

Decision under Delegated Powers

Officer Requesting Decision

Local Plans Team Leader

Officer Making the Decision

Head of Planning and Growth

Recommendation

That the attached response to Leicestershire County Council's consultation on the Loughborough Area Local Cycling and Walking Infrastructure Plan be agreed and signed.

Reason

To enable a timely response to the Loughborough Area LCWIP consultation which ends on Tuesday 12th September 2023.

Background

Following the adoption of Leicestershire County Council's Cycling and Walking Strategy and Action Plan in 2021, the County Council is now in the process of developing Local Cycling and Walking Infrastructure Plans (LCWIPs) for county towns and the urban areas surrounding Leicester city.

LCWIPs are long term infrastructure plans to create cycling, walking and wheeling networks to encourage more sustainable modes of travel. The plans will be used to secure funding for delivery of improvements. They will evolve over time to reflect new routes and priorities as schemes are delivered and changes in communities occur such as new planned homes, shops, schools, and leisure sites.

Leicestershire County Council are now consulting on their Local Cycling and Walking Infrastructure Plan (LCWIP) for the Loughborough area, which includes Loughborough, Shepshed and Quorn. The consultation runs until Tuesday 12th September. A draft response to the consultation from the Borough Council is attached as Appendix A.

Officers have prepared the response in the Appendix and have consulted the Lead member Cllr Jadeja who welcomes the response but has no further comments to make.

Authority for Decision

Heads of Service have delegated authority to respond to consultation documents in relation to those council functions for which they have responsibility, in consultation with the Lead Member.

Decision and Date

12 September 2023

Financial Implications

There are no financial implications associated with this decision.

Risk Management

No specific risks have been identified with this report.

Key Decision: No

Background Papers:

Appendix: Officer response to Leicestershire County Council's consultation on the Loughborough Area Local Cycling and Walking Infrastructure Plan

Appendix

As you will be aware, the Borough Council has prepared the Charnwood Local Plan 2021 – 2037 Pre-Submission Draft in collaboration with the County Highway Authority to develop the evidence base for transport. A strategic objective of the emerging Local Plan is to reduce the need to travel by car, and the distance travelled, and increase the use of walking, cycling and public transport to access jobs, key services and facilities. This is supported by policy CC5 Sustainable Travel which aims to support sustainable patterns of development which minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. There is also a range of placed based policies including LUC1 Loughborough Urban Centre, LUC2 West of Loughborough SUE, LUC3 Loughborough Science and Enterprise Park, SUA1 Shepshed and SC1 Service Centres which, amongst other things, aim to encourage more sustainable modes of travel.

The emerging Local Plan also makes reference to the LCWIP and working with local partners to deliver sustainable transport infrastructure in the Borough. With this in mind, we wish to make the following comments on the LCWIP:

- Charnwood District Council should be 'Borough' (throughout the document).
- Paragraph 2.2.1 page 11, the diagram refers to the Charnwood Local Plan – the adopted Local Plan for the Borough is the Charnwood Local Plan Core Strategy 2011 – 20228. The emerging Local Plan is the Charnwood Local Plan 2021 – 2037 Pre-Submission Draft. It should be made clearer which document the diagram is referring to; we assume it is the latter.
- Paragraph 3.3 page 17, describes the LCWIP area. Figure 3.6 on page 20 illustrates that the service centre of Quorn is included in the study area. It would be helpful to include a short paragraph to describe the settlement and why it is included in the LCWIP area.
- Paragraph 3.4 'Objectives', objective 1 should include reference to Quorn as this is also include in the LCWIP area.
- Paragraph 3.4 Objective 3, could also include reference to the West of Loughborough Sustainable Urban Extension 'Garendon Park', Dishley Grange and the emerging Local Plan housing allocations at Shepshed.
- Paragraph 5.2.1 (first paragraph) page 42, it would be helpful to include reference to the emerging Local Plan aspirations for sustainable travel. As mentioned earlier, a strategic objective of the emerging Local Plan is to reduce the need to travel by car, and the distance travelled, and increase the use of walking, cycling and public transport to access jobs, key services and facilities. This is supported by policy CC5 Sustainable Travel which aims to support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport.

- Paragraph 5.2.1 (second paragraph) reads inaccurately with regards to how it was agreed that routes were replaced or considered inappropriate. It would be helpful to amend the paragraph as follows:

'The network maps were refined following this engagement **which included adding** ~~New routes were added and, where appropriate~~ **and amending** existing routes **where appropriate** ~~were replaced with alternatives as suggested by the district council.~~ Where we considered that it would not be appropriate to include routes which **the Borough Council** ~~they~~ had suggested, for example because the routes serve smaller destinations, **these were removed** ~~this was discussed and agreed with the District Council.'~~

- Figure 5.7, page 45, includes the proposed Strategic Link Road (SLR) through the Garendon Sustainable Urban Extension, with the majority of the SLR having a shared cycleway/ footway. While the final details of the SLR are still being resolved, it is at an advanced stage and the details submitted as part of the approved outline permission show that the shared cycleway/ footway does not extend to the section of the SLR within the registered park and garden as illustrated by Figure 5.7. The shared cycleway/ footway should be shown being diverted east to link with the off road route onto the A512.
- Parameter plans approved at the outline planning stage for the Garendon SUE and recently approved reserved matters application propose a link road between the SLR and Hathern which includes a shared cycleway / footpath between the cycleway on the SLR and Hathern Road. This is also supported by Policy LUC2 West of Loughborough Sustainable Urban Extension (page 108) in the emerging Local Plan which requires 'a new road link from the distributor road to Hathern Road'. This route seems to have been missed from Figure 5.7, and the existing unsurfaced bridleway to the north shown as the preferred option.
- Figure 5.8 Walking and Wheeling, there are additional routes near Booth Wood which have been approved and would be suitable for walking (although linking to unmade bridleway so assume not suitable for wheeling) which aren't shown and would increase connectivity between the registered park and garden and properties around Ravensthorpe Drive.
- Figure 6.2 page 50, it might be worthwhile adding the location of the Garendon Park Primary School North, the location of which is set, with the County Council set to deliver it by circa 300th occupation. There is also a recent reserved matters approval for the first parcel of employment land within the employment allocation within Garendon Park, this could also be illustrated. The Science and Enterprise Park, including phase 1 employment sites is not noted as a key employment site and should be.
- It would be helpful in Chapter 6 to include some commentary on why primary and secondary routes in Shepshed and Quorn were not included in the long list of Loughborough pipeline schemes. This perhaps could be added in the last two paragraphs on page 49 which discuss which routes were prioritised for the ten year pipeline project list and 'clusters of points of interest' including amongst other things 'future growth sites as identified in local plans'. Whilst following the methodology

sequentially, it is clear why routes have been prioritised and taken forward; however, it would be helpful to explain why other routes have been discounted.

- The proposals for improvements to cycling and walking from Loughborough train station along Nottingham Road towards the town centre are welcomed. The Loughborough Town Centre Masterplan 2018 identifies the need for improvements to the public realm along Nottingham Road and is included in the strategic action plan as a long term project. Reference to the Town Centre Masterplan could be made in the document, particularly in paragraph 2.2.1 which discusses 'local policies' and Chapter 7 which discusses prioritisation criteria, one of which is 'policy'.
- Table 7.1 page 79 'How the prioritisation criteria were assessed'. Under the policy section, this could include reference to the emerging Local Plan monitoring framework indicator and target for policy CC5 sustainable travel (page 210 of the emerging Local Plan). Link: [SD-2 Charnwood Local Plan 2021 – 2037 Pre-Submission Draft 2021-2037 July 2021.pdf](#)
- Paragraph 8.3.2 page 111 discusses local plans in general. There is an opportunity here to specifically refer to relevant parts of the emerging Local Plan for example, the West of Loughborough Sustainable Urban Extension, other local plan housing allocations and how the County Council and Borough Council have worked together to develop sustainable travel opportunities in the Borough. As mentioned earlier, the emerging Local Plan refers to the LCWIP and working with local partners (para 3.113 page 100).
- Table 9.1 on page 118 should include reference to Shepshed and Quorn as these are both in the LCWIP area.
- It will be important to ensure that the aims and objectives of the LCWIP are captured in and complement Loughborough University's 'Connected Loughborough' project which will improve the public realm between the east and east and west sides of the town, making it easier for people to move from the train station through the town centre to the university, college and Science and Enterprise Park.
- As the emerging Local Plan housing allocations are developed it will be important that walking and cycle links are made between these and to existing urban areas including Loughborough and Shepshed. Improved walking and cycle routes also supports the Council's Corporate Strategy (2020 – 2024) theme of 'Healthy Communities'
- Appendix E 'Concept designs', Section 7 'Swan Street'. The design appears to be beneficial to Swan Street and High Street, however, consideration will need to be given in terms of how the 'pocket park' might affect town centre uses, for example the Loughborough fair.