far out of town to make this either a viable or useful project</p>	<p>The purpose of the SPD and the strategies is to highlight opportunities to provide new cycle links, consistent with the aim of encouraging more people to cycle than would be the case without them. It is likely that some of the routes would be funded via Section 106 contributions rather than from public monies.</p>
Karen Edwards o/b/o Ashby Town Council	<p>Ashby de la Zouch Town Council supports the inclusion of the Ashby de la Zouch Cycling Strategy as a Supplementary Planning Document. This will place the strategy on a statutory footing.</p> <p>However the Cycling Strategy needs amending to</p>	Noted

	reflect the preferred cycle route between Willesley Road and Hicks Lodge, rather than between Ridgway Road and Hicks Lodge.	Agreed (see above in response to comments from Frank Bedford)
Adrian Mumby	<p>I don't understand why routes to the north or south of Nottingham road have not been included</p> <p>Cycle provision in Ashby is poor at the moment and recent developments have not included any improvements</p>	<p>In terms of land north of Nottingham Road policy H3a (iii) of the adopted Local Plan requires the provision of cycle (and walking) links from the site to the town centre and adjoin employment uses. The details of any routes will be considered as part of any planning applications.</p> <p>Noted. Having the strategies and the SPD will provide an opportunity to secure more routes than has been the case so far.</p>