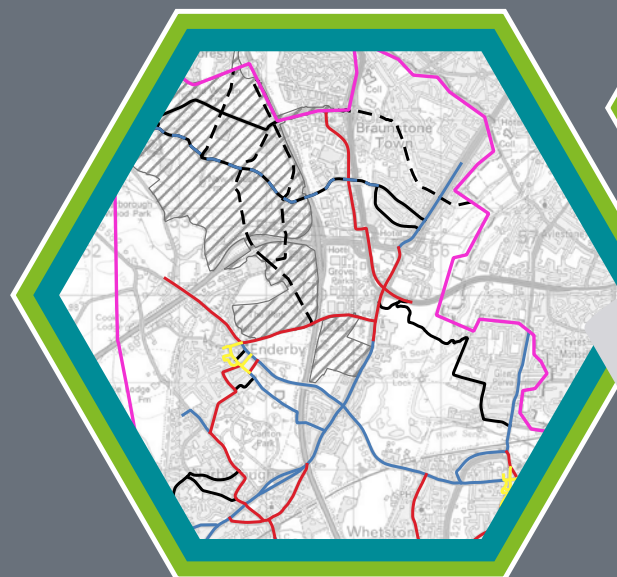


Loughborough Area Local Cycling and Walking Infrastructure Plan (LCWIP)

Executive Summary



Encouraging and enabling our communities to travel actively for life

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1. Introduction

Following the adoption of our Cycling and Walking Strategy and Action Plan in 2021, we are now in the process of developing Local Cycling and Walking Investment Plans (LCWIPs) for county towns and the urban areas surrounding the city of Leicester. These LCWIPs will set out the vision and priorities for cycling, walking and wheeling improvement in each of the areas to create attractive, coherent cycling, walking and wheeling networks to help to encourage and enable our communities to travel actively for life.

This document is an executive summary of the main Loughborough area LCWIP document. The full South of Leicester area LCWIP document can be found on our website [here](#).

This report summarises how we have developed an LCWIP for Loughborough, including Shepshed, the evidence base which informed its development, and our first 10-year pipeline of priorities for improvement, as well as some concept ideas of how we could improve our highway spaces and places to help engage with our communities.

1.1 What are LCWIPs?

Local Cycling and Walking Improvement Plans (LCWIPs) are documents which set out local authorities' proposals for making travel by cycling, walking, and wheeling easier, more attractive, and more accessible for all. They include maps of the local authority's networks for cycling and for walking and wheeling, and a programme of priority locations for improvements.

LCWIPs will play an important role in realising Active Travel England's ambition for cycling, walking and wheeling to become the preferred mode of travel for everyone in England.

1.2 What are the benefits of LCWIPs?

Increasing the number of people travelling by cycling, walking and wheeling is critical to achieving a number of transport and non-transport Government objectives, including public health and environmental outcomes.

Choosing to travel by active modes helps people to increase their physical activity levels, reducing obesity and improving cardiovascular fitness. Active travel has also been linked to improved mental health and a reduction in the number of preventable early deaths, such as those associated with obesity and poor air quality.

The corresponding reduction in private car travel will be a key contributor to improving local air quality and achieving Government's target of net zero carbon by 2050. Public realm improvements which increase the amount of green space along footpaths and cycleways, for example rainwater gardens and pocket parks, will contribute to biodiversity targets as well as providing pleasant places for people to walk, wheel, cycle, and relax.

Reducing the number of car journeys on Leicestershire's roads will help to improve road safety and reduce congestion, improving journey times and the driving experience for people who still need to travel by car, van, bus etc.

1.3 LCWIPs in Leicestershire

Following the publication of the first Cycling and Walking Investment Strategy by DfT in 2017, we developed a Cycling and Walking Strategy (CaWS) and Action Plan for Leicestershire. Our CaWS targets over the next 10 years are to:

- Increase cycle and walking trips to schools and education by 10%,
- Increase commuting cycle and walking trips to employment by 10%, and
- Increase the levels of walking and cycling trips in the county by 15%.

To achieve this, we decided to develop a number of LCWIPs covering Leicestershire's main urban areas, rather than one LCWIP covering the entire county. This enables us to focus on the specific needs of each individual area and identify potential improvements to cycling, walking and wheeling infrastructure earlier.

This LCWIP covers the urban and inter-urban areas around Loughborough, Shepshed and Quorn, in the district of Charnwood Borough.



2. LCWIP objectives

All of our LCWIPs have their own location-specific objectives, based on the individual needs of the areas which they cover, as well as being expected to contribute to the objectives in our Cycling and Walking Strategy and Action Plan.

2.1 Cycling and Walking Strategy (CaWS) objectives

The CaWS objectives are:

1. To enhance the infrastructure that supports cycling and walking in Leicestershire.
2. To enable people to cycle and walk in Leicestershire.
3. To inspire a step change in cycling and walking in Leicestershire.

2.2 Loughborough LCWIP objectives

The location-specific objectives of this LCWIP are:

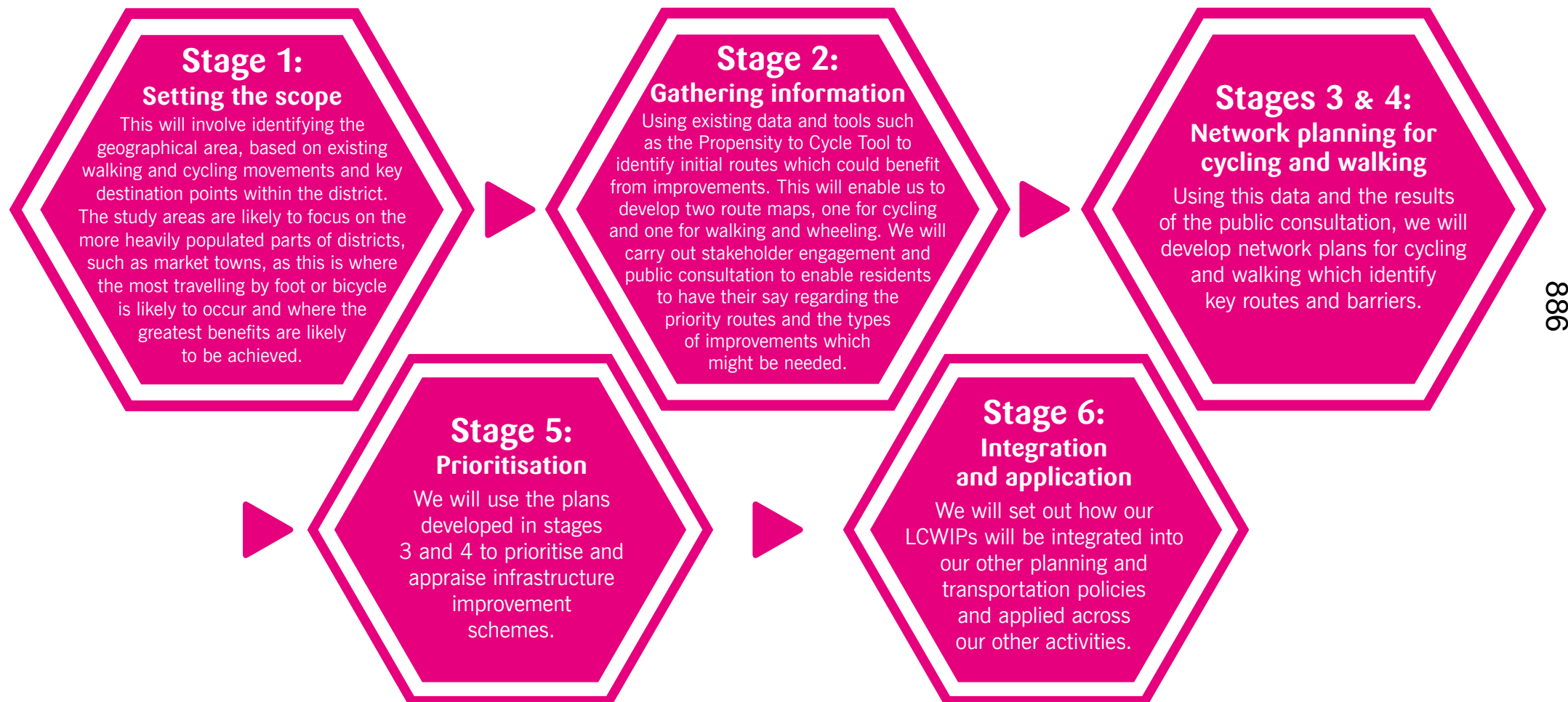
1. To reduce severance across and between Loughborough, Shepshed and Quorn.
2. To improve perceptions of cycling, walking and wheeling as safe ways to travel.

3. To improve connections to key residential and employment areas, including Loughborough University Science and Enterprise Park, Bishop Meadow and Gelders Hall industrial estates, the various University Halls of Residence, and Garendon Park.
4. To improve active travel connections to Loughborough University.
5. To improve active travel connections to Loughborough Railway Station.



3. The LCWIP development process

The LCWIP development process is set out in the LCWIP Technical Guidance, published by DfT in 2017, and is made up of 6 stages:



The sections below summarise how we followed the requirements of each stage of the process.

4. Stage 1 - Setting the scope

The LCWIP guidance states that local authorities should consider the density and number of services and facilities to which people want to travel when defining the geographical boundary of the LCWIP. Typically, people are willing to travel up to 10km by cycling and up to 2km by walking or wheeling.

In Leicestershire, most cycling, walking and wheeling takes place in urban areas, which are more densely populated and have a greater number of services and facilities within a short distance. The boundaries of these areas were set using the Office of National Statistics Lower Super Output Areas¹.

Our programme of LCWIPs was prioritised based on 2011 Census² data, cycle count data where available, and the potential for areas to benefit from increased cycling, walking and wheeling, based on DfT best practice.



¹ Lower Super Output Areas are areas which comprise between 400 and 1,200 households and have a usually resident population of between 1,000 and 3,000 people

² 2021 Census data was not available at the time of developing the geographical scope

5. Stage 2 - Gathering information

5.1 Baseline data

We used 2011 Census data to identify what proportion of journeys to work and education in the study area are currently made by cycling, walking and wheeling. We also identified journeys to work under 10km, to help us assess the potential for people to move from private car travel to cycling, walking, and wheeling.

We also used road safety data to identify the locations and severity of collisions involving cyclists and/or pedestrians between 2015 and 2019.

This analysis gave us the baseline position for cycling, walking and wheeling in the LCWIP area, from which we could measure the potential for improvement. This was used as a starting point to develop ideas for what the future cycling and walking networks might look like, and to inform our engagement with stakeholders and the public.

5.2 Future data

We identified major places that people want to travel to and from in the LCWIP area, such as:

1. major residential developments,
2. GP surgeries,
3. pharmacies,
4. major employment sites,
5. supermarkets,
6. primary, secondary, and higher education,

7. Loughborough train station,

8. libraries, and

9. leisure sites such as sports stadiums, leisure centres, and parks.

Data from Google Maps, our BetterPoints app, and Strava gave us information about the routes which people currently use to travel to and from these locations, whilst the Department for Transport's Propensity to Cycle Tool helped us to assess the potential future demand for travel on these routes.

We also engaged with key stakeholders, including residents, to get their priorities for improvements and their views on the preliminary route networks.

Engagement consisted of:

- workshops with Charnwood Borough Council,
- email communication with elected members, to obtain their top priority locations for improvements, and
- a map-based online engagement exercise for residents and other interested parties.



6. Stages 3 & 4 - Network planning for cycling, walking and wheeling

6.1 Stage 3 - Network planning for cycling

The destinations which we identified as part of stage 2 were grouped together to create 'clusters' of destinations within a 400m radius, as recommended in the LCWIP technical guidance. (400m is the recommended density for a joined-up urban cycling network). Unsurprisingly, most of the Loughborough LCWIP destination clusters are in the Loughborough and Shepshed town and village centres.

The clusters were weighted 1-5, based on their desirability and the number of cyclists they are likely to attract. The highest weighting was given to employment sites, transport interchanges, and secondary schools, in support of our CaWS targets.

Most cycling trips start at home. We mapped 'desire lines' (indicative, straight lines which connect places 'as the crow flies') between major housing developments and the clusters of destinations. We allocated demand to these lines based on 2011 Census data, and then applied the Google Maps, BetterPoints, and Strava data to identify the routes which people would be most likely to prefer when travelling between these places.

This information was brought together with the rest of the data from stage 2 to develop a preliminary cycling network, which was used for the public engagement. We asked residents for feedback on:

- The draft priority network, e.g., were there key routes missing, or did they feel a change to a route was needed.

- the types of infrastructure improvements that residents would like to see on the cycling, walking and wheeling network - e.g., dedicated cycle lanes, junction improvements, shelters, benches etc, and
- other feedback they thought would be of value in developing the LCWIP for this area.

The preliminary network plans then were amended and finalised.

We audited the routes which were included in the final network plans, to identify areas for improvement and prioritise locations which have the most potential to benefit the greatest number of users. Where appropriate, this included walking and cycling routes. We also assessed the routes against the Healthy Streets Design Check toolkit, which has been adopted by DfT as best practice for assessing how humans experience using streets as cyclists or pedestrians³.

The key cycling routes on the priority network are defined and prioritised in accordance with the LCWIP technical guidance as follows:

- Primary: High flows of cyclists; links large residential areas and key destinations such as a town or city centre.
- Secondary: Medium flows of cyclists; links to destinations such as schools, colleges, and employment sites.
- Local: Lower flows of cyclists; caters for local trips, often to primary or secondary routes.

³ The Healthy Streets Design Check toolkit was developed by Lucy Saunders, of Healthy Streets, in collaboration with Sustrans, Transport for London, and a number of local authorities.

Routes which will serve proposed future developments identified in the District Council's Local Plan are given indicative classifications based on the same usage criteria as above:

1. Future Primary (Indicative)
2. Future Secondary (Indicative), and
3. Future Local (Indicative).



6.2 Stage 4 - Network planning for walking and wheeling

People do not travel as far by walking and wheeling as they do by cycling. Therefore, we identified core walking and wheeling zones within a 400m (5-minute walking/wheeling) radius of the key destinations.

The routes between the core walking and wheeling zones and the key destinations were identified, amended following engagement, and assessed in the same way as the cycling routes. This resulted in a final, prioritised, network plan for walking and wheeling.

The key walking and wheeling routes on the priority network are defined and prioritised in accordance with the LCWIP technical guidance as follows:

- 1(a). **Prestige walking zones: Very busy areas of towns and cities, with high public space and street scene contribution.**
 1. **Primary walking routes: Busy urban shopping and business areas, and main pedestrian routes.**
 2. **Secondary walking routes: Medium-usage routes through local areas feeding into primary routes, local shopping centres etc.**
 3. **Link footways: Linking local access footways through urban areas and busy rural footways.**
 4. **Local access footways: Footways associated with low usage, short estate roads to the main roads, and cul-de-sacs.**

Routes which will serve proposed future developments identified in the District Council's Local Plan are given indicative classifications based on the same usage criteria as above:

1. Future Primary (Indicative)
2. Future Secondary (Indicative), and
3. Future Links (Indicative).

This resulted in prioritised final network maps for cycling and walking and wheeling, as shown below. These networks represent the key routes identified for improvement.

6.3 The LCWIP networks

6.3.1 The final priority network map for cycling

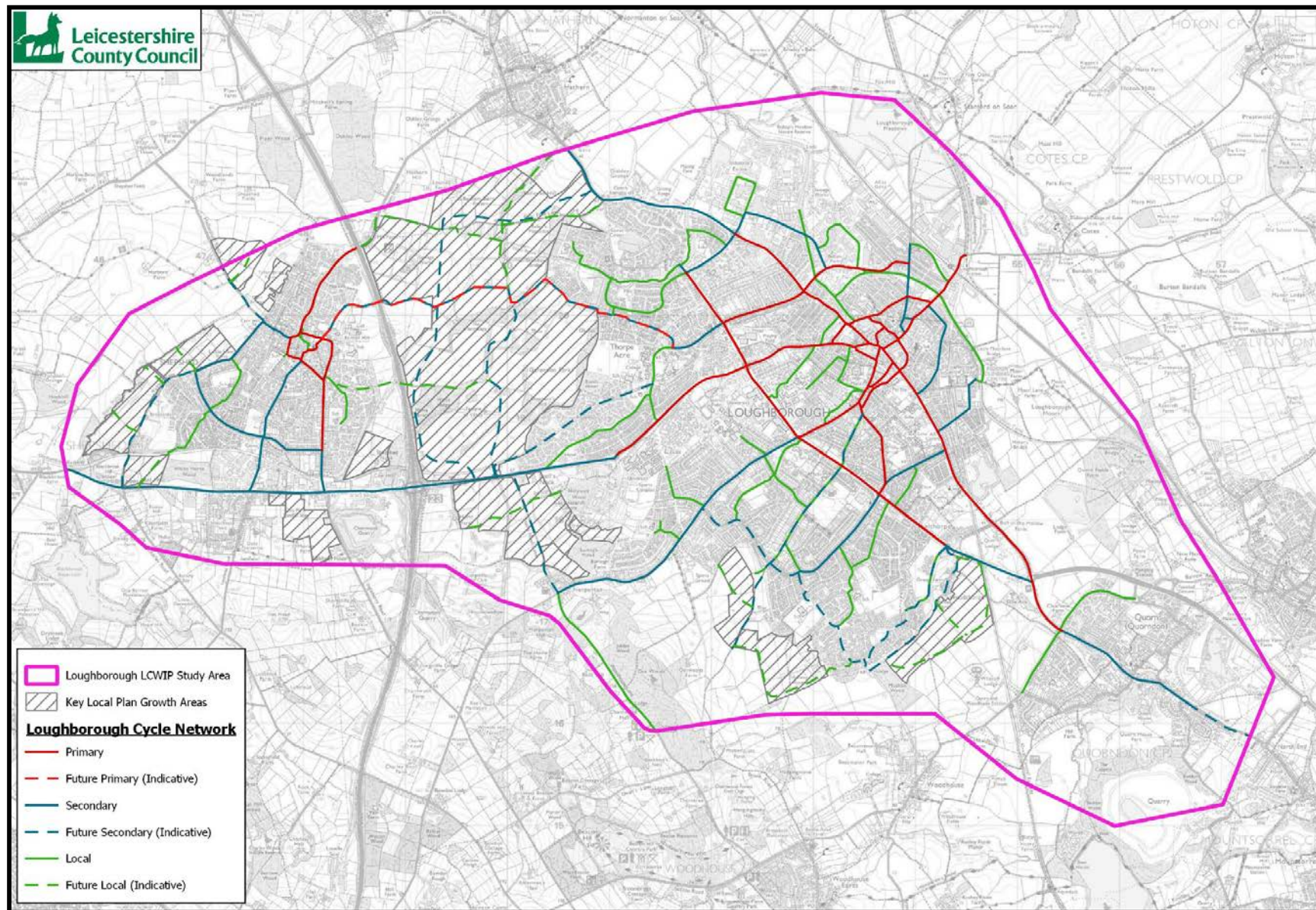


Figure 6.1 - The final priority network map for cycling

6.3.2 The final priority network map for walking and wheeling

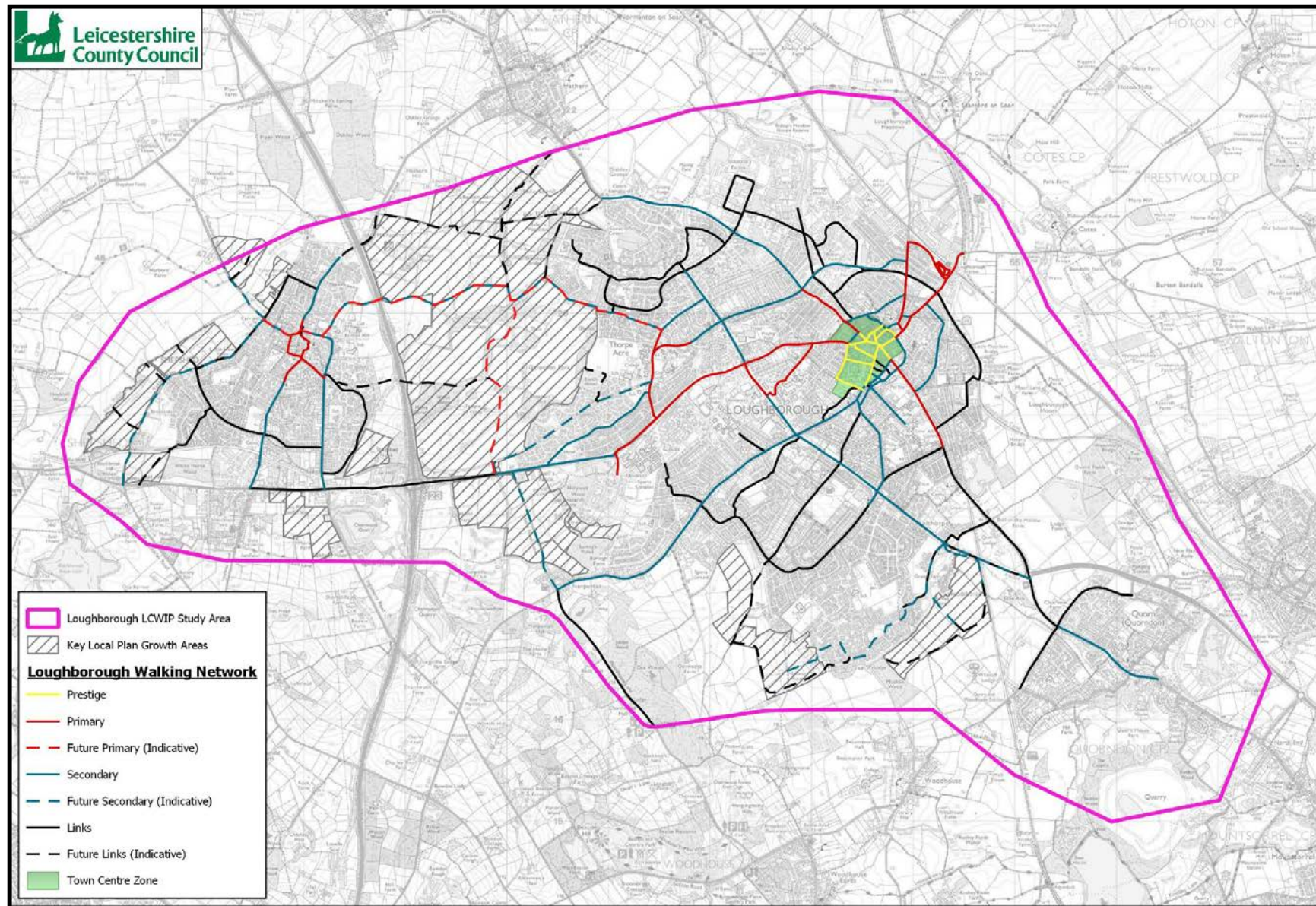


Figure 6.2 - The final priority network map for walking and wheeling

7. Developing our 10-year pipeline of schemes

As the **Prestige**, **Primary**, and **Secondary** routes are expected to be used by the most people to access the greatest number of key origins and destinations, we prioritised these routes for our first 10-year pipeline of improvement schemes.

We used traffic speed and volume data, road collision data, local plan growth sites, current and future cycling and walking demand, and public engagement data to identify specific 'hotspots', or areas of interest, along the routes.

The routes highlighted by the hotspots were taken forward for detailed route auditing, to help us understand the current condition of the routes, existing facilities, and what improvements might be needed.

The routes were initially audited using a desk-based process. This involved using Google Street View imagery to view the routes and assessing them against criteria such as maintenance, traffic speed and volume, gradient, lighting, connectivity, lane width, junction quality and frequency, and presence of rest stops and shelters.

Selected routes were then taken forward for site visit audits. These routes were chosen because they met one or more of the following characteristics:

- within an area of interest,
- hub or spoke route,
- connect to employment and/or education,
- within or connecting to a growth location, or
- flagged as 'review required' in the desk-based audits (usually because images on Google Street View were out-of-date or otherwise unsuitable for the purposes of the route audits).

Trained audit teams walked and cycled each of the selected routes, to ensure that they experienced the route as pedestrians and cyclists and gave full consideration to the differing needs of all types of user.

The network was also audited against the Healthy Streets Design Check toolkit to highlight the strengths and weaknesses of the routes against 10 indicators aimed at assessing the human experience of being on the streets. These indicators are shown in the graphic below.

The Healthy Streets Design Check audit found that routes within Loughborough town centre scored better than the routes extending out from the town centre towards other key destinations. The good scoring within the town centre can be attributed to existing characteristics, notably current motor vehicle restrictions through Market Place.

Scores for links between the town centre and the railway station scored poorly, due in part to constrained footways and lack of segregation between cyclists and motor vehicles.

This gave us a long list which makes up our first 10-year pipeline of priority routes for improvement. Figure 7.1 below shows the location of the long list 10-year pipeline of improvement schemes. Further information on these pipeline schemes is provided in table 9.2 in section 9.5.

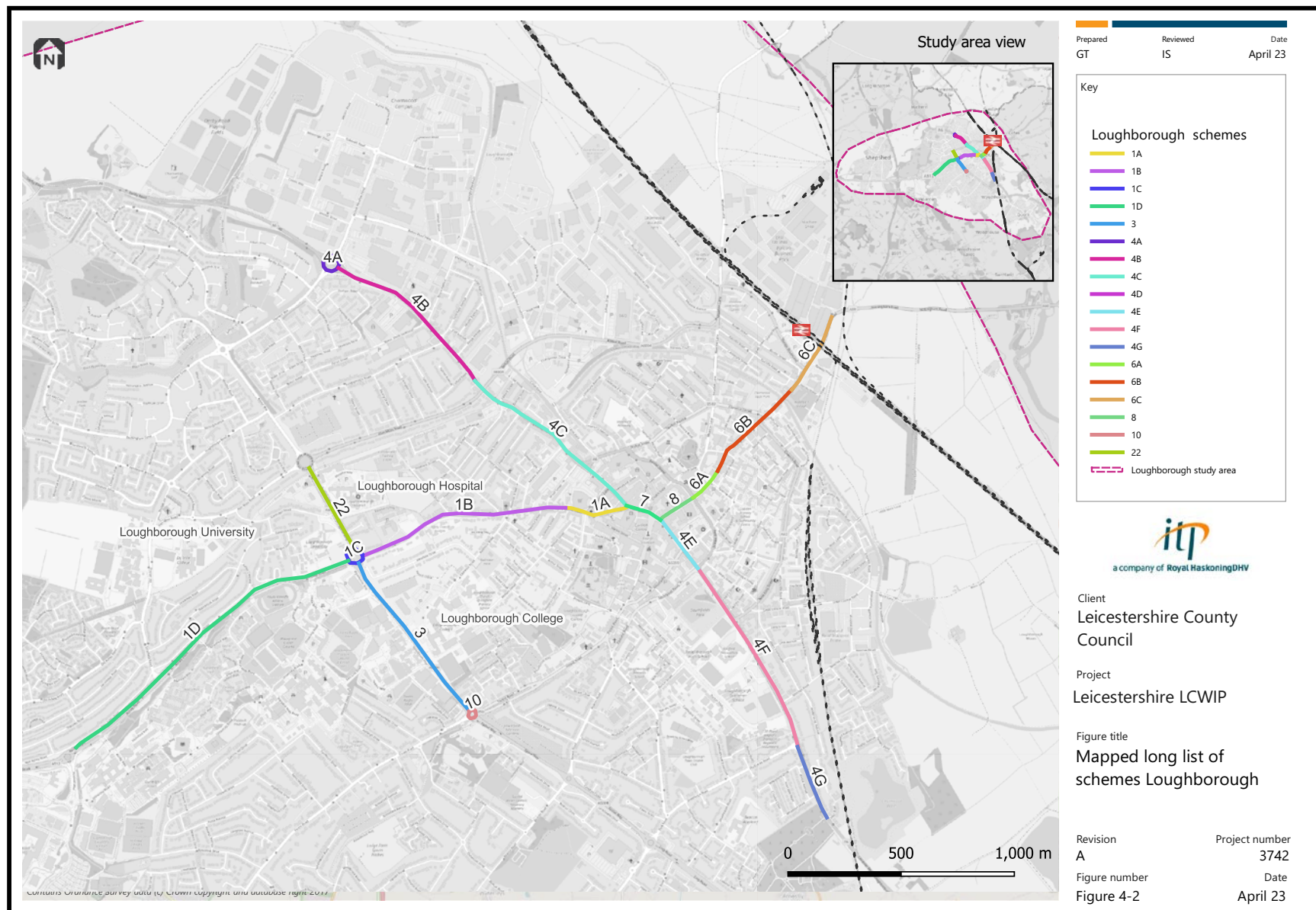


Figure 7.1 – Location of the long list 10-year pipeline of improvement schemes

8. Going above and beyond - developing concept scheme ideas

From this 10 year pipeline long list, we selected a short list of routes to be taken forward for concept improvement scheme designs.

The aim of developing the concept designs was:

- to explore the 'art of the possible' for differing route characteristics on a corridor basis,
- to provide a high-quality experience for users along entire routes,
- to resolve issues identified through the audits and Healthy Streets Design Check,
- to be used as visual examples when engaging with local communities about what types of measures could be provided to improve active travel, and
- to support future bids for funding.

Design features which were considered included highway infrastructure such as crossing points and junction improvements, as well as public realm and environmental improvements such as pocket parks, shelters, and rainwater gardens.

A number of area-wide improvement schemes were also identified. These consisted of measures such as:

- traffic calming and speed reduction measures,
- benches,
- cycle parking, and
- cycle repair stations.

The Healthy Streets Design Check toolkit assessment was repeated, with the assumption that all of the measures identified in the concept scheme designs were implemented. The new scores were compared to the scores from the initial checks, to assess how effective the proposed designs are likely to be.

Features such as segregated protection for cyclists from motorised vehicles, rainwater gardens, tree planting, new crossing points, and bus bypasses had the greatest impact on improving the Healthy Streets Design Check scores for the shortlisted routes.



Examples of design features which were considered during concept scheme development can be seen in table 8.1 below.

Table 8.1 – Examples of design features which were considered during concept scheme development



Low-level rainwater garden



Pocket park



Segregated one-way cycleway



Side road entry treatment/raised table, with cycle crossing



Dutch-style entrance kerbs



Bi-directional cycleway



CYCLOPS junction



Floating bus stop, with cycle bypass



Advanced stop lines



Parallel crossing



On-carriageway cycling



Cycle signals

Following consideration of design features and latest design guidance concept designs were produced to demonstrate what improvements could be possible to encourage and enable people to travel actively more in the LCWIP area. These concepts included improvements such as CYCLOPS junctions, segregated cycle tracks, pocket parks and segregated cycling and pedestrian crossings, as shown in the concept design examples below, at the Epinal Way / Forest Road roundabout and improvement of a section of Swan Street in Loughborough, in figures 8.1 and 8.2 respectively.

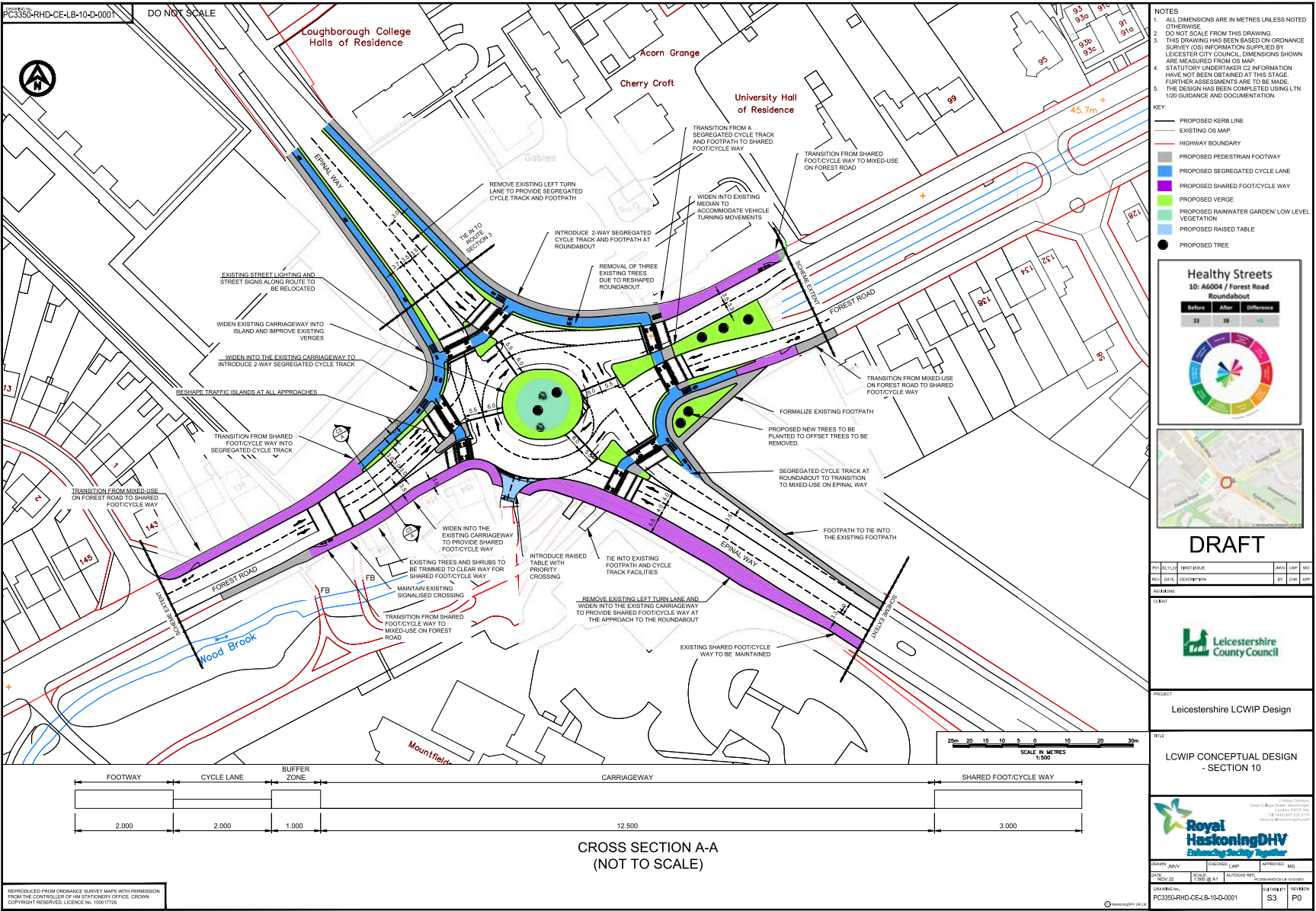
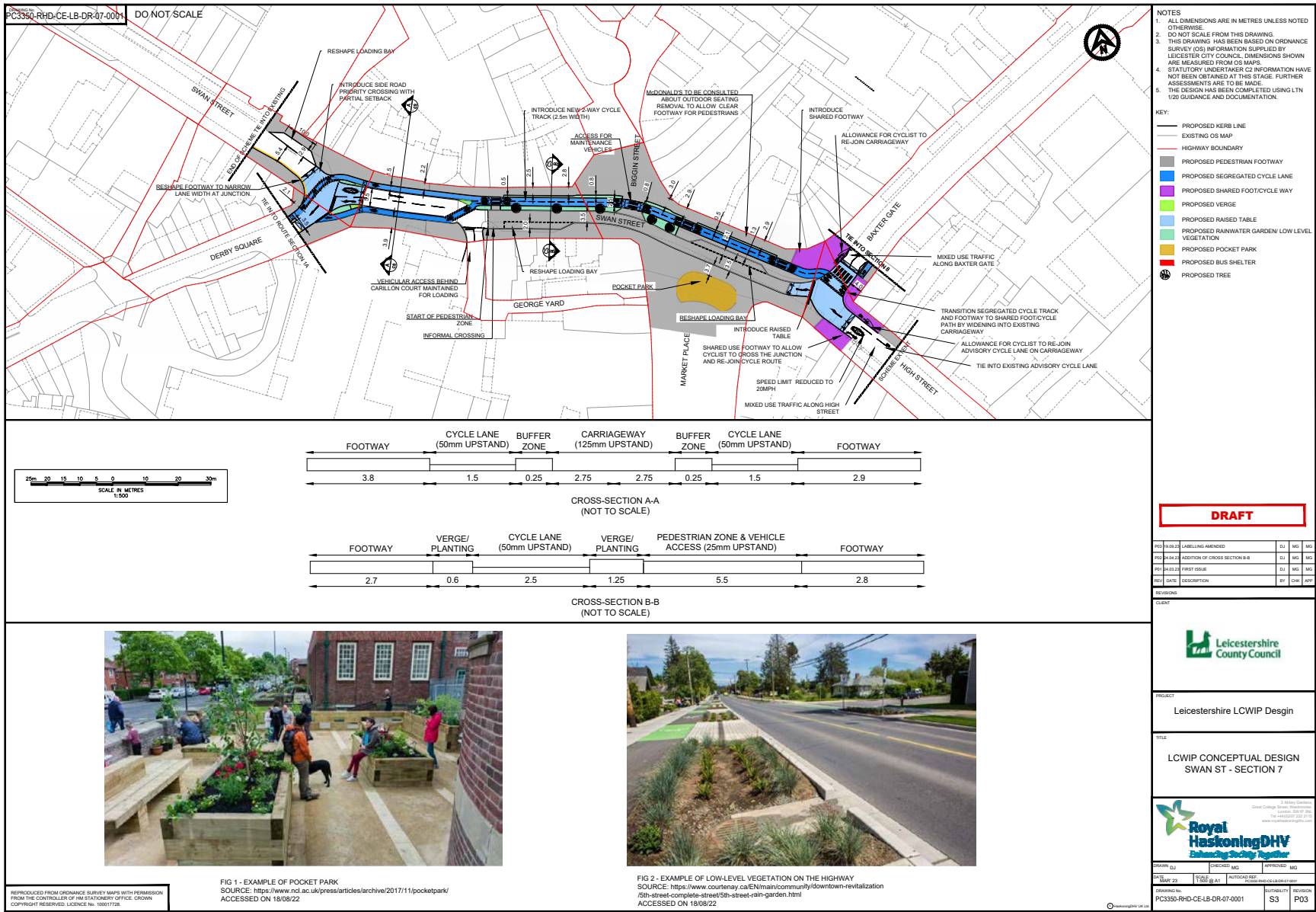


Figure 8.1 – Concept design for route 10 (Forest Road Roundabout)

Figure 8.2 – Concept design for route 7 (Swan Street)



All the concept scheme design drawings can be found in Appendix E of the main Loughborough LCWIP report on our website [here](#).

The map below shows the locations of the routes which were selected for concept scheme design, which are routes 1, 3, 6, 7, 8 and 10 from the 10-year pipeline.

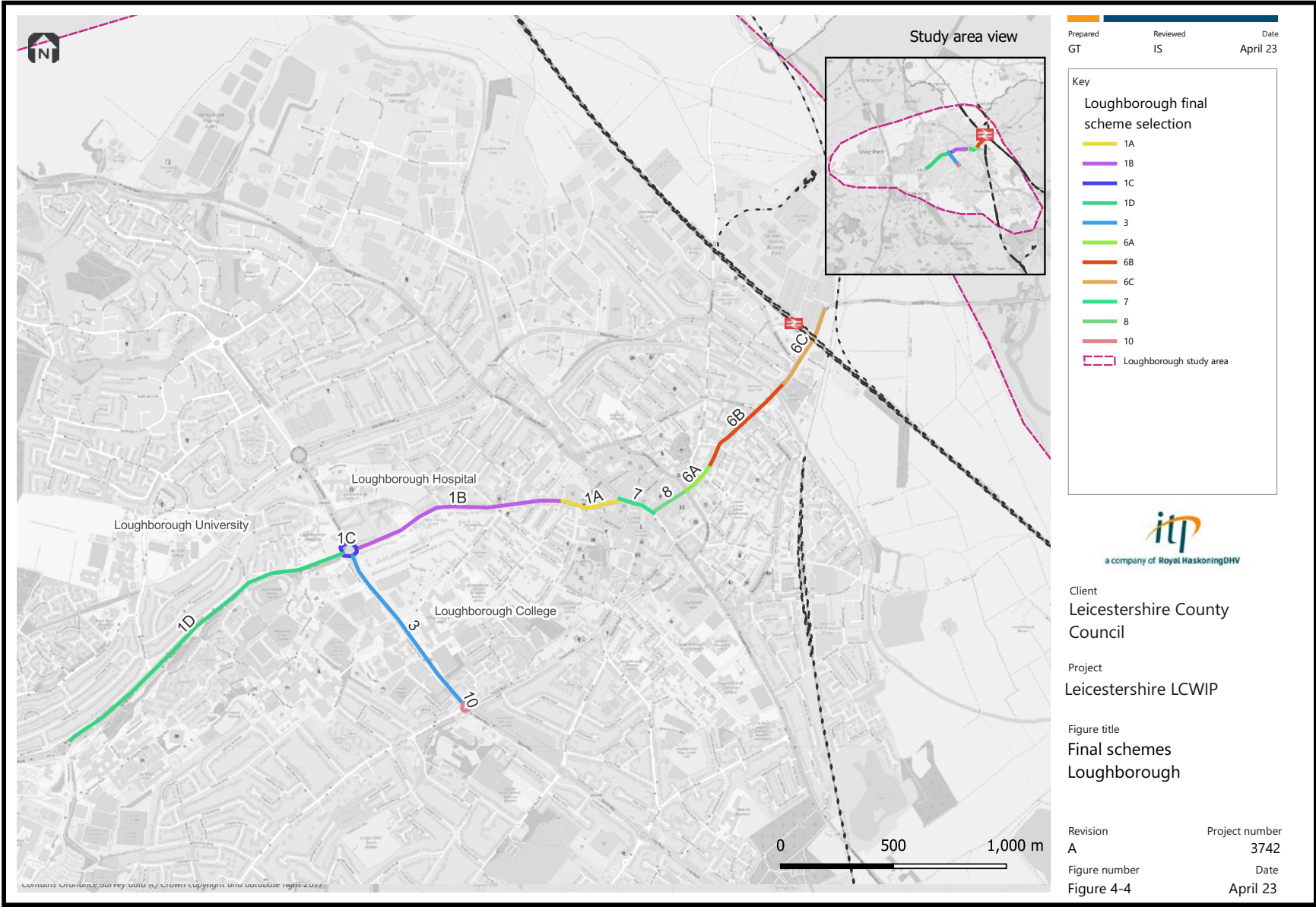


Figure 8.3 – Location of the routes short listed for concept scheme design

9. Stage 5 - Prioritisation of the 10-year pipeline programme

In accordance with the Government's LCWIP technical guidance, we prioritised the 10-year pipeline programme of schemes based on performance against six key criteria:

- **economics** - (cost, economic benefits, and value for money),
- **stakeholder feedback** - (engagement analysis),
- **effectiveness** - (criteria including: potential to encourage active travel trips and how many people would benefit),
- **attractiveness** - (Healthy Streets data),
- **policy** - (how scheme fit with other local, regional, and national policy), and
- **deliverability** - (criteria including; land ownership and conservation areas).

9.1 Economic assessment

The economic assessment was carried out using DfT's Active Mode Appraisal Toolkit (AMAT). Potential increase in future demand for cycling and walking/wheeling, which is required to complete the AMAT, was assessed using the Propensity to Cycle Tool (PCT) and DataShine Tool, as per best practice. We assessed the potential increase in demand for a range of scenarios, to ensure that the results were robust.

The likely costs of implementing the improvements were based on the design work and are indicative only. Operating costs were based on programmes of 10-year minor maintenance, and 20-year major maintenance for similar schemes in the LCWIP area. This ensures that we have made adequate allowances for the costs of keeping the infrastructure in a pleasant and usable condition, to achieve long-term, transformational change in the way people travel.

The AMAT provides a measure of the Value for Money (VfM) of a scheme in the form of a benefit-cost ratio (BCR). The table below shows how DfT categorises VfM based on BCR scores:

VfM Category	Implied by...
Very High	BCR greater than or equal to 4
High	BCR between 2 and 4
Medium	BCR between 1.5 and 2
Low	BCR between 1 and 1.5
Poor	BCR between 0 and 1
Very Poor	BCR less than or equal to 0

The BCRs for individual schemes along a route were combined to give an average BCR for the whole route corridor. This is important, because improving a short section of route in isolation may not be sufficient to encourage people to travel along the entire length of the route. Variations in quality along routes has been shown to discourage people from using those routes, even if parts of the route are of very high quality.

The table 9.1 below shows the average BCRs for the various route corridors which make up the initial 10-year pipeline of improvement schemes.

Table 9.1 – Average BCR's for full corridor schemes

Location	Corridor Segments	20-Year Appraisal			40-Year Appraisal		
		PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
Baxter Gate (South of the A6)	8	1.64	1.45	4.66	3.09	2.74	8.82
A512	1A / 1B / 1C / 1D	1.52	3.76	17.21	2.85	7.06	32.59
Train Station - University	6C / 6B / 6A / 8 / 7 / 1A / 1B / 1C / 1D	1.52	3.79	16.82	2.84	7.14	31.98
Town Centre - Train Station	6A / 6C / 6C	1.48	5.34	24.05	2.77	10.09	45.95
A6 (South East)	4E / 4F / 4G	1.39	3.19	14.54	2.61	5.97	27.42
A6 (inc. Town Centre)	4A / 4B / 4C / 7 / 4E / 4F / 4G	1.33	2.82	12.15	2.49	5.28	22.92
A6004 (Ashby Road roundabout - Forest Road junction)	3	1.30	4.34	18.57	2.47	8.28	35.55
A6 (North West)	4A / 4B / 4C	1.21	2.86	11.89	2.27	5.37	22.45
A6004 (Forest Road roundabout)	10	1.07	2.91	12.20	2.00	5.47	23.00
Epinal Way	22 / 1C / 3 / 10	0.94	2.72	11.71	1.77	5.15	22.26
A6004 (Alan Moss roundabout - Ashby Road roundabout)	22	0.26	0.78	3.54	0.49	1.47	6.72

9.2 Using stakeholder feedback

Feedback from stakeholders (including public engagement) is critical to understanding whether the proposed improvements will be attractive to existing and potential users and achieve an increase in active travel in practice.

During analysis of feedback stakeholders were grouped into four categories: District and County councillors, parish councils, experts and lobbying groups (e.g. national groups such as Sustrans and local advocacy groups and the general public).

Scores were assigned to each of the four categories of stakeholder, based on the number of responses relevant to the scheme and level of detail in the responses, and averaged to give a single overall score for stakeholder and public engagement.

These engagement analysis scores were then added as a metric, along with the assessment of the other five key criteria, to give total prioritisation scores for each scheme. This prioritisation is shown in the breakdown of overall prioritisation table below.

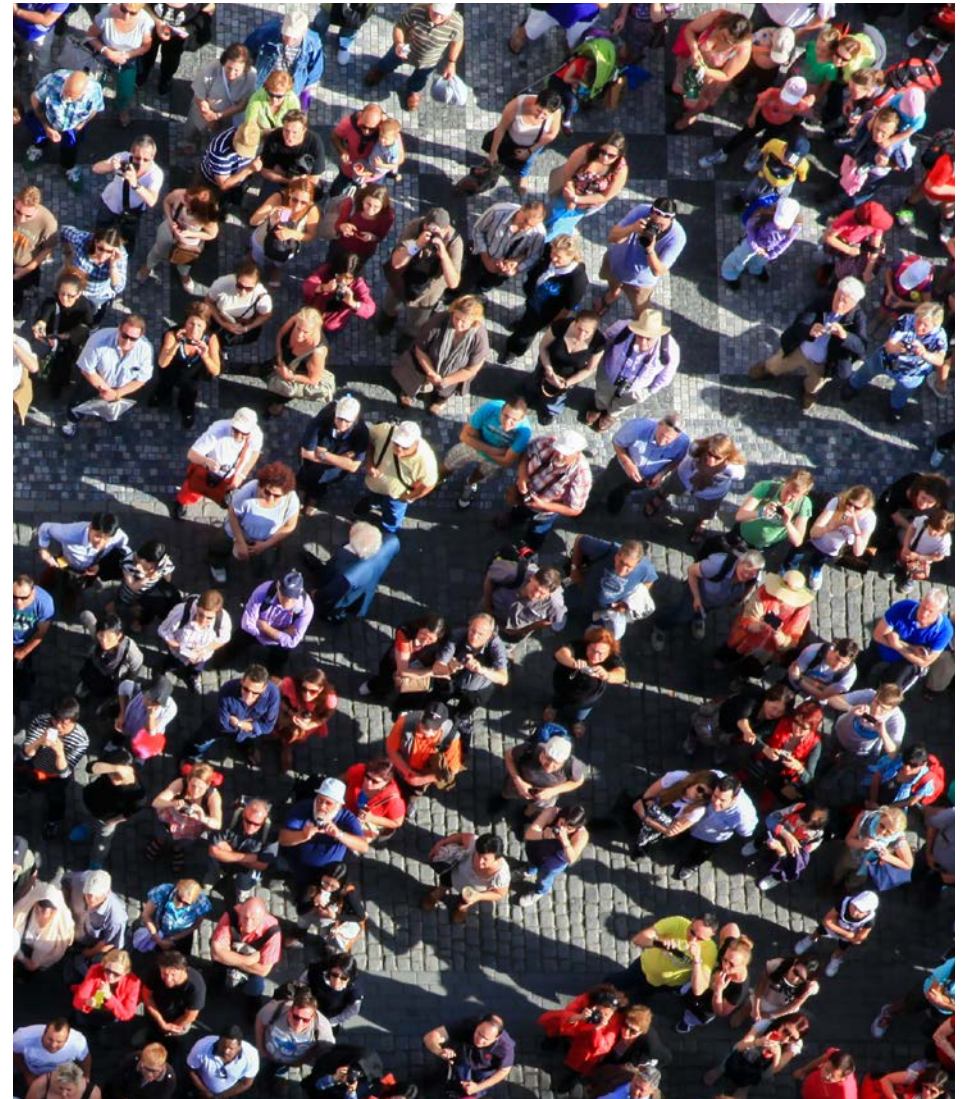
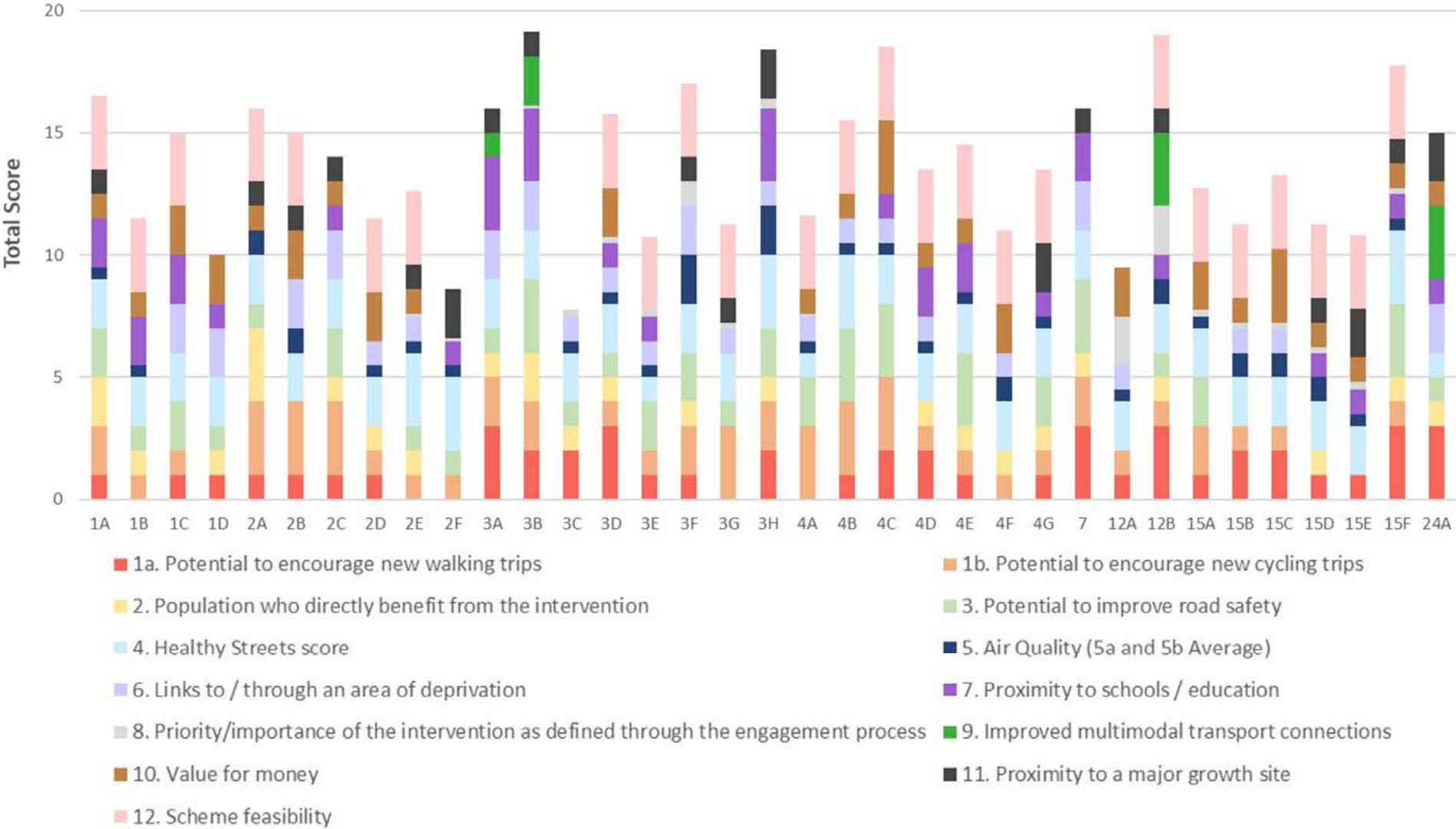


Figure 9.1 – Breakdown of Total Prioritisation Scores



9.3 Timescales

Once the schemes were prioritised, they were allocated indicative timescales for delivery using the definitions set out in the LCWIP technical guidance:

- **Short-term (typically implemented in <3 years)** - improvements can be implemented quickly or are currently in development,
- **Medium-term (typically implemented in <5 years)** - improvements where there is a clear intention to act, but delivery is dependent upon funding availability or the need to resolve other issues such as further design work, securing planning permission, land acquisition etc,
- **Long-term (typically implemented in >5 years)** - more aspirational improvements or those where a solution has not yet been identified.

Timeframes for each corridor segment were applied based on a combination of priority, project deliverability, and indicative cost as shown below:

Priority	Conditions	Timescale
Very High	Scored 3 for criteria 12 (scheme feasibility) and is <£3,000,000	Short-term
	Scored 0 for criteria 12 and / or is >£3,000,000	Medium-term
High	Scored 3 for criteria 12 and is <£3,000,000	Short-term
	Scored 0 for criteria 12 and / or is >£3,000,000	Medium-term
Medium	Scored 3 for criteria 12 and is <£3,000,000	Medium-term
	Scored 0 for criteria 12 and / or is >£3,000,000	Long-term
Low	Scored 3 for criteria 12 and is <£3,000,000	Medium-term
	Scored 0 for criteria 12 and / or is >£3,000,000	Long-term

The table 9.2 on the following pages shows the indicative prioritisation of the longlisted individual routes including their rank in the prioritisation table, priority, indicative costs, timescales.

Wider area schemes, such as cycle storage and benches, do not require a high level of highway design in order for their benefits to be assessed. Therefore, they were not included in the shortlist of schemes for concept design. However, they have been included in the prioritised 10-year pipeline of schemes and will be integral parts of wider schemes.

All the concept scheme design drawings can be found in Appendix E of the main Loughborough area LCWIP report on our website [here](#).

It should be noted the concept drawings are for illustrative purposes, and are intended purely to show how aspects of the latest design standards, such as LTN 1/20, could be applied to improve the cycling, walking and wheeling routes in the LCWIP area. They are not final definitive schemes. The design of the actual final deliverable schemes will be subject to the amount of funding available, considerations around affordability of long-term maintenance, further stages of detailed design and, importantly, further rounds of public stakeholder engagement.

9.4 Scheme costs

The proposed schemes are at a very early stage of development. Therefore, work to assess the likely costs of the improvements has been based on the initial design work and will be subject to refinement as the concept designs are developed further.

The indicative cost to deliver the initial 10-year pipeline of priority active travel schemes is in the region of £36,350,000. This initial 10-year pipeline of schemes represents only part of the total number of improvements that could be made over the entire priority network defined in this LCWIP, in order to bring it up to the latest active travel design standards. This initial indicative cost of the 10-year pipeline of priority schemes is an early indication of the level of investment required to bring our highway spaces and infrastructure up to an appropriate standard to meet the Government's Cycling and Walking Investment Strategy ambitions and deliver the transformation change in the way our communities travel for short distances.



9.5 Schemes, priority, costs and timescale summary

Table 9.2 - Summary of the 10-year pipeline long list of schemes, their priority, indicative costs and delivery timescales.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist
1	A	Ashby Road	Priority raised table crossing and existing signalised Ashby Road / Greenclose Lane junction upgraded to a two-stage right turn arrangement.	0.33	14.1	15	Medium	£500,000	Long-term	Y
	B	Ashby Road	Mixed traffic cycling along the quiet 30mph section near Loughborough University. Priority raised table crossing and upgraded segregated crossing.	0.90	15.6	9	High	£960,000	Medium-term	Y
	C	Ashby Road roundabout	Ashby Road roundabout junction only. 'Hold the left' signalised roundabout with two-way segregated cycle track, parallel crossings.	0.24	16.6	7	High	£2,510,000	Medium-term	Y
	D	A512	Mixed traffic cycling along the quiet parallel road of New Ashby Road and a segregated cycleway westbound. Upgraded segregated crossings, priority side road crossings, bus stop with cycle bypass, bus shelters.	1.46	17.2	6	High	£2,800,000	Medium-term	Y
3		A6004 Epinal Way	Ashby Road roundabout to Forest Road roundabout. Segregated cycleways, upgraded segregated crossings, priority raised table crossings.	0.76	17.3	5	High	£1,720,000	Medium-term	Y

Table 9.2 - Summary of the 10-year pipeline long list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist
4	A	Bishop Meadow roundabout only. Segregated cycleway, low level vegetation and crossing upgrades.	0.18	15.1	12	Medium	£760,000	Medium-term	N
	B	Bishop Meadow roundabout to Clifford Road. Segregated cycleways, upgraded segregated crossings, two-stage right turn junction arrangement, priority side road crossing and low-level vegetation.	0.72	17.6	3	High	£2,940,000	Medium-term	N
	C	A6 Derby Road Segregated cycleways, upgraded segregated crossings, two-stage right turn junction arrangement, priority side road crossing and low-level vegetation.	0.89	15.6	9	High	£5,500,000	Medium-term	N
	E	High Street / A6 Leicester Road Segregated cycleways, one-way arrangement for vehicles along High Street, two-stage right turn junction arrangement.	0.29	15.5	11	Medium	£1,890,000	Long-term	N
	F	A6 Leicester Road Barrow Street to Shelthorpe Road. Segregated cycleways and priority raised table crossing.	0.78	21.1	1	Very High	£3,180,000	Medium-term	N
	G	A6 Leicester Road Shelthorpe Road to Cedar Road. Segregated cycleway, two-stage right turn junction arrangement and segregated cycle and priority raised table crossings.	0.10	10.6	18	Low	£440,000	Medium-term	N

Table 9.2 - Summary of the 10-year pipeline long list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist
6	A	The Coneries	Segregated cycleways and upgraded junctions to two-stage right turn arrangement.	0.16	16.3	8	High	£500,000	Medium-term	Y
	B	Nottingham Road	‘Beacon Bingo’ bus stop south of Cradock St to Nottingham Road canal bridge. Segregated cycleway and mixed traffic cycling, limiting on-street parking. Priority raised table crossing.	0.46	20.5	2	Very High	£940,000	Short-term	Y
	C	Nottingham Road	Nottingham Road canal bridge to Loughborough railway station. Segregated cycleway and mixed traffic cycling. Upgraded segregated crossings.	0.25	17.4	4	High	£1,430,000	Short-term	Y
7		Swan Street	Derby Square to Baxter Gate two-way segregated cycleway, pocket park and vehicle restriction maintained.	0.21	13.2	16	Medium	£990,000	Long-term	Y
8		Baxter Gate	High Street to Jubilee Way segregated cycleways. Bus stop with cycle bypass.	0.18	14.5	13	Medium	£340,000	Long-term	Y
10		Forest Road roundabout	Forest Road roundabout junction only. Signalised roundabout with two-way segregated cycle track, parallel crossings and raised priority crossing with planted vegetation.	0.18	14.3	14	Medium	£2,770,000	Medium-term	Y
22		A6004 Epinal Way	Alan Moss Road roundabout to Ashby Road roundabout. Segregated cycleway, compact roundabout, and priority side road crossings.	1.00	11.8	17	Low	£6,180,000	Long-term	N
					Total Cost			£36,350,000		

10. Stage 6 - Integration and application

10.1 Funding

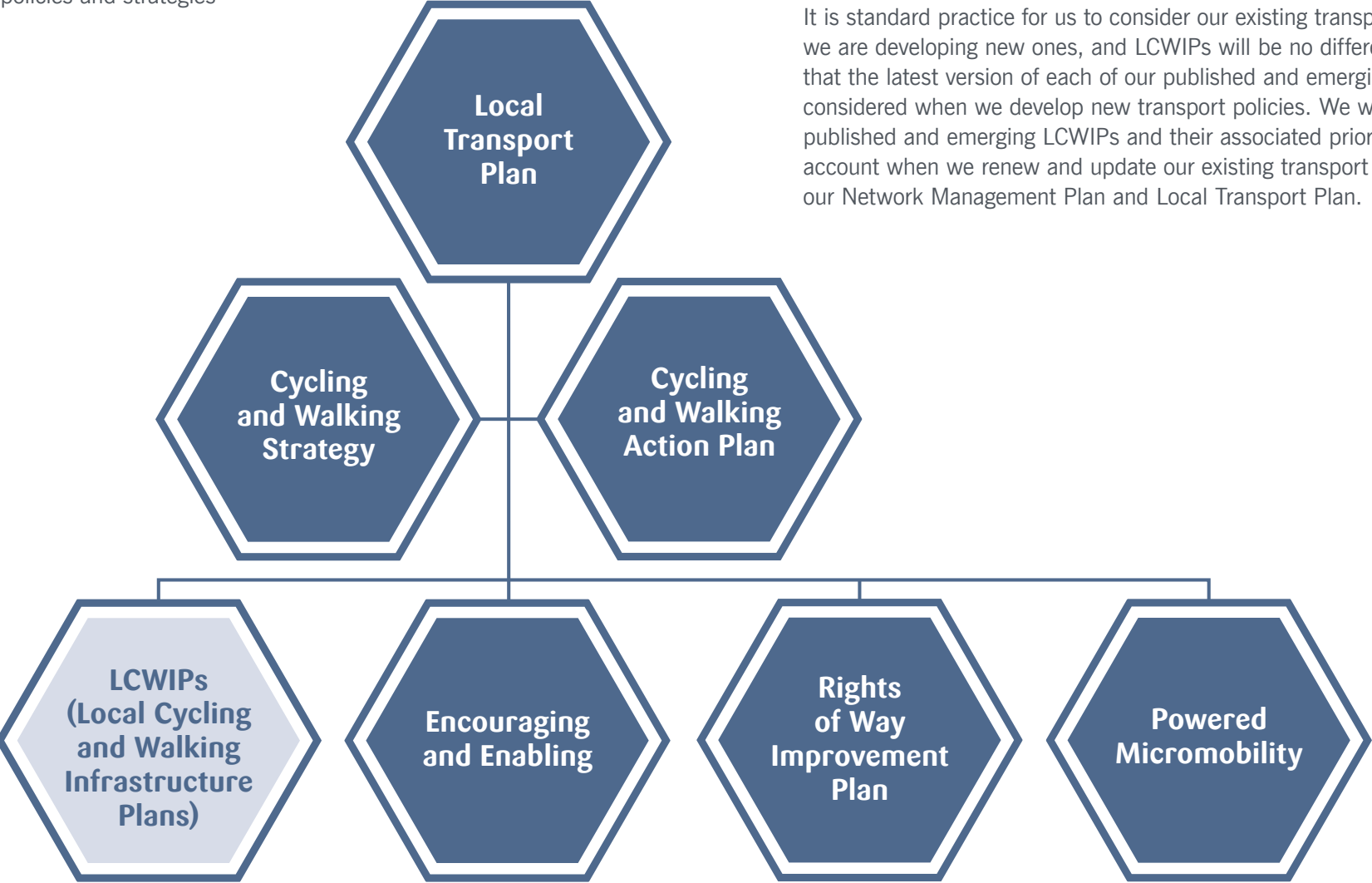
We will work continuously to identify potential Government and non-Government sources of funding to develop and deliver the LCWIPs.

Government funding will be administered mainly through Active Travel England. Potential non-Government funding sources will include developer contributions, where cycling and walking improvements will help to mitigate the impacts of new developments.

Further work will be required to develop many of the LCWIP schemes. We anticipate that some of this development work will be funded from our existing budgets and incorporated into our annual programme.



Figure 10.1 – How the LCWIP sits in relation to our other policies and strategies



10.2 Integration with other policies

It is standard practice for us to consider our existing transport policies when we are developing new ones, and LCWIPs will be no different. We will ensure that the latest version of each of our published and emerging LCWIPs are considered when we develop new transport policies. We will also take the published and emerging LCWIPs and their associated priority schemes into account when we renew and update our existing transport policies, including our Network Management Plan and Local Transport Plan.

10.3 Choose How You Move



Choose How You Move (CHYM) is the brand for our programme of measures designed to encourage and enable people across Leicestershire to choose active and sustainable travel.

Some of the great work we do, in collaboration with neighbouring local authorities, and the types of programme that will support usage of infrastructure delivered through LCWIPs includes:

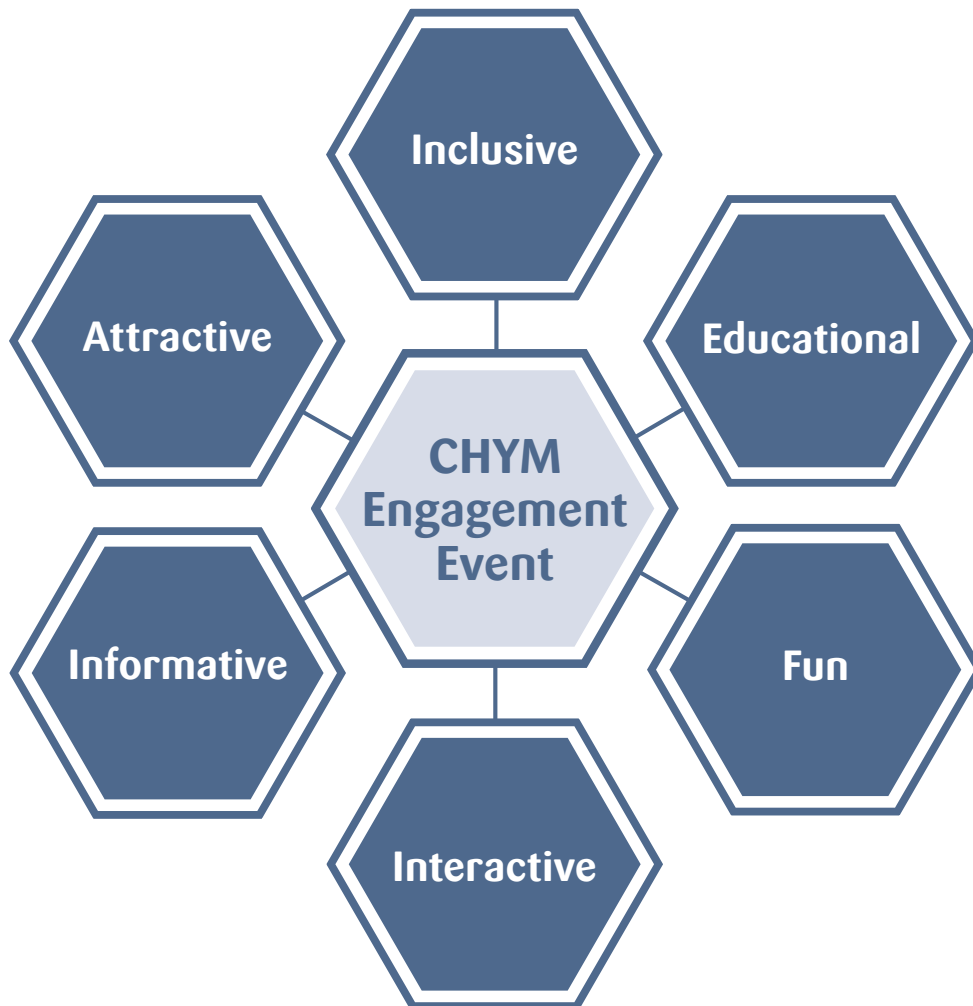
- cycle training for all users - including Bikeability training to help children gain practical cycling skills and learn how to cycle safely on Leicestershire's roads,
- personalised travel planning for communities and businesses,
- Helping Schools with their school travel plans to support staff, parents and children,
- active travel grants - helping businesses empower their employees to use active travel,
- E-bike trails, and
- incentivised activity monitoring with Better Points rewards.



We also have a successful programme of School Streets, supporting schools, residents, parents, and children. School Streets is an initiative that covers roads outside schools which have a temporary restriction on motorised school and through traffic at school drop-off and pick-up times. The aim is to create safer, healthier, and more pleasant environments for children, their parents, residents, and people travelling.

10.3.1 CHYM Ongoing community engagement

Figure 10.2 - Engagement event characteristics



A key part of helping people traveling actively is community engagement. The CHYM team delivers a broad programme of active and sustainable travel events engaging community groups, families and local residents to help them integrate active travel in their daily lives. All our engagement events aim to meet the characteristics set out in figure 10.2

Cycling, walking and wheeling - Leicestershire's Active Travel Forum

Another way we engage with communities, local advocacy groups and other stakeholders involved in active travel in Leicestershire, is our Active Travel Forum. This forum meets every 6 months with a varied agenda to continually update attendees on the great work we are doing, and ensure everyone has a voice to help.



10.4 Working with other authorities

We will collaborate with the district councils and adjacent highway authorities through our continued partnership working relationships to ensure coherent delivery of Leicestershire County Council-led and district-led LCWIPs, including where our priorities differ as well as where they coincide.

We will work closely with district councils, who are the local planning authorities, to deliver the LCWIP priority schemes through the planning process, including inclusion in Local Plans and application of conditions to planning permissions as appropriate.

10.5 LCWIP continuous engagement

Engagement is a key part of ensuring the LCWIP continues to meet the needs of our communities in the area, encouraging and enabling them to travel actively.

We began our commitment to ongoing engagement with an online consultation on the final draft version of the full Loughborough LCWIP report, prior to publication. This consultation sought feedback in four areas:

- how residents and stakeholders feel about the concept of LCWIPs,
- views on the priority networks,
- views on the 10-year pipeline of schemes, and
- view on the general content and presentation of the LCWIP.

151 comments were received, which were mostly positive. Some people commented that the full report is too long to be read easily, so we have created this Executive Summary to make the LCWIP more accessible to everyone.

We also received comments on the LCWIP development process, which we shall consider in the development of future LCWIPs. Comments on the priority networks and schemes have been recorded and will be considered at the appropriate stage as we develop the concept scheme designs and when we review the LCWIP. We will continue to proactively engage with district councils, residents, and other stakeholders as we develop and deliver the LCWIP schemes.

Some respondents requested wider measures which are outside the scope of the LCWIP, such as enforcement, education, and maintenance of existing walking and cycling infrastructure. These comments have been passed to the appropriate teams within Leicestershire County Council to inform existing and future work.

We will also carry out public engagement when we review this LCWIP at 3, 5, and 10 years after publication. This will mainly focus on updating the table of priority schemes, following any changes in the local area between publication of the LCWIP and its review. For example, schemes which have been delivered will be removed from the table and, if appropriate, replaced with new ones.

11. Monitoring and evaluation

As the schemes identified in the LCWIP are delivered, we will undertake specific monitoring and evaluation to assess the impacts of the scheme.

At a wider level, we are installing a network of multi-modal counters across Leicestershire. These counters use artificial intelligence to anonymously count how people travel. This data will give a baseline from which we can assess the impact of LCWIP future schemes and monitor progress towards our CaWS targets.

The emerging data from the camera counters indicates that most current cycling and walking journeys are associated with travel to education or leisure travel. This suggests that there may be significant scope to increase the number of people cycling, walking and wheeling to work.

The results of these monitoring and evaluation approaches will be invaluable in helping inform the review of LCWIP's over the next 10 years following publication, and enable LCWIPs to continue to be important documents that help guide delivery of the right active travel schemes in the right places, encouraging and enabling our communities to travel actively for life.



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