



North West Leicestershire

Cycling Strategy

Part 2: Ashby de la Zouch

September 2016

Adopted as a Supplementary Planning Document on 12 September 2018

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1. Introduction

This cycling strategy was commissioned by North West Leicestershire District Council (NWLDC) to support the economic growth of the area and maximise the tourism, active travel and recreational cycling opportunities for residents and visitors to North West Leicestershire.

The document identifies a potential cycle network in and around Ashby de la Zouch; Part 1 of the study covered the Coalville area. The national cycleway associated with the Government's proposed High Speed Rail line (HS2) route through the district should connect to these local networks.

The potential network of cycle links is designed to overcome current barriers to cycling, and enable more people to cycle as a regular mode of transport. A cycle map of aspirations for the Ashby Area together with costs of individual links are provided as Appendices to this document. This document should assist the District Council to secure investment for the implementation of infrastructure through the planning process and in making bids for funding.

This document was produced by Leicestershire County Council (LCC) – Engineering Services, acting as consultant for NWLDC. LCC are not the scheme promoters and this report does not denote LCC endorsement of the proposals; appropriate consultations would need to be undertaken with LCC should any of these proposals be developed. In addition, it should also be noted that when developing any routes in details account will be required to be taken of any coal mining risks which might impact upon surface stability or public safety.

2. Background

Our roads enable people to get to work and access services and facilities such as shops and healthcare, enable children to get to school, and businesses to receive materials and distribute goods. By getting more people walking and cycling or using the bus we can help the local economy and environment by reducing the amount of traffic on our roads, congestion and its negative impacts.

Part 1 of the cycle network study for North West Leicestershire District has resulted in the implementation of a comprehensive cycle network in the Coalville area. In Loughborough (Charnwood Borough), where a similar network has been created, there has been a recorded 39.8% increase in the number of people cycling since 2012, approximately 1,300 cyclists (2013 LCC Local Transport Plan 3 (LTP3) Performance Indicator Data).

The Ashby area is home to the second largest proportion of the population of North West Leicestershire, approximately 12,500 people (2011 Census Data – medium super output area).

Although there is some cycle infrastructure in and around Ashby, it is quite disjointed, with missing links which create a barrier to connectivity of these routes. It is also important to keep in mind that a network of new cycle routes is not provided just for cyclists, and that the creation of good quality, safe and easily accessible routes are equally beneficial for pedestrians, and particularly people with pushchairs, wheelchair users or those using mobility scooters. A cycling network will therefore help to maintain Ashby de la Zouch as an attractive place to live, work and visit, encouraging more residents to change to more sustainable travel modes, enable sustainable development and provide a high quality environment that people feel safe to walk and cycle in.

3. Project Approach and Local Issues

Project Approach

In order to identify a potential network of cycle routes in Ashby de la Zouch, the following methodology was adopted:

- confirm the existing cycle network
- identify key destinations and trip generators. These being services and facilities (employment, areas for shopping, schools etc.) where people are most likely to want to cycle to, and where people are cycling from
- identify the gaps in the network and determine how these gaps could be filled
- identify the most desirable routes, determined both by destinations and as routes attractive in themselves for leisure and exercise, for example traffic free routes
- identify potential schemes – making best use of existing infrastructure – considering value for money and taking account of the hierarchy of provision outlined in LTN 2/08 Cycle Infrastructure Design Guide for cycle routes
- obtain key stakeholders' views
- produce provisional estimates for schemes
- produce a plan showing the aspirational cycling network with priorities for investment.

As part of a series of meetings, key stakeholders have worked with officers from LCC and NWLDC to ensure the proposed cycle links have good connectivity to the main employment areas, education premises, tourist attractions and sports, leisure and retail facilities. The sites listed below are not exhaustive, but identify the key destinations and trip generators:-

Employment

Flagstaff Industrial Estate, Nottingham Road (north);
Ashby Business Park, Nottingham Road (south);
Ivanhoe Business Park, Smisby Road;
Smisby Road Industrial Estate; and
Nottingham Road Industrial Estate.

Education Premises

Ashby Grammar School;
Ivanhoe College;
Ashby C of E Primary School;
Hilltop Primary School;
Willesley Primary School; and
Woodcote Primary School.

Tourist Attractions

Ashby Castle;
National Forest;
Hicks Lodge Family Cycle Centre;
Staunton Harold House and Park; and
Calke Abbey.

Sports/Leisure/Retail

Bath Grounds;
Hood Park Leisure Centre; and
Ashby Town Centre.

Ongoing development has informed this strategy; future developments such as at Money Hill should include cycle links across the site to link in to the wider network.

Local Issues

Responses to consultations undertaken by NWLDC on their draft North West Leicestershire local plan identified traffic congestion as a major issue in Ashby de la Zouch, where the ability to improve the town centre road network is very limited. The Ashby de la Zouch neighbourhood plan concurs with this and states that congestion is seen as one of the main negative aspects of living, visiting and working in the Plan area. 2011 census data for the Neighbourhood Plan area shows that there is a high level of car ownership, 43.9% of households having two or more cars, and 84% of households having access to a car compared to 74% for England.

Like the national picture, the census data for Ashby de la Zouch demonstrates an ageing demographic; with the population being generally older than across North West Leicestershire as a whole. However, the majority of residents enjoy good health (82.5%) and walking and cycling are not activities that should be promoted as exclusive to a particular age group, with obvious benefits to all. With the increasing popularity of electric bicycles these benefits are likely to be maintained and extended.

4. Network Development and Costs

Potential schemes have been identified following the project approach outlined in 3 above, and are as shown on the aspirational cycle plan provided as an Appendix to this document.

Emphasis has been placed on making the best use of existing infrastructure to create a network for cyclists and pedestrians to encourage journeys on bike and foot. By identifying measures suitable for the type of user on the route, potential schemes have not been over engineered to ensure value for money solutions.

The recommended routes are shown on the plan with the main corridors into Ashby de la Zouch Town Centre and interconnecting routes, where there is a potential to encourage people to walk and cycle. Priority 1 is shown in blue; these provide north/south, east/west and an orbital route for the town centre. Connectivity from these routes to residential areas and local centres/ attractors form priority 2 (orange), with priority 3 (red) providing links beyond the built environment.

Suggested measures and estimated costs have been grouped together to present a complete study of the individual links forming the core network.

Scheme estimates for the routes have been developed on the following basis:

- design fees are based on 25% of the works costs, this includes for project management and consultations
- the works estimates are based on similar schemes that have been implemented in Coalville and Loughborough (2011- 2013) and other schemes throughout the County based on in-house contractor rates. For shared use facilities the achievable footway widths, width of tarmac, is typically between 2.5 and 3.0 metres
- schemes have been subject to preliminary walkthroughs but do not consider construction methods or traffic management requirements and restricted working
- the traffic calming measures proposed are rubber bolt down cushions unless stated otherwise, the estimates include for reconstructing the existing carriageway to provide a suitable foundation
- the works estimates include for signing within each individual scheme's length; network signing as per Coalville has been included as a separate item
- 20% contingencies have been allowed for within the estimates

The scheme estimates do not include for any statutory utility services/ apparatus diversion costs that may be required or any applicable land purchase costs; these should be established as part of the detailed design.

The cost of delivering the whole network as identified in the Appendix attached to this report is circa £3.6M, subject to stats and land costs.

It is intended that the measures described in the aspirational cycle network are not prescriptive and further surveys and design work should be undertaken should a proposal be promoted further. Delivery of the majority of the schemes will be subject to statutory, public consultations etc.; and safety audits.

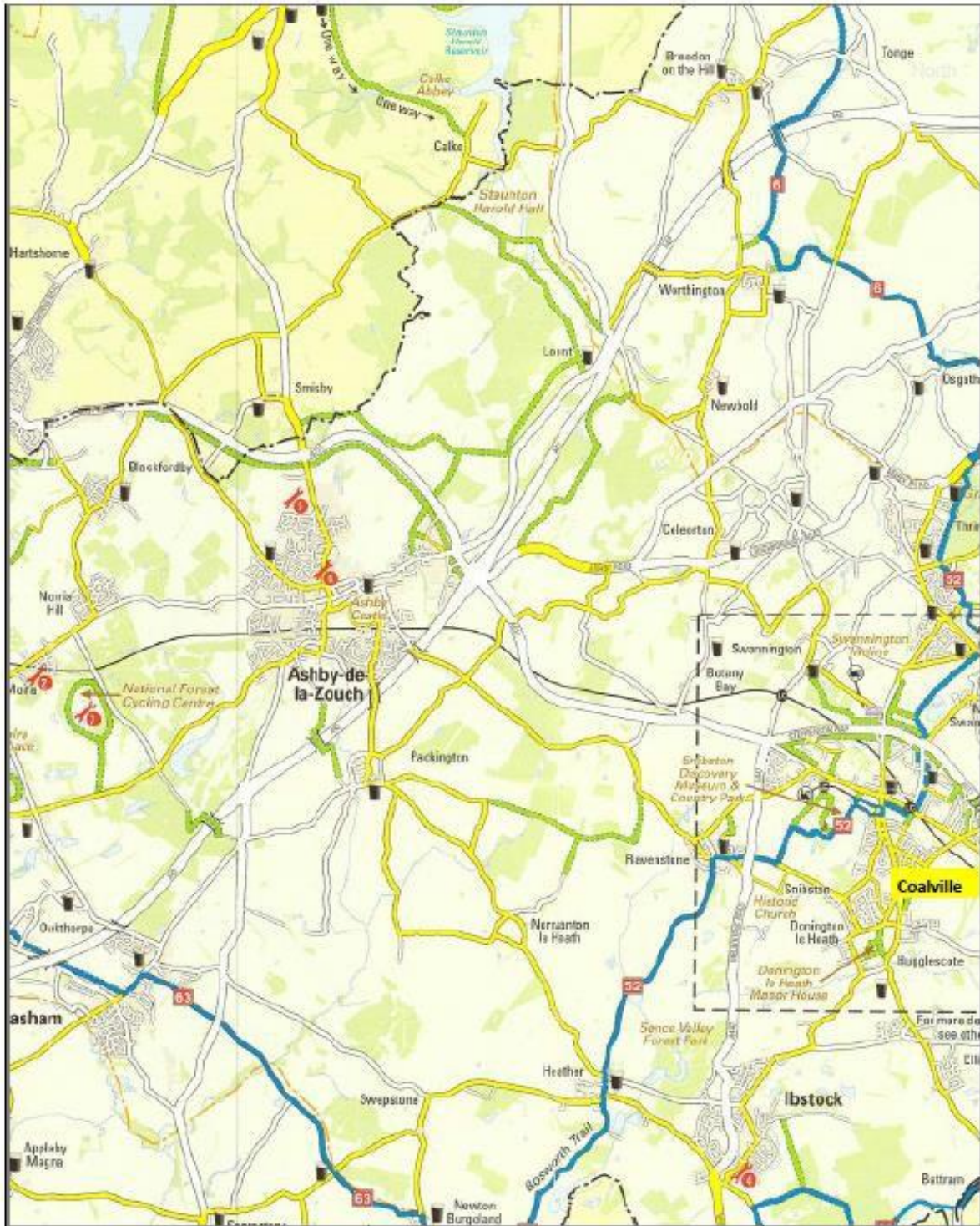
For completeness and to further promote a modal shift to sustainable travel the following complementary measures are recommended at key locations:

- the installation of cycle parking
- information boards displaying a Cycling map to assist with journey planning, this would also highlight the existence of the cycle network.

It should also be kept in mind that in terms of written publicity, Leicestershire County Council has released six cycling maps, one of which covers North West Leicestershire District and includes the recently implemented Coalville cycle network. These maps provide information of existing cycle routes and could be used to publicise the introduction of any new cycle infrastructure. Copies of the map are available through libraries throughout Leicestershire, the District Council Offices, Leicestershire County Council Customer Services, and electronically on the Leicestershire County Council website at <http://www.choosehowyoumove.co.uk/explore/explore-by-bike/>.

5. Appendices

Appendix A:



Not to scale. This plan is for identification only and subject to copyright

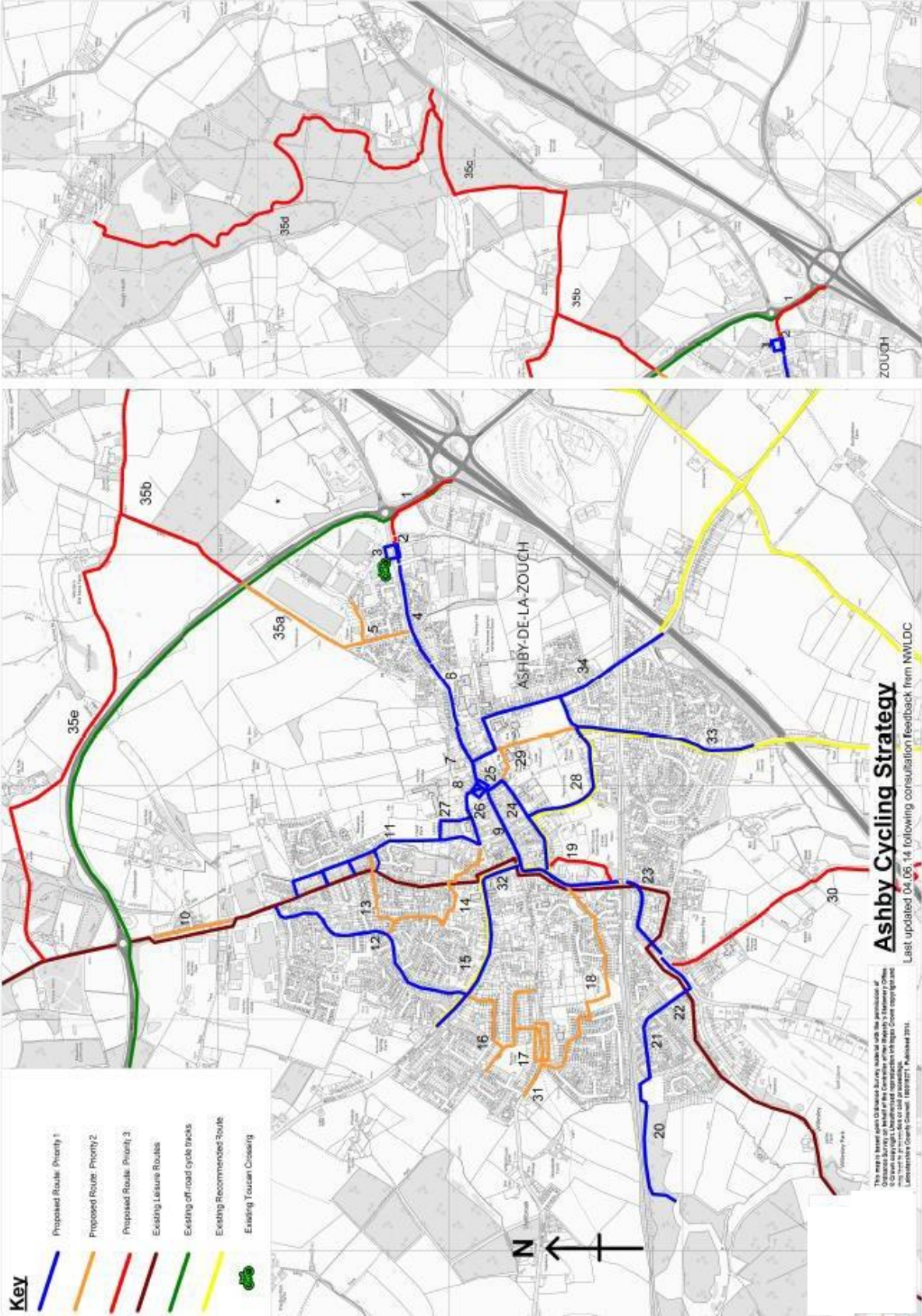
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North West Leicestershire Area Cycle Map (extract)

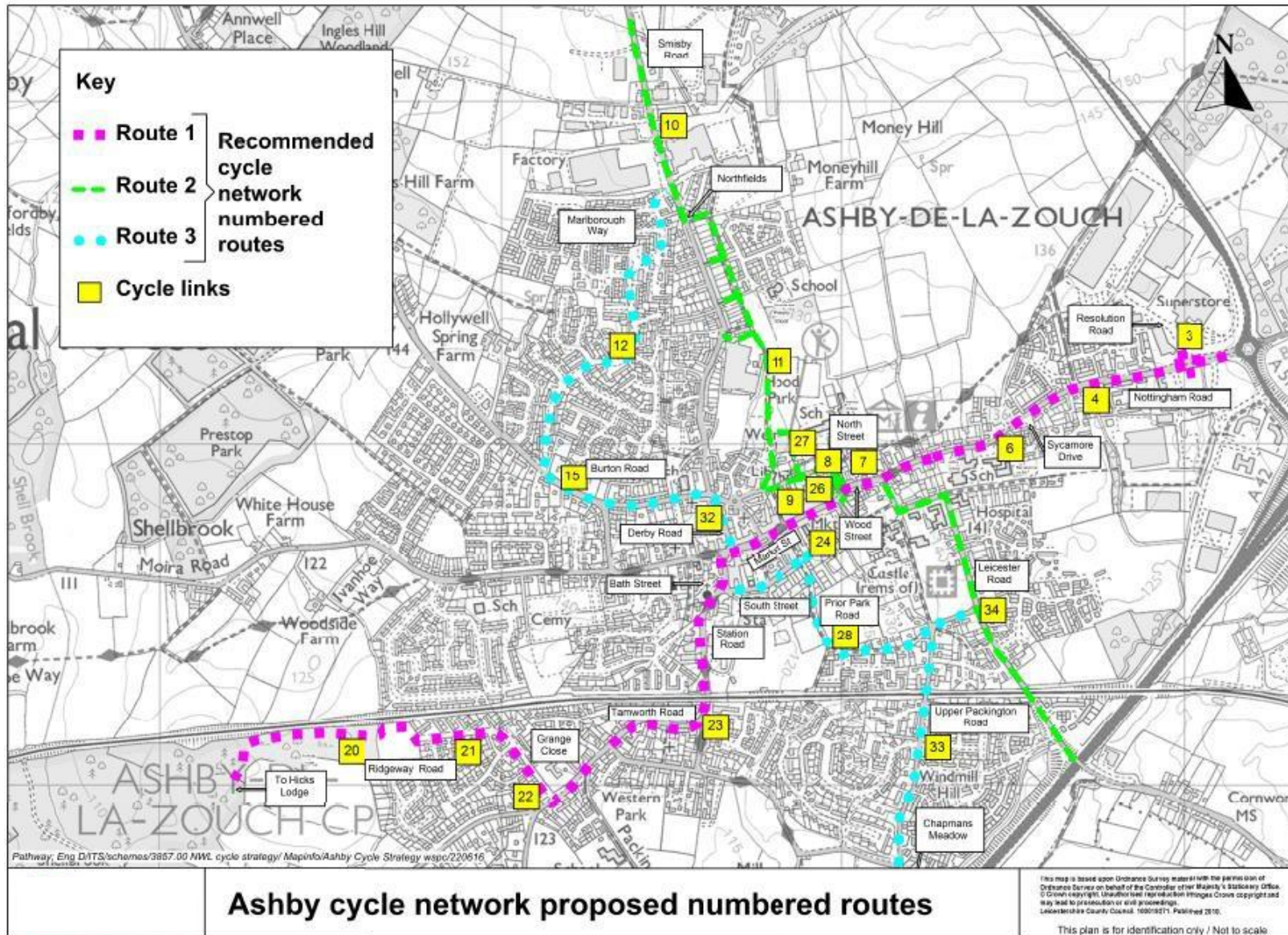
KEY	
	National Cycle Route
	Local Cycle Route
	Other cycle routes
	Other recommended cycle routes
	Roads with one-way traffic
	One-way
	Public house
	Police station
	Post office
	Parish boundary
	Local Council boundary

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Appendix B: Plan of the Aspirational Ashby Cycle Network



Appendix B: Proposed numbered routes



Appendix C: Table of Potential Cycle Links with Estimated Costs

These estimates were produced by Leicestershire County Council (LCC) – Engineering Services, acting as consultant for NWLDC. LCC are not the scheme promoters and the following does not denote LCC endorsement of the proposals; appropriate consultations would need to be undertaken with LCC should any of these proposals be developed.

Number on Plan	Location	Suggested Measure(s)	Estimated Scheme Cost (K)		Notes	Priority (1=High, 2=Medium, 3=Low)
			Fees	Works		
Ashby de la Zouch Route 1 (East/West route - Nottingham Road to Hicks Lodge)						
3	Nottingham Road, signal junction with Resolution Road	Provide Toucan crossing.	£12.5K	£50K		1
4	Nottingham Road, Resolution Road to Sycamore Drive	Create shared use footway/ cycle track by widening existing footway into verge.	£30K	£120K		1
6	Nottingham Road, frontage of Ashby School	Create shared use footway/ cycle track by widening existing footway into verge.	£50K	£200K*	Need to acquire land. *Assumes land can be negotiated at a minimal cost.	1
7	Wood Street, from Ashby School to Market Street	Provide virtual cycle lanes on carriageway.	£2.5K	£10K		1
9	Market Street	Provide virtual/ advisory cycle lanes on carriageway.	£2.5K	£10K	Existing on street parking.	1

23	Tamworth Road/ Station Road/ Bath Street	Provide virtual/ advisory cycle lanes on carriageway with possible speed reducing measures. Possibly provide junction table at existing mini roundabout.	£30K	£120K		1
22	Tamworth Road – between Ridgway Road and Grange Close	Create shared use footway/ cycle track by widening into existing verge and upgrade Zebra to Toucan.	£25K	£100K		1
21	Ridgway Road	Provide virtual cycle markings on carriageway.	£2.5K	£10K		1
20	Hicks Lodge to Ridgway Road	Create new shared use footpath/ cycle track through park and woods.	£62.5K	£250K	Land privately owned. Agreement from all parties required.	1
		Totals	£217.5K	£870K		

Number on Plan	Location	Suggested Measure(s)	Estimated Scheme Cost (K)		Notes	Priority (1=High, 2=Medium, 3=Low)
Ashby de la Zouch Route 2 (North/South route - Smisby Road to Leicester Road)						
10	Smisby Road, between Ivanhoe business park and existing virtual cycle lanes & traffic calming	Create shared use footway/ cycle track by widening existing footway into verge. Extend traffic calming to end of new 30mph limit.	£17.5K	£70K	Development on-going.	2
11	Public Footpath O80, Northfields to North Street via Hood Park; also utilises Public Footpaths O84 and O85	Provide signing and some surfacing works to create a shared use footway/ cycle track through Hood Park. Change of use required so Footpaths can be used by cyclists.	£10K	£40K	Development has provided much of the infrastructure; future developer contribution likely.	1
26	North Street between Market Street and Leisure Centre pedestrian access	Create shared use footway/ cycle track by widening into carriageway and verge. Provide speed tables as crossing points.	£25K	£100K	Verge not highway but land registered to LCC.	1

27	Leisure Centre link from North Street to Hood Park	Create shared footway/cycle track link by widening existing pedestrian link. Change of use required so can be used by pedestrians and cyclists.	£20K	£80K	Existing path to Leisure Centre not Highway. Proposals would require agreement from Town Council/ District Council.	1
8	Market Street/Wood Street/North Street junction	Create shared use footway/ cycle tracks by widening into carriageway and provide new crossing – possibly a Toucan.	£25K	£100K	Difficult for cyclists to turn right out of junction.	1
34	Leicester Road, from 20mph limit to extent of 30mph limit	Provide virtual cycle lanes on carriageway with possible speed reducing measures.	£17.5K	£70K		1
		Totals	£115K	£460K		

Number on Plan	Location	Suggested Measure(s)	Estimated Scheme Cost (K)		Notes	Priority (1=High, 2=Medium, 3=Low)
Ashby de la Zouch Route 3 (Orbital route - Marlborough Way to Upper Packington Road)						
12	Marlborough Way	Provide signing.	£2.5K	£10K	Existing 20mph zone with traffic calming linking Smisby Road and Burton Road.	1
15	Burton Road	Provide virtual/ advisory cycle lanes on carriageway with possible speed reducing measures.	£28.75K	£115K	Burton Road is narrow between Hill Street and Derby Road.	1
32	Derby Road	Provide virtual cycle lanes.	£1.25K	£5K		1
24	South Street	Provide virtual cycle lanes on carriageway Possibly junction table to help cyclists cross from Link 19 to 23.	£10K	£40K		1
28	Prior Park Road, between South Street and Upper Packington Road; utilises Public Footpath O95	Provide virtual cycle markings on carriageway. Change of use required so can be used by pedestrians and cyclists.	£5K	£20K	Stopped up road, street lit but not highway.	1

33	Upper Packington Road – from junction with Leicester Road to Chapmans Meadow	Provide cycle/ virtual cycle lanes on carriageway with possible speed reducing measures.	£37.5K	£150K		1
Totals			£85K	£340K		

Number on Plan	Location	Suggested Measure(s)	Estimated Scheme Cost (K)	Notes	Priority (1=High, 2=Medium, 3=Low)	
Ashby de la Zouch Cycle Network - Other Links						
1	A511, From A42 Island to Nottingham Road	Widen existing cycle track.	£20K	£80K	LCC have plans for shared use facility on A511 section as part of A511/ A42 roundabout improvement works.	3
2	Nottingham Road, from A511 roundabout to junction with Resolution Road	Create shared use footway/ cycle track by widening existing footway into verge.	£12.5K	£50K	Pinch point at culvert opposite Tesco.	3
5	Featherbed Lane and link to Resolution Road utilising Public Footpath O89	Provide signing. Change of use required so Footpath can be used by cyclists.	£1.25k	£5K	Future developer contribution likely.	2

13	Rotherwood Drive link, between Marlborough Way, Smisby Road and link 11; utilises Public Footpath O83	Signing, and widening to upgrade existing pedestrian link required between Sherbourne Drive and Rotherwood Drive. Change of use required so Footpath can be used by cyclists.	£12.5K	£50K	Might be difficult to widen past private drive and legality of using Park Road which is a private road.	2
14	Rouen Way to Mill Bank link via Smisby Road; utilises Public Footpath O76a	Create shared use footway/ cycle track by widening existing footway into verge. Difficult to gain more width past brook, but may be scope to cantilever out. Change of use required so Footpath can be used by cyclists.	£50K	£200K	Would need to negotiate land off school to widen to shared use as existing path is narrow.	2
16	Churchill Close to Moira Road link; utilises Public Footpath P005	Change of use required so Footpath can be used by cyclists.	£15K	£60K**	30m length of substandard width, approx. 2m. Need to acquire land. **Does not include land cost.	2
17	Moira Road link	Create shared use footway/ cycle track by widening existing footway into verge and upgrade existing zebra to a Toucan.	£20K	£80K	Existing traffic calming either side of Toucan.	2

18	Beaumont Avenue to Wilfred Place via allotments	Existing permissive path. Upgrade surface and widen into existing verge.	£12.5K	£50K	Permissive path through allotment is signed as such and that it will not be dedicated.	2
19	Bath Grounds, from South Street to Station Road	Create shared use footway/ cycle track by widening existing footway and creating new footway in verge.	£20K	£80K	Privately owned, leased by District Council. Agreement from all parties required.	3
25	Lower Church Street	Provide virtual cycle lanes and on carriageway contra flow cycle lane on one way section.	£5K	£20K	One-way on Lower Church Street.	1
29	Moat Walk, between Range Road and Upper Packington Road; utilises Public Footpath O94	Create shared use footway/ cycle track by widening into existing verge. Change of use required so Footpath can be used by pedestrians and cyclists.	£7.5K	£30K	Substandard section, pinch point at archway. Likely to be listed.	2

30	Packington Nook Lane	Provide virtual cycle lanes on carriageway from end of shared use footway/ cycle track at Burton Road junction to school. Negotiation needed with land owner - to surface bridleway between the A42 bridge and Nook Farm access.	£62.5K	£250K		3
31	Moir Road, Abbey Drive to Beaumont Avenue	Provide cycle/ virtual cycle lanes on carriageway.	£2.5K	£10K		2
35	<u>Bridleway from Featherbed Lane to Staunton Harold</u>					
	a.) Featherbed Lane to Ashby bypass	Re-surface existing bridleway.	£12.5K	£50K	Check extent of access rights to property.	2
	b.) A511 to end of O88 at Nottingham Road	Re-surface existing bridleway. Some widening required including a culvert over a stream.	£30K	£120K	Check access rights for farmer's field on north eastern side of track (Western Old Parks Farm). Check landownership – National Forest Land? Underpass already surfaced.	3
	c.) Track from Public Footpath O88 and permissive path through Jaguar Wood.	Signing. Accesses onto the track would need adjusting.	£2.5K	£10K	Track already has good surface.	3

	d.) From permissive path at Jaguar Wood to Staunton Harold, via plantation behind Lountwood Farm and Rough Heath	Signing.	£1.25K	£5K	Existing good quality track surface and width. National Forest Land.	3
	e.) Existing bridleway from Smisby Road	May require widening/surfacing.	£1.25K	£5K***	***Not looked at, £5K for signing only, assumes no civils required as existing bridleway.	3
	Ashby de la Zouch Route signing of Network		£6.25K	£25K		
		Totals	£295K	£1,180K		
		Grand Totals	£712.5K	£2,850K		

Scheme estimates have been developed on the following basis:

-The works estimates are based on similar schemes that have been implemented in Coalville and Loughborough and other (2011-2013) schemes throughout the County. Fees are based on the stretch target of 25% and include for project management and consultations.

-20% contingencies have been allowed for within the estimates.

-Statutory utility services/ apparatus diversion costs or any applicable land purchase costs have not been included in the works estimates, these should be established as part of detailed design.

-For shared use facilities the achievable footway widths, width of tarmac, is typically between 2.5 and 3.0 metres.

-Traffic calming measures will be rubber bolt down cushions unless states otherwise; the estimates allow for re-constructing the existing carriageway to provide a suitable foundation.