Blaby District Council

sustrans

Local Cycling and Walking Infrastructure Plan

2024 - 2034

Version 1.0

Contents

01

Introduction

Blaby District Council, with the aid of Sustrans, have produced an Active Travel Strategy to sit alongside this Local Cycling and Walking Infrastructure Plan.

Blaby District Council, with the aid of Sustrans, have produced an Active Travel Strategy to sit alongside this Local Cycling and Walking Infrastructure Plan. Blaby District Council understands that encouraging walking and cycling for leisure, commuting and exercise has many benefits to offer its residents and the local environment. The development of this LCWIP is a crucial step in creating a high quality and well-integrated walking and cycling network which will maximise sustainable transport movements to services and facilities, shops, employment, and education.

An increase in active travel will help to meet some of the Council's wider objectives including:

- Encouraging healthy communities
- Addressing a cause of climate change
- Increasing tourism
- Improving physical and mental health
- Improving accessibility and social inclusion
- Tackling road congestion
- Reducing air pollution

This LCWIP is intended to demonstrate a clear vision and set of priorities for cycling, walking, and wheeling improvements within the Blaby District and how it joins to existing or planned improvements in the neighbouring authorities.

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.

This report will consider all methods of active travel, including walking and wheeling by all methods including wheelchairs and mobility scooters and adapted cycles.

1.1 LCWIP Structure

The Blaby District LCWIP will follow the structure and process set out in the Department for Transports Local cycling and walking infrastructure plans technical guidance for local authorities – April 2017. *https://assets.publishing.service.gov.uk/media/5f32aa668fa8f57ac88dc9dc/cycling-walking-infrastructure-technical-guidance-document.pdf*

Government LCWIP guidance sets out the process in six stages as identified below:

1. Determining Scope

Establish the geographical scope of the LCWIP and identification of the existing walking and cycling network.

2. Gathering Information

Identify existing patterns for cycling and walking and potential new journeys. Review existing conditions and identify barriers. Review related transport and land use policies.

3. Network Planning for Cycling

Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4. Network Planning for Walking

Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.

5. Prioritising Improvements

Prioritise improvements to develop a phased programme for future investment.

6. Integration and Application

Integrate outputs into local planning and transport policies, strategies, and delivery plan.

The study will help identify walking and cycling infrastructure which links jobs and communities together, with the aim of increasing mobility by means of sustainable transport methods helping to improve air quality, modal shift from motorised forms of transport and seek to reduce delays in the highway network.

One of the main ways of delivering these objectives is to create a high quality and well-integrated walking and cycling network which maximises sustainable transport movements to services and facilities, employment, shops, education, and leisure opportunities.

This LCWIP will be reviewed 3, 5 and 10 years after publication to evaluate progress.

1.2 Other Relevant Local Plans

Leicestershire LCWIP South Leicester Area

Leicestershire County Council has developed an LCWIP for the south Leicester area. The south of Leicester area incorporates a section of the Blaby District. We have collaborated with Leicestershire County Council to ensure there are strong synergies between the two plans, to make the most of future funding opportunities. There will be differences in approach to some of the corridors and routes proposed and audited, as this LCWIP has considered priorities at a more local level. Blaby District are keen to continue to support and collaborate with Leicestershire County Council.

Leicester City Council

Leicester City is the adjoining local authority to northeast of the Blaby District. People will travel daily to and from Leicester City and the District of Blaby for work, school, leisure, and retail. It is imperative that networks align, and routes continue between the two areas to support active travel journeys. We have engaged with Leicester City Council whilst producing this plan and are keen to continue to work together to improve cross boundary routes.

Blaby District Local Plan

Blaby District have published a plan which demonstrates the Councils' vision for jobs, housing, health, and the environment. The Local Plans priorities have shaped the delivery of this LCWIP. The Local Plan is currently under review and the intention is for this LCWIP to help shape future priorities and opportunities for walking and cycling.

02

Determining Scope

Stage 1 of the LCWIP process looks to determine the geographical scope and key objectives.

Blaby District is situated to the south of Leicester in the East Midlands. The District of Blaby measures approximately 130.5km2 in area and has a population of 102,926 people at the time of the 2021 Census. It has witnessed a 0.92 % increase in population over the last ten years. The district has one town centre, Blaby, with a population size of 6,837, The District hosts several large villages and settlements including Glenfield with a population size of 10,813 and Braunstone Town with over 18,000 residents.

The district contains rural areas, predominately to the south and more urban areas to the north which form part of the principal urban area of Leicester.

The area is well serviced by major transport networks including the M1 and M69 and the A46, A47, and A50. It benefits from a railway station in Narborough which links the two large cities of Birmingham and Leicester.

Blaby District is home to Fosse Park, one of the largest out-of-town shopping areas in the country, which attracts visitors from the wider region. Large scale regeneration is taking place across the district, including New Lubbesthorpe which will eventually feature over 4,000 new homes with accompanying infrastructure including a new primary school.

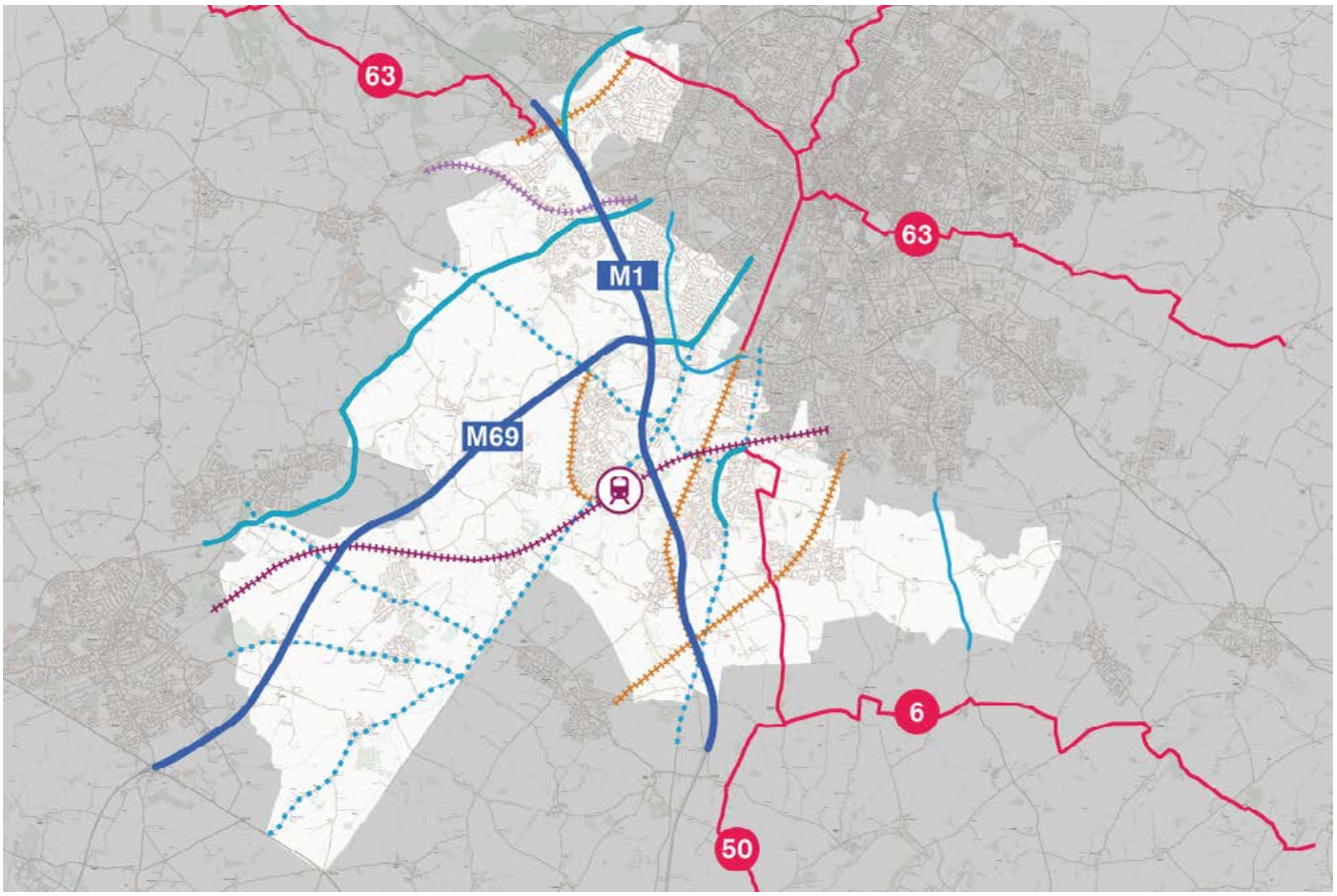


Figure 2.1 Existing transport infrastructure across Blaby District

Train Station
Motorway
Railway (Passenger)
Major A Road
Railway (Disused)
Minor A / B Road
Railway (Freight)
Cycle Network

2.1 Opportunities and Challenges

Opportunities:

Blaby District is predominately flat with minimal undulations which is conducive to Active Travel.

There are settlements located in close proximity to each other throughout the district. Blaby, Whetstone, Littlethorpe, Enderby and Narborough form a centrally located cluster of locations all positioned within 5km of each other. To the north of the district the villages of Glenfield, Kirby Muxloe and Leicester Forest East are all within of 4km of each other. These distances are achievable by a mix of walking and cycling.

Figure 2.2 Terrain elevation across Blaby District

Blaby District shares a border with Leicester City to the east. Leicester has an array of high quality on-road and off-road cycle facilities which if linked to future Blaby District improvements would support Active Travel journeys in and out of Leicester City for work, school, leisure, and shopping.

New large-scale developments such as New Lubbesthorpe positioned centrally in the Blaby District present significant opportunities for new walking and cycling links. It is imperative that these types of developments provide connections that support walking and cycling to nearby existing facilities. The map below highlights the population increase which has occurred in New Lubbesthorpe.

Challenges:

The rural areas located in the south and west of the district are currently only accessible along high-speed roads with minimal road lighting and a lack of footways. This presents a considerable challenge to Active Travel and will lead to more journeys being taken by a motor vehicle.

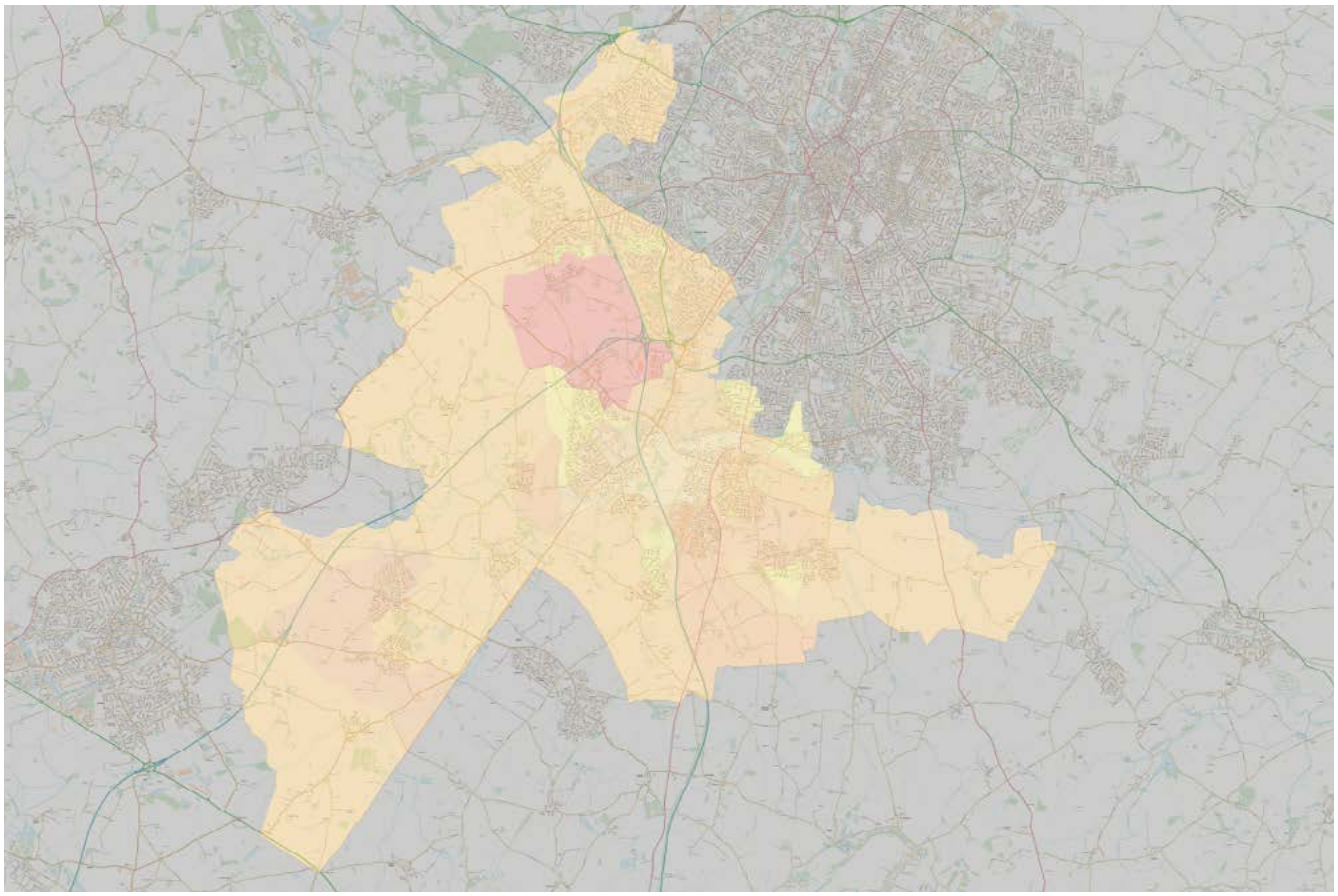


Figure 2.3 Percentage change in population across Blaby District in the last 10 years

There are several physical barriers with limited crossing points. These include busy roads, railway lines and waterways. The presence of these barriers may lengthen Active Travel journeys and be more expensive to traverse.

2.2 Determining the Geographical Area

Blaby District measures approximately 130.5km^2, which is a substantial area to cover in one LCWIP. Government LCWIP guidance suggests that distances that are likely to be covered by bicycle are up to 10km. This may increase in the future as the popularity and accessibility of electric bicycles continues to grow. This Blaby District LCWIP will focus predominantly on corridors which are up to 10km in distance. Longer distances which extend into the more rural areas of the district will be considered if they can be sectioned into shorter routes between individual settlements.

For walking and wheeling, the distances covered are generally shorter, typically up to 2km in length. We will focus mainly on distances of up to 2km away from attractors such as places of work and education and retail and leisure facilities. Consideration will be given to walking route improvements that are slightly longer if they can bring about a substantial improvement such as a new connection or improved facility between two settlements enabling people to access much needed facilities.

An analysis of the 2011 Census data on walking and cycling levels and locations has helped to inform and shape the extent of the geographical area of the Blaby District LCWIP. Data from the 2021 Census was not available at the time of the analysis and is thought unlikely to show typical travel habits due to the survey being undertaken during the lockdown conditions of the Covid-19 pandemic.

Key travel to work areas have been considered whilst determining the extent of the LCWIP geographical area. Other significant trip generators such as large schools, transport interchanges, retail centres, new housing developments and planned developments have contributed to the prioritisation of the area for this LCWIP.

2.3 Key Objectives Specific to the Blaby District LCWIP

- To support young people to make safe and active journeys to schools in the Blaby District.
- To improve connections across the District's borders into Leicester City and other neighbouring authorities' areas.
- To improve cycling, walking and wheeling journeys between the villages in the north of the district, including Glenfield, Kirby Muxloe and Leicester Forest East, and to their neighbouring villages.
- To improve cycling, walking and wheeling journeys between the town of Blaby and villages in the central belt of the district.
- To explore the potential of a corridor which supports cycling, walking, and wheeling to the more rural areas to the south of the district.

03

Gathering Information

Stage 2 of the LCWIP process is to gather information to support with identifying the key corridors and routes for audit.

LCWIPs are evidence led and based on data that evaluates existing and potential trips that could feasibly be made by walking or cycling if current conditions were improved. An assessment of the current transport network for walking and cycling in the District of Blaby and related patterns of travel has been undertaken and will underpin the next level of evaluation when considering planning for walking and cycling. The following areas have been included in the assessment.

- Transport network – including the existing walking and cycling network, along with synergies with other Blaby District planned and proposed transport and land use schemes that could potentially have an impact on walking and cycling.
- Travel patterns – data about existing walking and cycling trips, and journeys that people currently make using other modes of transport. This information informs where walking and cycling may be able to contribute to all or part of a journey.
- Local significant trip generators - location and size of existing and planned trip generators, such as key employment sites, transport interchanges, education facilities and housing developments.
- Perception of existing facilities – including people's concerns about making journeys on foot or by bicycle, and requests for new or improved routes and facilities.

3.1 Existing Walking and Cycling Network

The District of Blaby has intermittent provision of walking and cycling routes:

Blaby District South

National Cycle Network (NCN) 6 enters Blaby District at Glen Parva and continues to Countesthorpe on a mix of traffic free and lightly trafficked roads. To the north of Glen Parva NCN 6 joins Great Central Way, a disused rail line, providing a traffic free route into the city of Leicester.

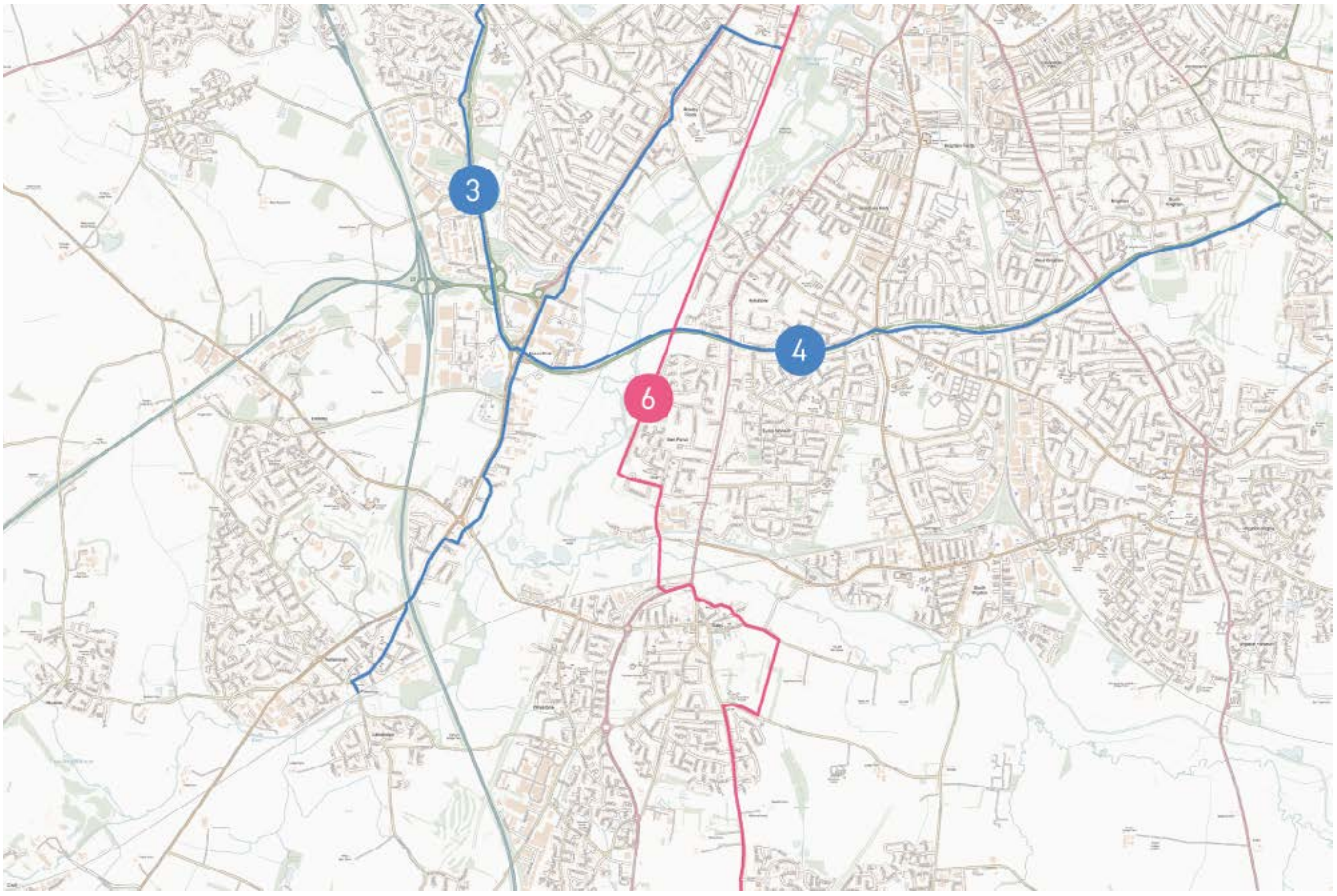


Figure 3.1. Existing cycle infrastructure to the south of Blaby District.

- Whistle Way provides a traffic free walkway between Enderby and Narborough. Whistle Way has several access points; however, many are not accessible for all mobility needs due to stepped access and steep slopes.
- Everards Meadows provides 70 acres of green space with smooth sealed shared use tracks for walking, wheeling, and cycling. This enables access to NCN 6 Great Central Way, Fosse Park, and connects routes along St Johns to the neighbouring villages of Enderby and Narborough.
- The ongoing development of New Lubbesthorpe is opening new walking and cycling links to neighbouring settlements such as Leicester Forest East, Thorpe Astley, and Braunstone Town.

Blaby District North

- National Cycle Network (NCN) 63 enters the Blaby District on Groby Road as it passes the Glenfield Hospital and Leicestershire County Council Headquarters. NCN 63 links Blaby District to Leicester City along a traffic free route. NCN 63 continues west through the district into Glenfield and joins with the Ivanhoe Trail, a disused railway line which links up with Ratby in the neighbouring district of Hinckley and Bosworth.
- There are a substantial number of footpaths in and around Glenfield, some link to new employment sites at Optimus Point Business Park and to routes well used by secondary school aged pupils accessing Brookvale Campus in Groby.

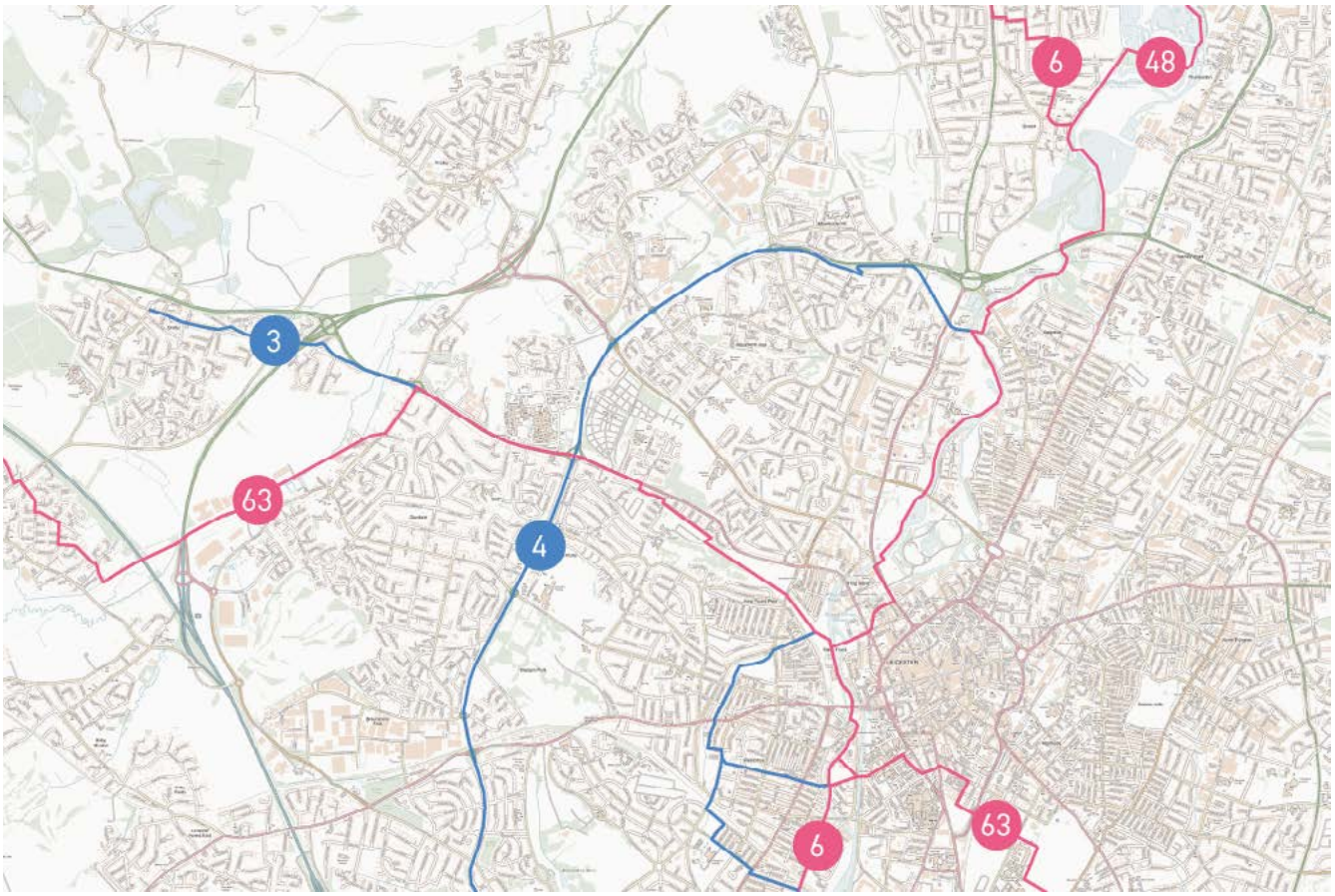


Figure 3.2. Existing cycle infrastructure to the north of Blaby District.

3.2 Travel Patterns: National Walking and Cycling Patterns

To assess Blaby Districts current walking and cycling levels, the Department for Transports National Travel Survey (NTS) for England gives a good understanding of the current picture for walking and cycling. The NTS states that caution should be taken when interpretating the data gathered in the more recent 2020 – 2021 survey because of the substantial impact of the Coronavirus (COVID-19) on travel trends. This report will use the data supplied by NTS for 2019 as a more recognisable baseline.

Travel Modes in England 2019

61% of all trips were made by car, either as driver or passenger. 26% of trips were made on foot, 5% by bus, 3% by train, 2% by cycling and 2% by other modes.

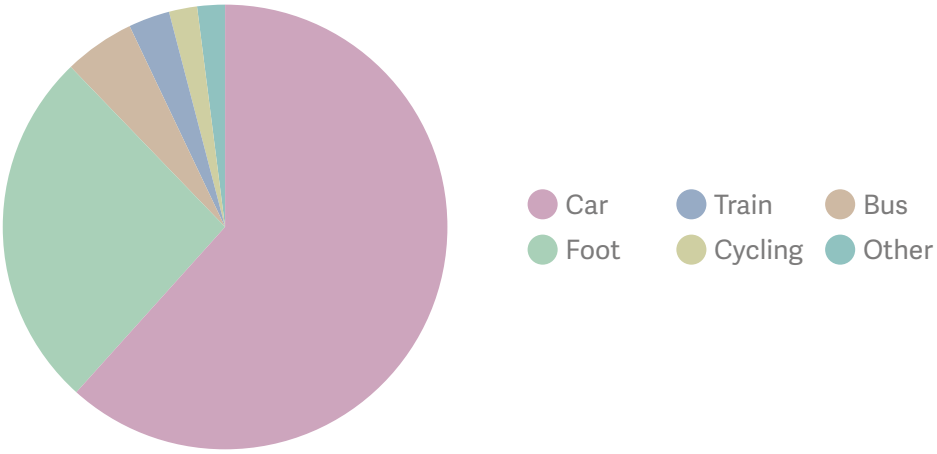


Figure 3.3. England travel mode 2019

Trip Distance in England 2019

68% of trips were under 5 miles and 24% of trips were under 1 mile. This varies by mode of travel: nearly all walks are under 5 miles (99%), compared to 56% of car driver trips and 8% of surface rail trips. Active modes of travel (walking and cycling) account for 28% of all trips and 4% of all distance travelled (active trips tend to be shorter distance trips).

From 2002 to 2019, the number of trips by walking has declined by 5% and total number of miles travelled per year has changed slightly, decreasing by 1%. For cycling, annual distance travelled has increased by 41% although the number of trips by cycling has declined by 10% between 2002 and 2019.

Number of annual walking and cycling trips per year
(DfT National Travel Survey 2019)

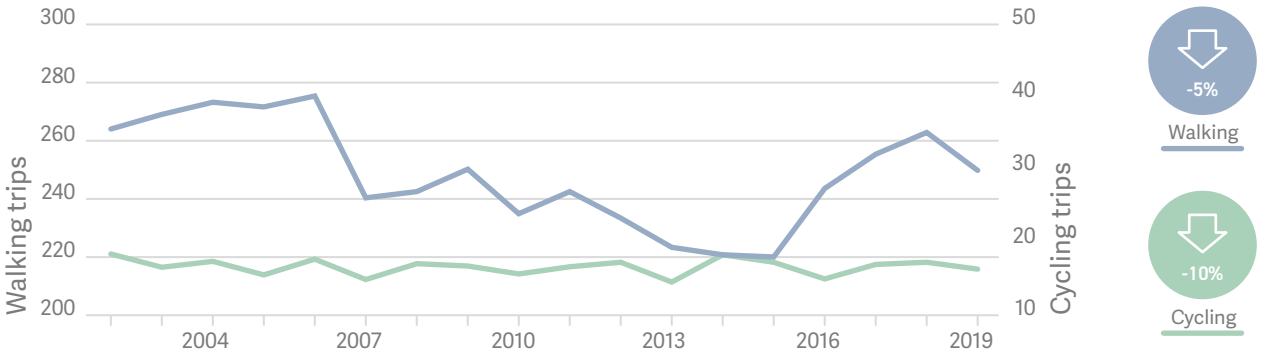


Figure 3.4. Change in the annual number of trips made by Active Travel modes - 2019.

There were 249 walking trips per person per year on average in 2019, which decreased from 262 walking trips per person in 2018. 80% of all trips under 1 mile were made by walking.

There has been a decline in the number of trips and the distance of trips by car between 2002 and 2019, by both drivers and passengers. The number of trips has declined by 13% for the car driver and 17% for passengers, and the distance of trips taken by car has declined by 13% for car drivers and 14% for passengers.

Average no. of trips by distance and main mode
(DfT National Travel Survey 2019)

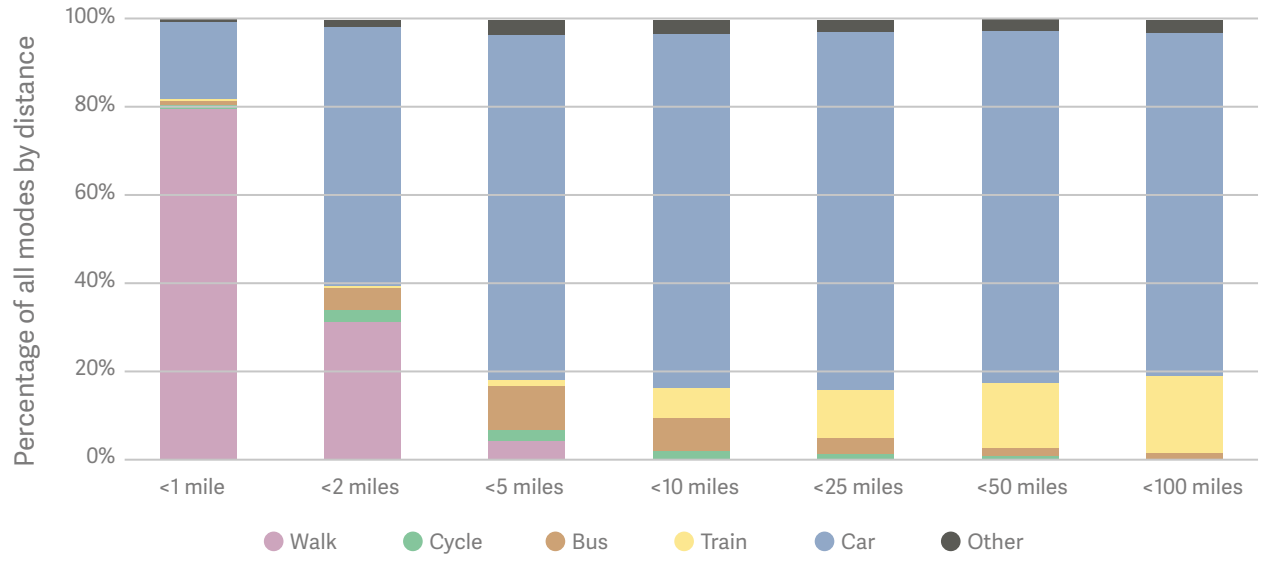


Figure 3.5. Trips by distance and mode 2019

Journeys less than 1 miles were most frequently made by walking (80%), although all distance bands above 1 mile, travelling by car was the most frequent mode of travel. Buses were mainly used for medium-length trips, between 2 and 25 miles.

Bus trips were highest amongst the 17–20-year-old age range accounting for 12% of their total trips.

24% of trips were under 1 mile and 68% of trips were under 5 miles.

The average bicycle trip length increased from 2002 to 2019, with an average 3.3 miles (2.1 miles in 2002), Walking trip lengths remained largely unchanged between 2002 and 2019, which a slight increase of average walking trip distance being 0.68 miles in 2019, compared to 0.69 miles in 2002. Time spent on bicycle trips also increased to 23 minutes per trip in 2019 from 18 minutes per trip in 2002.

On average each person walks 205 miles per year, spending an average of 17 minutes walking per trip.

Travel to School – National

National Travel Survey data from 2019 showed for 5–10-year-olds the average trip length to school is 1.6 miles, and for 11–16-year-olds the average trip length is 3.5 miles.

Primary school journeys in 2019 (children aged 5-10) 46% walk to school, 47% are driven, 1% cycle, 5% take a private or local bus to school.

Secondary school journeys in 2019 (children aged 11-16) 39% walk to school, 26% are driven, 3% cycle and 29% take a private or local bus to school.

Travel to Work - National

2019 commuting data by modes shows that on average 12% of people walked to work and 4% cycled. 8% of people travel by bus and 12% by train. Travelling by car as a passenger or driver was the most frequent mode at 61%.

On average people travelled 1,276 miles per year for commuting purposes, a decrease in mileage compared to 2002 of 124 miles. The average length of a commute in 2019 was 9.1 miles, compared to 8.5 miles in 2002.

Local Walking and Cycling Patterns

Travel to work - Leicestershire

The Census data for 2011 reflects a similar trend to the national data above. [Source: Cycling to work: data from the 2011 census, with Department for Transport Statistics for comparison: England.

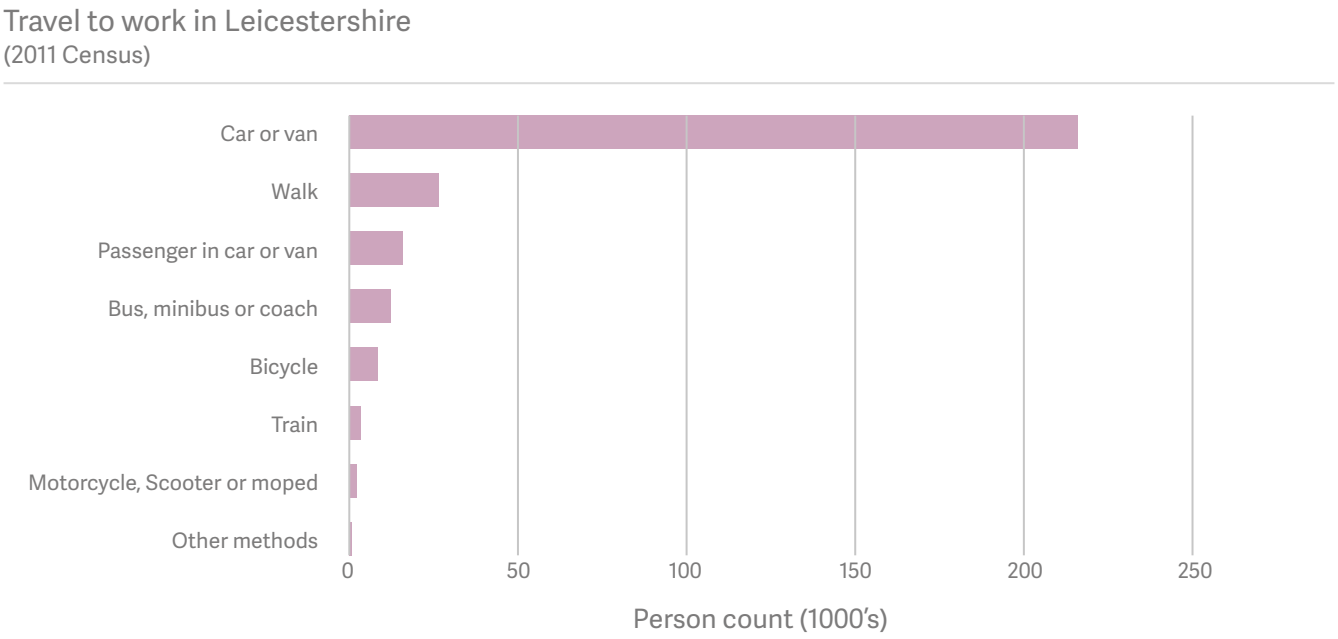


Figure 3.6. Leicestershire travel to work by mode 2011

- 75% of journeys for work purposes were taken by private car or van.
- 3% of journeys for work purposes were made by bicycle.
- 9% of journeys for work purposes were walked.

Travel to school - Leicestershire

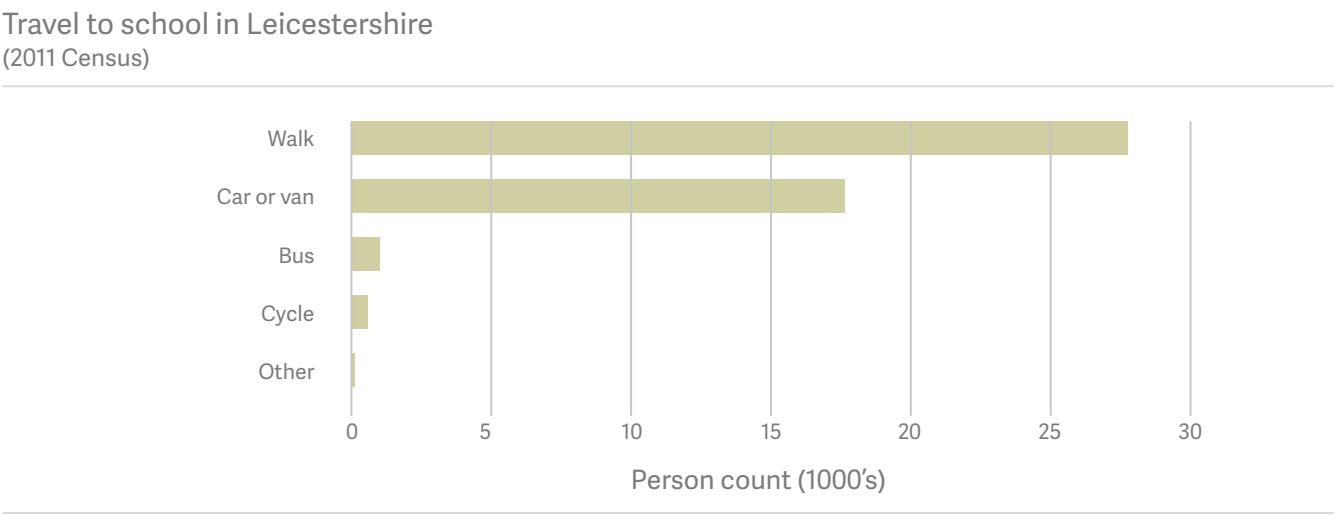


Figure 3.7. Leicestershire travel to school by mode 2011

- 59 % of school children predominantly walked to school.
- 37 % of school children predominantly travelled to school by car.
- 1% of school children cycled to school.

Travel to Work - Blaby District

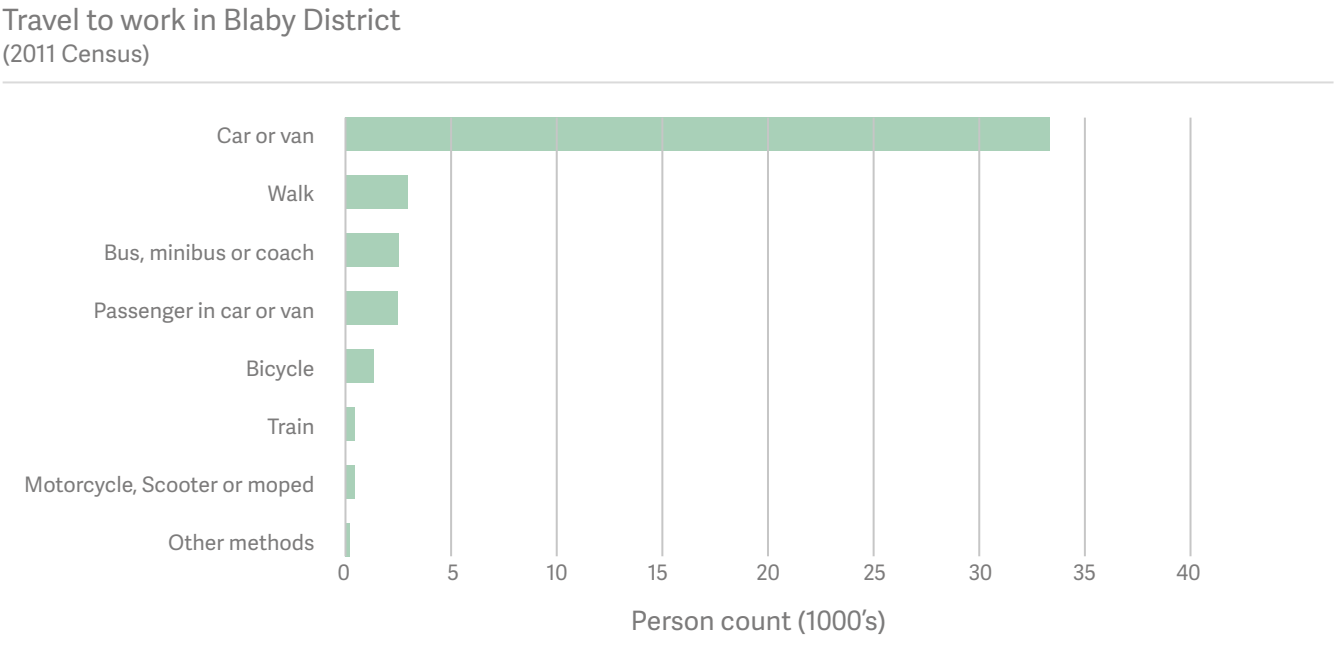


Figure 3.8. Blaby District travel to work by mode 2011

- 77 % of journeys for work purposes are by private car or van,
- 2 % higher than in Leicestershire.
- 3% of journeys to work are by bicycle, mirroring that of the county.
- 7% of journeys to work are walked, 2% less than in Leicestershire.

Key origin points in the Blaby District

Origin points in the north

- Glenfield
- Kirby Muxloe
- Leicester Forest East
- New Lubbesthorpe (included because of predicted growth)

Origin points in the south

- Enderby
- Narborough
- Whetstone
- Blaby
- Countesthorpe

Key destination points in the Blaby District

Destination points in the north

- Glenfield Hospital
- County Hall Leicestershire County Council
- Glenfield Retail centre - Station Road
- Glenfield Primary School, Park, and Community Hall - Stamford Street
- Optimus Point Business Park
- Kirby Muxloe retail centre - Main Street
- Leicester Forest East retail and services centre - A47
- New Lubbesthorpe Primary School and park
- Meridian Leisure Park

Destination points in the south

- Next Head Office - Desford Road, Enderby Everards Meadows
- Fosse Park
- Enderby Leisure Centre - Mill Lane
- Enderby retail and services centre
- Brockington College
- Narborough Railway Station
- Whetstone Sports Grounds - Warwick Road
- Blaby retail and services centre
- Countesthorpe Accademy
- Countesthorpe retail and services centre

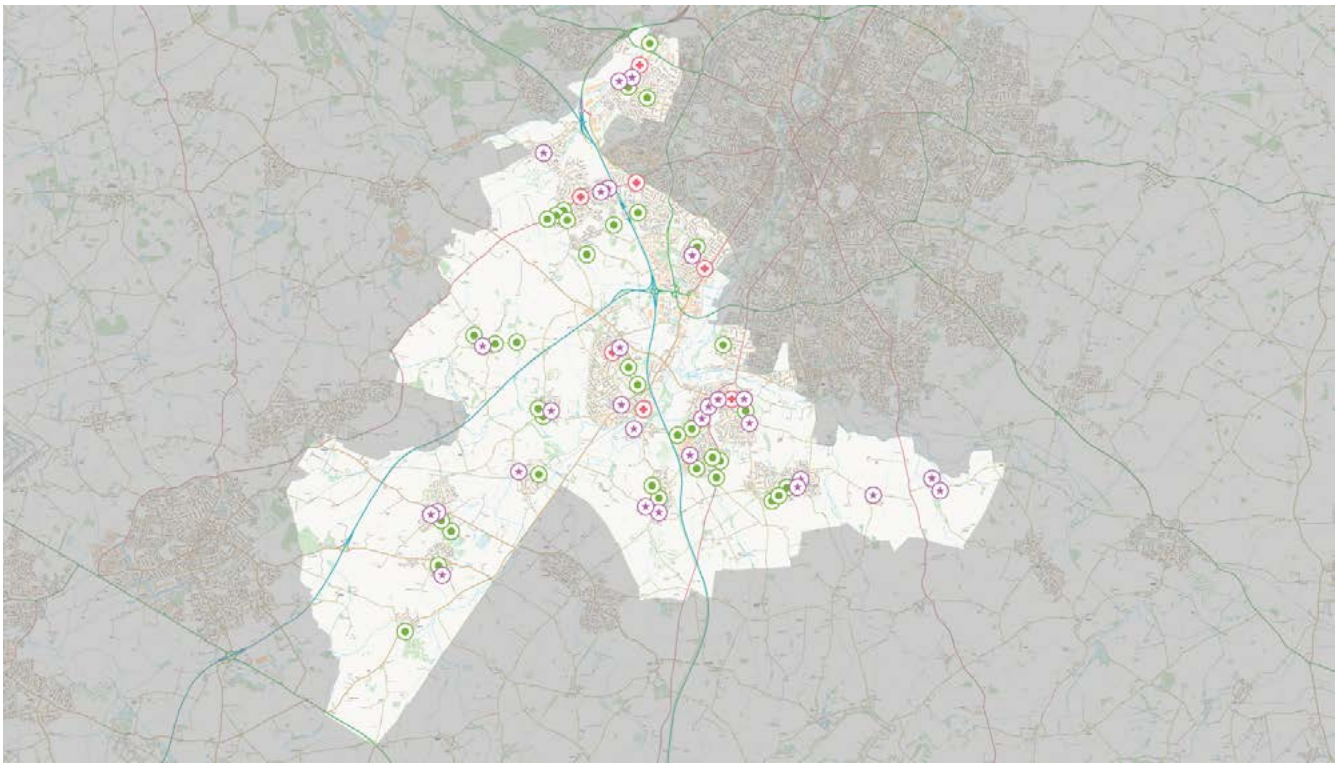


Figure 3.9. Amenities across Blaby District

Place of Worship Sports/Community Centre Medical/Dental Centre

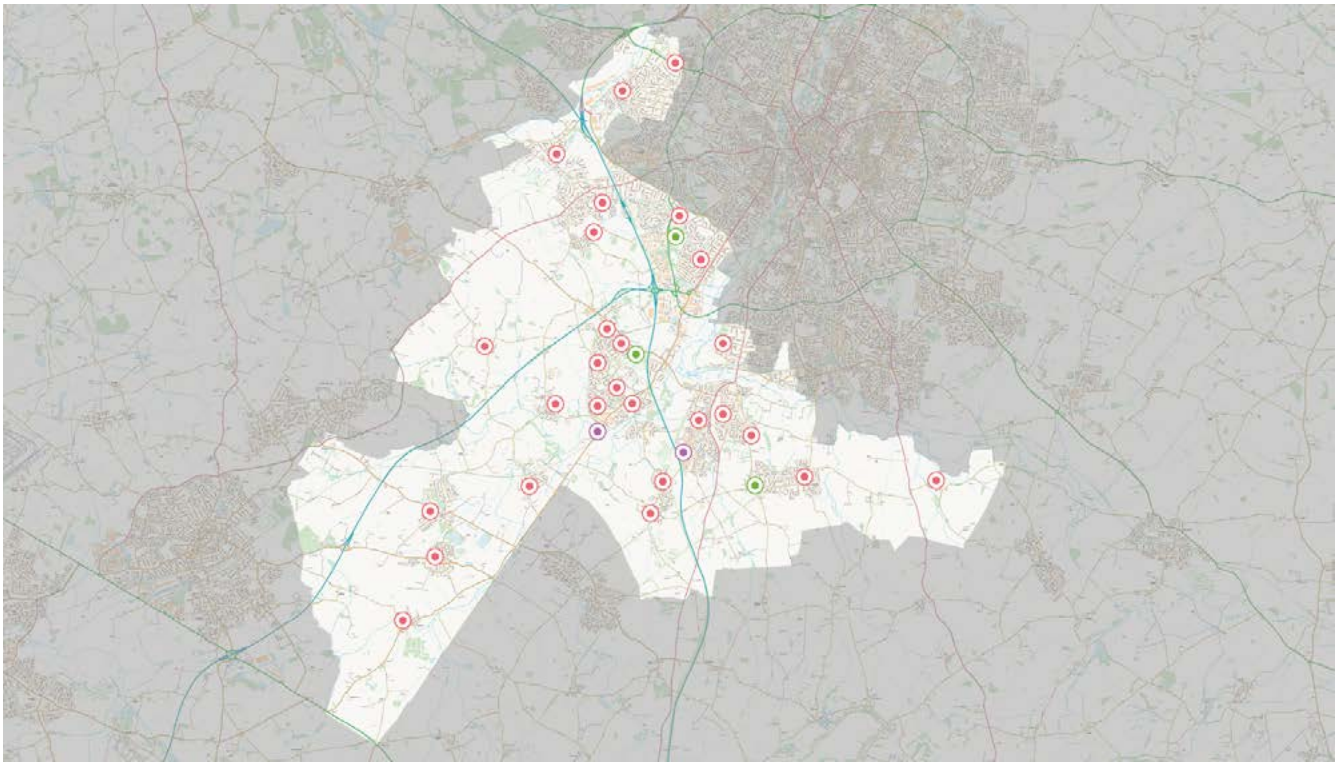


Figure 3.10. Schools across Blaby District

Tertiary Education Secondary Education Primary Education

3.3 Locations of Significant Trip Generators

To identify the demand for a new cycling and walking network, the main origin and destination points were mapped within the Blaby District. The key origin points in the district were generally the main residential areas where majority of people reside. Priority was given to settlements with a population of at least 5,000 residents or significant growth predicted in the near future.

The significant trip generators included:

- Medical and Dental Practises
- Employment Hubs
- Tertiary Education Facilities
- Secondary Schools
- Primary Schools
- Bus Stations
- Train Stations
- Sport and Community Centres

3.4 Perception of Existing Facilities

It is vital to investigate people's concerns about making journeys by foot or cycle. Understanding the general barriers and desires to enable more walking and cycling will enable the local authority to support those who would consider travelling actively.

As part of the engagement for this LCWIP development, an online survey was shared with residents in the district. The survey was shared via the Blaby District social media sites and web site, sent to schools and large workplaces across the district and shared with various community and action groups. Three hundred and five people responded to the survey – note that they could choose more than one response to each of the questions below.

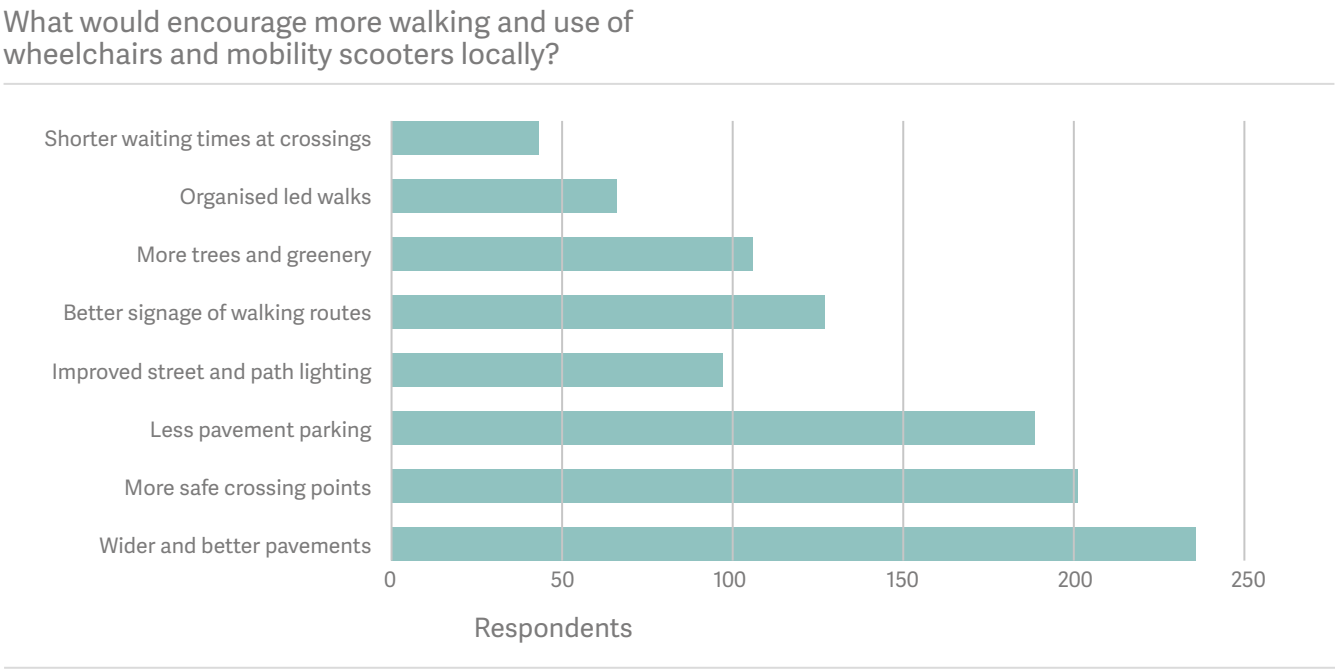


Figure 3.11. Survey results: Encouraging more walking and use of wheelchairs and mobility scooters

A summary of the findings from the survey can be found below:

- 93.5% of the respondents live within the Blaby District.
- 60% of the respondents work within the Blaby District.
- 37.8% of the respondents have children attending school or college in the Blaby District.
- 77.6% of the respondents stated that wider and better pavements would encourage more walking and use of wheelchairs and mobility scooters in the Blaby District.
- 66.1% of the respondents believe more safe crossing points would encourage more walking and use of wheelchairs and mobility scooters in the Blaby District.
- 80.1% of respondents state that more cycle routes away from motor traffic would encourage more cycling journeys in the District of Blaby.
- 55.1% of respondents believe that more on-road, segregated (physically separated from motor traffic) cycle lanes would encourage more cycling in the district.

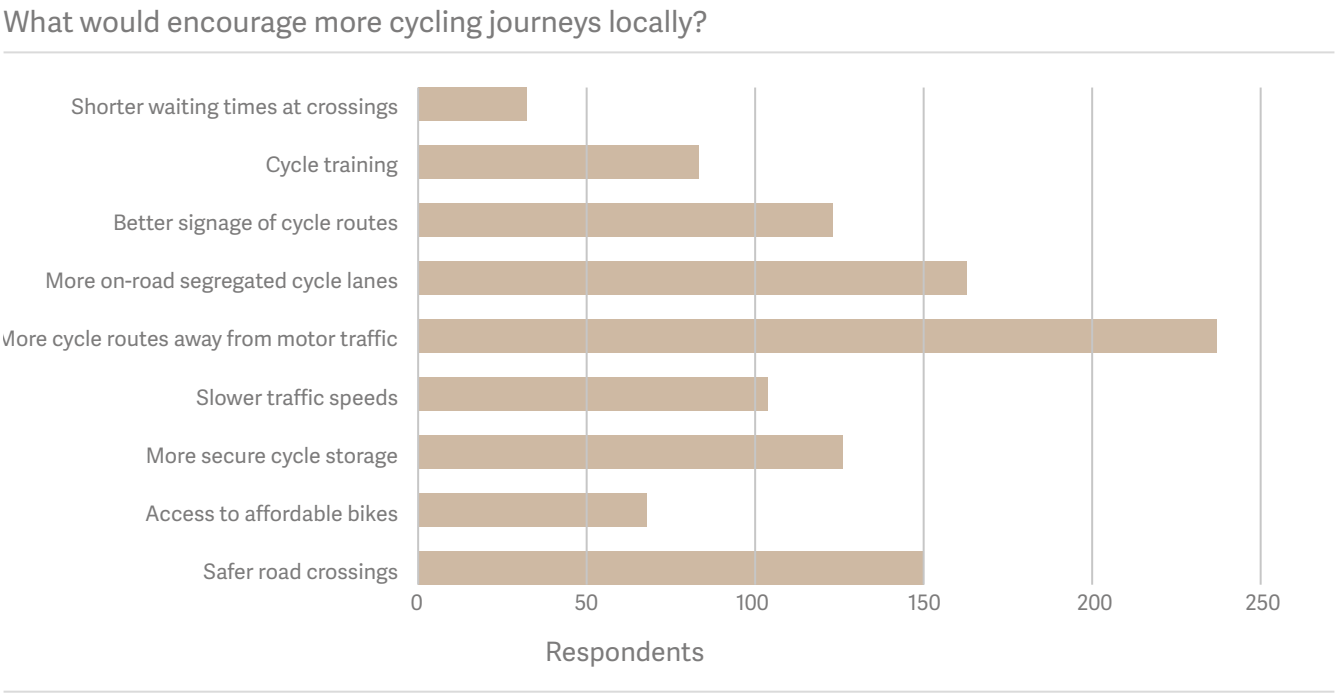


Figure 3.12. Survey results: Encouraging more cycling

Participants of the survey were asked to share their three top priority locations or routes which require investment and improvement for walking and use of wheelchair and mobility scooter and for cycling in the District of Blaby. The responses have been categorised and mapped and will contribute to the next stage of planning for cycling and planning for walking.

A key stakeholder workshop followed the public survey in June 2023. Attendees included:

- Officers from the transport teams at Leicester City Council.
- Representation from Fosse Park, a major employer in the district and the largest trip attractor.
- Blaby District Council senior management team.
- Key Councillors with a remit or interest in walking or cycling.
- A local cycle campaign group, Better Biking for Blaby District.
- Blaby District planning department.
- Everards Meadows.
- Rutland Cycles.
- Wheels 4 All (a local inclusive cycling organisation).

The key stakeholders were encouraged to explore the following discussion points:

- Which route / corridor improvements would bring about the greatest impact and benefit to residents?
- Which potential route / corridor development would have the strongest political support?
- Which route / corridor would have the strongest financial support?

Additional comments and feedback included:

- Improved cycle parking at key destinations is critical to increase cycling levels.
- Ensuring high quality walking and cycling links to and through new development sites will provide opportunities for active travel.
- Infrastructure improvements linking up schools in the district will increase walking and cycling – consider large schools that are located out of the district that have a catchment area within the district.
- A corridor to the south of the district to support the villages of Sharnford, Sapcote and Stoney Stanton.
- Provision of high-quality accessible maps helps people to navigate the existing infrastructure.

04

Network Planning for Cycling

Stage 3 of the LCWIP process describes the methodology adopted for the Network Planning for Cycling stage of the Blaby District LCWIP.

Stage 2 of the LCWIP process 'Gathering Information' informed mapping the future of cycling provision within the Blaby District. This section 'Network Planning for Cycling' will produce a draft network map by following the recommended steps in the LCWIP technical guidance.

These are:

- Identifying and clustering trip origin and destination points.
- Establishing desire lines for cycle movement.
- Planning network and identifying improvements.

4.1 Identifying and clustering trip origin and destination points

Key trip origin and destination points were detailed in stage 2. The next stage is to cluster the trip origin and destination points to identify desire lines for cycling. Where multiple origins and destination points are located within 400 meters of each other they are clustered together to provide an area of interest and attention to begin to develop desire lines.

4.2 Establishing Desire Lines

We have employed the Propensity to Cycle Tool to support with establishing desire lines for cycle movements in the District of Blaby.

The 2011 census data has been incorporated into the Propensity to Cycle Tool (*https://www.pct.bike*), which is a nationwide (England and Wales) web-based tool for estimating cycling potential and corresponding health and CO2 benefits, down to street level. The PCT covers travel behavior data for commuting and travel to school. Cycle commuting data is based on the 2011 Census and cycle to school based on the 2011 School cycling Census.

These represent the most up-to-date sources of publicly available, official origin-destination data on cycling levels available at high geographic resolution nationwide. Other trip purposes and more recent data are not currently available nationwide at the geographic resolution required for the PCT. At the time of writing the 2021 census had taken place but no data was available.

Figure 4.1 highlights which routes were used for cycle trips to schools in 2011. The routes in orange were the more frequented routes moving to the grey routes where minimal cycle trips to school were recorded. The PCT looks at how to identify and subsequently improve the faster and direct highway route alignments, to reduce the 'barriers' of traffic and time. Whilst a number of cycle users may opt for the quieter route options the bigger increases in capacity and modal shift may necessitate significant improvements in the faster more direct options.

The following maps predict where the greatest potential increase in cycling will take place in the Blaby District with varying levels of focused investment. The second map (figure 4.2) predicts the shorter term UK Governement target of doubling cycling levels by 2025. The third map (figure 4.3) illustrates the 'Go Dutch' scenario, the ambitous vision of what cycling in the UK could look like with Dutch levels of cycle trips.

The PCT tool does not identify what type of infrastructure to implement on each road, however it identifies the most plausible route options where money targeted and spent wisely can have more influence and impact. A key stage in the process was to take the straight-line data and fit this to a potential network on the ground. This will begin to pull together a draft network map for cycling within the district.

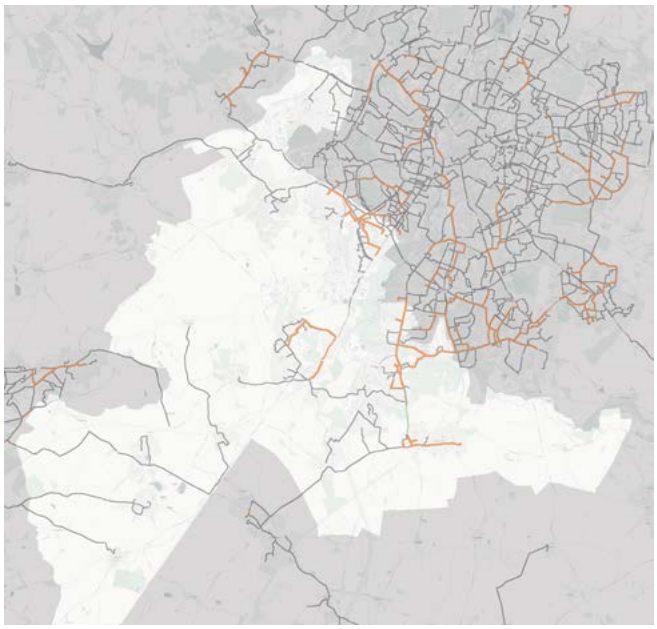


Figure 4.1. Propensity to Cycle Tool, School Data 2011.

- *1 to 9 Cyclists*
- *10 to 49 Cyclists*
- *50 to 99 Cyclists*

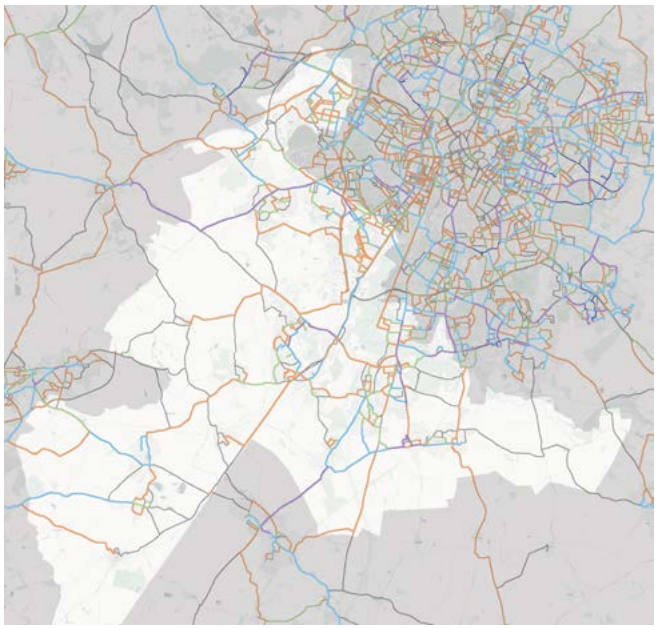


Figure 4.2. Propensity to Cycle Tool, Gov. Target.

- *1 to 9 Cyclists*
- *10 to 49 Cyclists*
- *50 to 99 Cyclists*
- *100 to 249 Cyclists*
- *250 to 499 Cyclists*

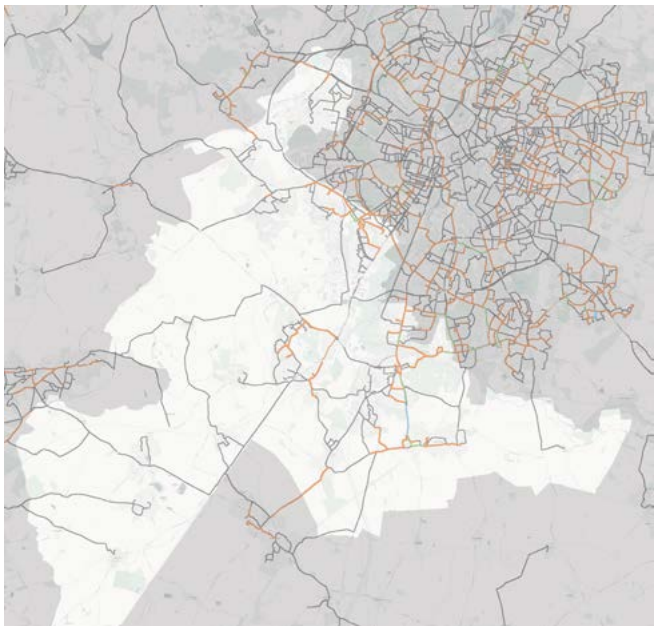


Figure 4.3. Propensity to Cycle Tool, Go-Dutch

- *1 to 9 Cyclists*
- *10 to 49 Cyclists*
- *50 to 99 Cyclists*
- *100 to 249 Cyclists*
- *250 to 499 Cyclists*

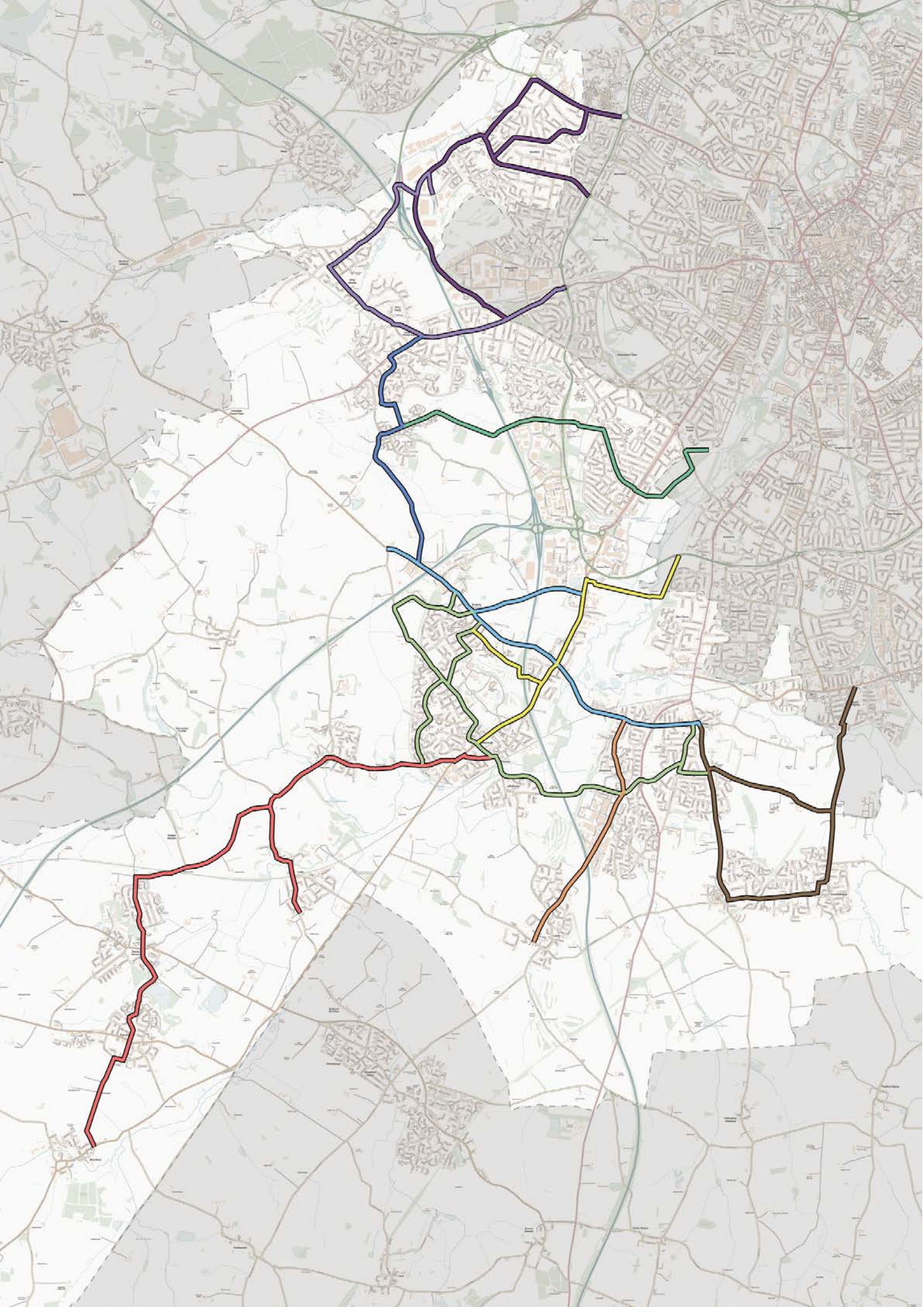
4.3 Planning the network and identifying improvements

The next step in the process was to take the analysis from the PCT and develop 10 key plausible route options to be taken forwards to the audit stage. The routes have been plotted to the nearest existing infrastructure which with improvements could facilitate walking and cycling.
The inclusion of key 'local links' off the main corridors will enable on-going connections to schools, workplaces or existing ongoing facilities for walking and cycling. The table below lists the cycle corridors and a description of the route along with key destination.

The colours in the table reflect the colours used in the maps to support aid legibility.

Name	Description	Destination
Corridor 1: Glenfield	Groby Road roundabout to Hinckley Road - A47 Crossroads	Glenfield Hospital - County Hall - Glenfield Village Centre - Optimus Point Employment Centre
Corridor 1: Glenfield 1A Local Link	A50 Glenfield Hospital to Stamford Street Play Park	Hall Primary School - significant residential area
Corridor 1: Glenfield 1B Local Link	New Parks Roundabout to Glenfield Village Centre	Key link to ongoing route into Leicester City - Glenfield Primary School - Glenfield Park and Memorial Hall
Corridor 2: Kirby Muxloe	Optimus Point Employment Hub to A47 Braunstone Way Roundabout	Optimus Point Employment Centre - Kirby Muxloe Village High Street
Corridor 3: Beggars Lane	Kirby Lane Junction with A47 to Next Head Office on Desford Road	New Lubbesthorpe Primary School - Next Head Office
Corridor 4: B582	Next Head office on Desford Road to Cross Street Blaby	Next Head Office - Brockington College - Blaby Centre
Corridor 4: B582 4A Local Link	Enderby Parish Church to Leicestershire Police Office	Everards Meadows
Corridor 5: New Lubbesthorpe	New Lubbesthorpe Primary School and Community Centre to Aylestone Meadows	New Lubbesthorpe Primary School - Meridian - Braunstone Town Centre and Civic Centre - Aylestone Meadows
Corridor 6: Enderby - Narborough - Littlethorpe - Blaby (ENLB)	Enderby Parish Church to Leicestershire Police Office to Blaby Centre	The Pastures Primary School - Narborough Park - Narborough Village Centre - Narborough Railway Station - Warwick Road Sports Ground and Clubs - Blaby Stokes C of E Primary School - Blaby Centre
Corridor 6: ENLB 6A Link	Forest Road Enderby to Hunctote Road	The Pastures Play Park - Red Hill Field Primary School -

Name	Description	Destination
Corridor 6: ENLB 6B Link	Lutterworth Road to Winchester Road	Thistly Meadows Primary School
Corridor 6: ENLB 6C Link	Forest Road to Blaby Road	Enderby Danemill Primary School - Enderby Village Centre
Corridor 6: ENLB 6D Link	Chapel Lane to Mill Hill	Enderby Link
Corridor 7: Narborough to Everards Meadows 7A Link	Mill Lane Enderby to Leicester Road	Enderby Leisure Centre - Brockington College
Corridor 8: Sharnford to Narborough	Sharnford to Narborough via Huncote	Village connector: Sharnford - Sapcote - Stoney Stanton - Hunctote - Narborough
Corridor 8: Sharnford to Narborough 8A Link	Croft Vilage Centre to Stanton Lane on approach to Huncote	Croft Village Centre link to Corridor 8
Corridor 9: Cosby	Cosby Village Centre to Glen Hills	Cosby Village Centre - Victory Park - Cambridge Road Industrial Park - Whetstone Village Centre - Northfield Park - Great Central Way
Corridor 10: Countesthorpe	Sycamore Street Roundabout to St Thomas Road South Wigston	Bouskell Park - Countsthorpe Academy - Countesthorpe Village Centre - South Wigston Village Centre
Corridor 10: Countesthorpe 10A Link	Hospital Lane Roundabout with Welford Road to junction with Leicester Road	Thistly Meadows Primary School - Key Bridleway Link - Oakfield Park - Foxfields Academy



4.4 Route Audits

The corridors highlighted in table 4 were physically audited. The routes were assessed on site to identify what measures could be implemented to provide improvements to achieve the targeted uplift in cycling levels. The audit involved completing physical site surveys, cycling each route in both directions, and assessing feasibility.

If a route or section of route was deemed as not being possible to improve to an acceptable standard, the next most direct route or alternative solution was assessed.

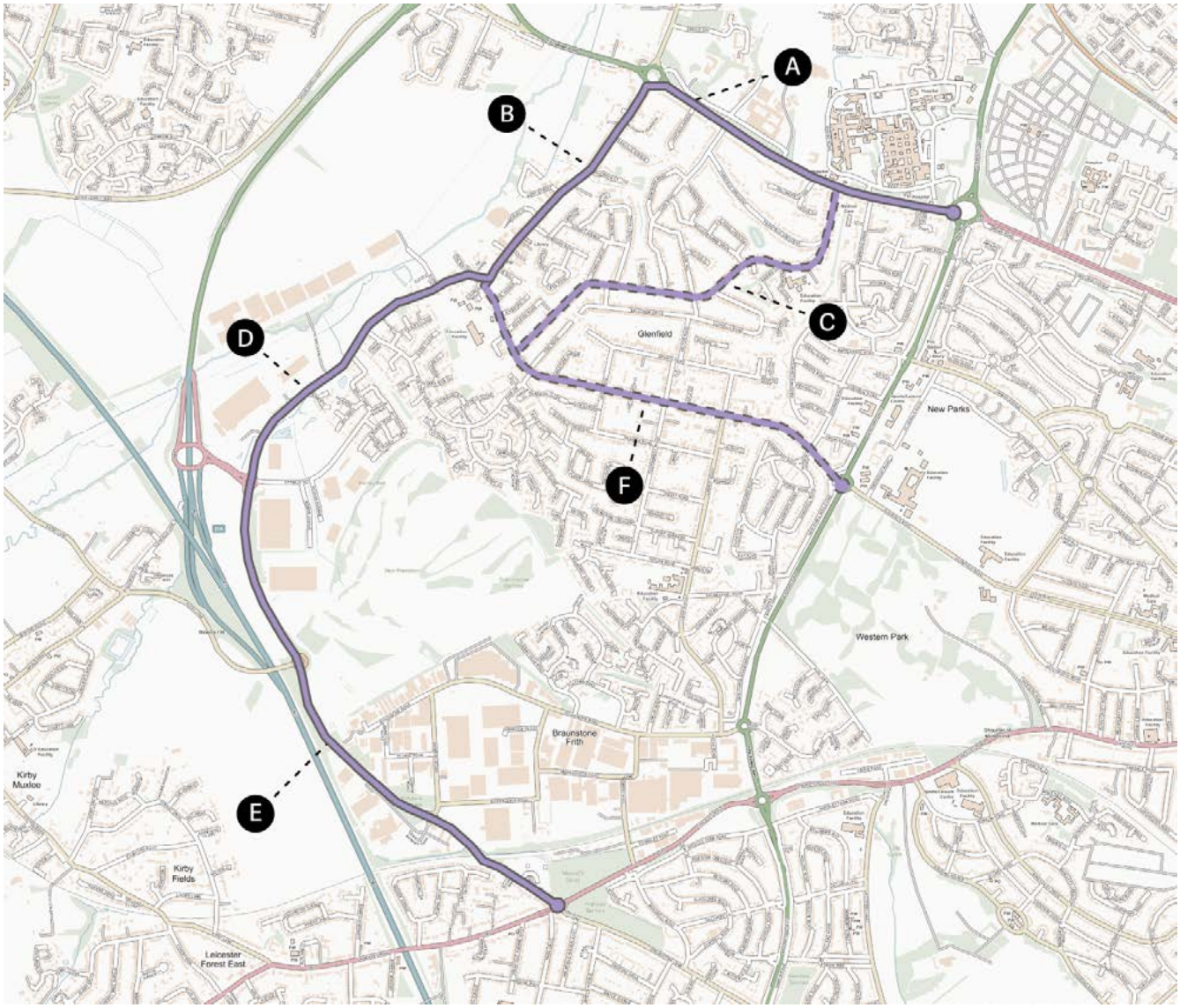
The auditing process focused on the five core design outcomes for cycling set out in the Department for Transport LCWIP Technical Guidance:

- A coherent network with a consistent route quality which is easy to navigate.
- A direct and fast route between origins and destinations.
- A network that is through an environment that feels safe and removes conflict with motor vehicles.
- A network that is smooth and comfortable to ride.
- An attractive network that makes cycling a pleasurable activity.

The ten corridors and accompanying local links routes have been split into sections to reflect changes in route type and feel or significant differences in suggested improvements. The maps below demonstrate how the corridors have been sectioned and will be audited. The tables highlight the high-level improvements and the estimated costs involved with implementing. The 2023 Paths for Everyone Cost Calculator has been used to estimate costs.

Corridor 1: Glenfield

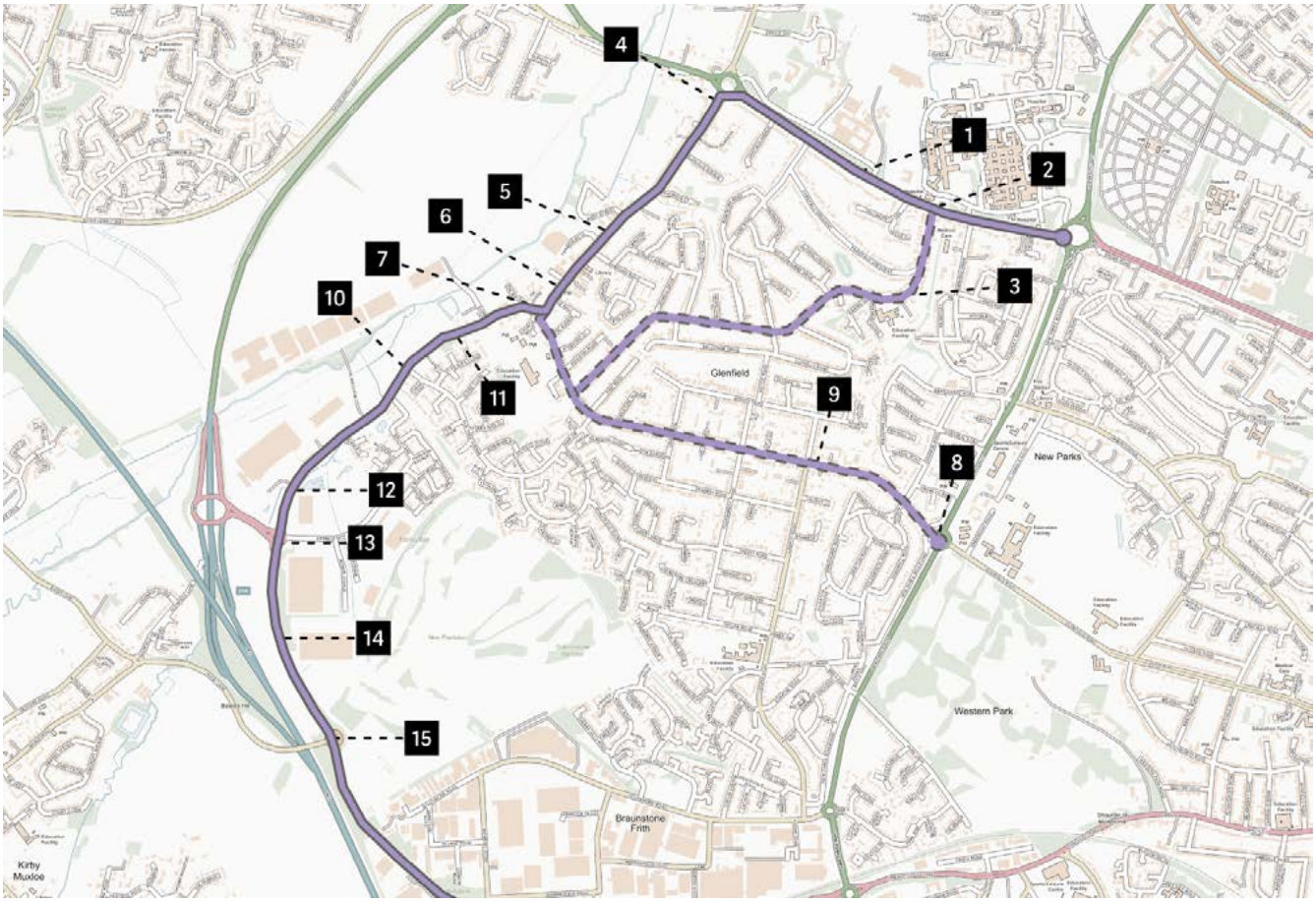
Route map



A Leicester Road
B Station Road
C Chapel Street
D Glenfield Frith Drive
E Kirby Road
F Dominion Road

Corridor 1: Glenfield

Select improvements



1: 1.4 km fully segregated cycleway. 5x priority raised table at junctions.

2: Signalised Toucan and separate out walking and cycling flows.

3: Reduce speed to 20 mph. Speed reduction measures at school.

4: Remove hatching at roundabout and build out the footway.

5: Priority raised tables on side road junctions.

6: Install build outs with planters.

7: Reduce carriageway space available on the gyratory system and create a footway level crossing.

8: Narrow carriageway space and remove hatching.

9: 1.5 km segregated cycleway. Priority raised table at junctions.

10: Junction improvements. Remove turning lane.

11: 100 meters separated cycleway.

12: 3m wide cycleway.

13: Widen the shared use to 3 meters. Narrow highway and install priority raised tables.

14: Widen current shared by 1 meter for 750m.

15: Narrow highway. Extend the shared use facility, widen by 2 meters.

Corridor 1: Glenfield

High-level improvements and estimated costs

Glenfield - Leicester Road A50

CYCR - GLEN 0.1

1.4 km fully segregated cycleway. Install a signalised Toucan and separate out walking and cycling flows near to the junction with Glenfield Frith Drive. 5 x side road junction treatments – priority raised tables.

£3,250,000

Glenfield - Glenfield Frith Drive / Chestnut Road

CYCR - GLEN 0.1 Link

Reduce speed to 20 mph with accompanying speed reduction measures - proximity to Hall primary school.

£150,000

Glenfield - Station Road / Kirby Road

CYCR - GLEN 0.2

On leaving the A50 roundabout remove hatching and build out the footway creating more space at the crossing. Entry treatments to slow speed of motor vehicles to represent a change. Priority raised tables on side road junctions. Install build outs with planters to reduce speeds outside the shopping areas on Station Road. Reduce carriageway space available on the gyratory system and create a footway level crossing on all crossings and approaches to the gyratory system.

Excluding major work to the gyratory system : £850,000
Including major works to the gyratory system : £3,750,000

Glenfield - Dominion Road / Stamford Street

CYCR - GLEN 0.2 Link

Narrow carriageway space on Dominion Road from leaving New Parks Way Roundabout and remove the hatching. Priority raised table continuous footway crossing. 1.5 km segregated cycleway along Dominion Road and Stamford Street.

£3,625,000

Glenfield - Main Street / Kirby Road / Kirby Lane

CYCR - GLEN 0.3

Kirby Road - Remove central hatching on Kirby Road and install 100 meters separated cycleway along Kirby Road to the junction with Elm Tree Avenue. Parallel crossing on Kirby Road prior to the junction at Elm Tree Avenue. Junction improvements to Elm Tree Avenue. Remove the central hatching and central turning lanes to construct a 3 meter wide separated from motor traffic facility, for 800 meters along Kirby Road between Elm Tree Avenue and the Optimus Way Roundabout. Priority raised tables.

Optimus Roundabout - widen the shared use provision to 3 meters around the Optimus roundabout. Narrow highway to reduce crossing distances over Optimus Way and install priority raised tables.

Kirby Lane - Widen current shared by 1 meter for the full length of Kirby Lane, 750 meters. Ratby Lane Roundabout - narrow highway and extend the current shared use facility, widen by 2 meters.

Kirby Road - £1,044,000 Optimus Way Roundabout - £478,500
Kirby Lane - £217,500 Ratby Lane Roundabout - £65,000
Total Estimated cost for section : £1,805,000

Glenfield - Ratby Road / Ratby Lane

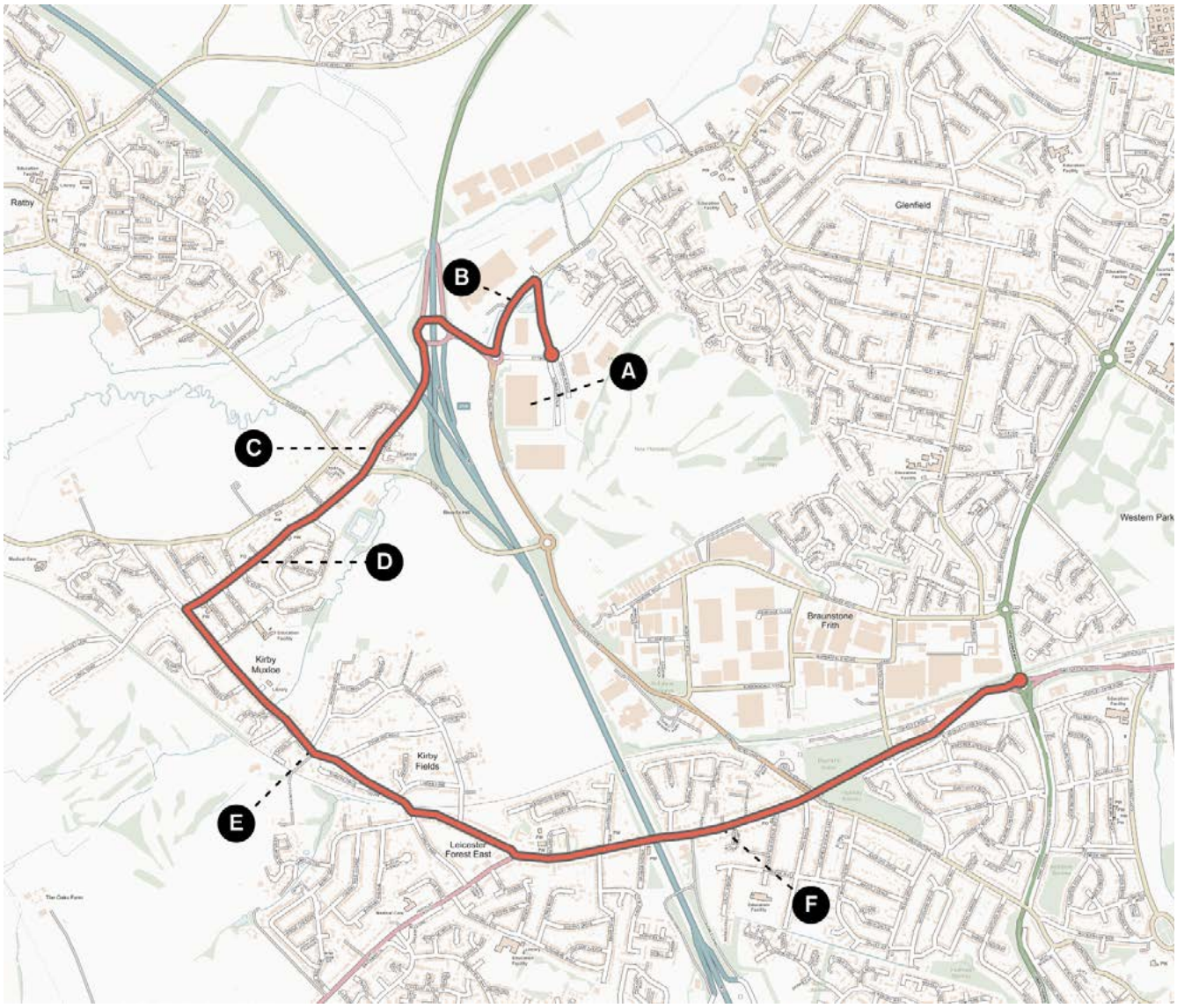
CYCR - GLEN 0.4

Ratby Lane - Speed reduction to 30 mph with accompanying speed reduction measures including camera enforcement. The Western Park Golf Course has been earmarked for development in the Leicester City Council Local Plan. If a new housing development is built it is crucial that new walking and cycling links are built through the site and link up well to other routes. A 4- meter-wide traffic free path linking the Optimus Way area and the residential area of Braunstone Frith, with ongoing provision along New Parks Way.

Speed Reduction and Enforcement: £250,000

Corridor 2: Kirby Muxloe

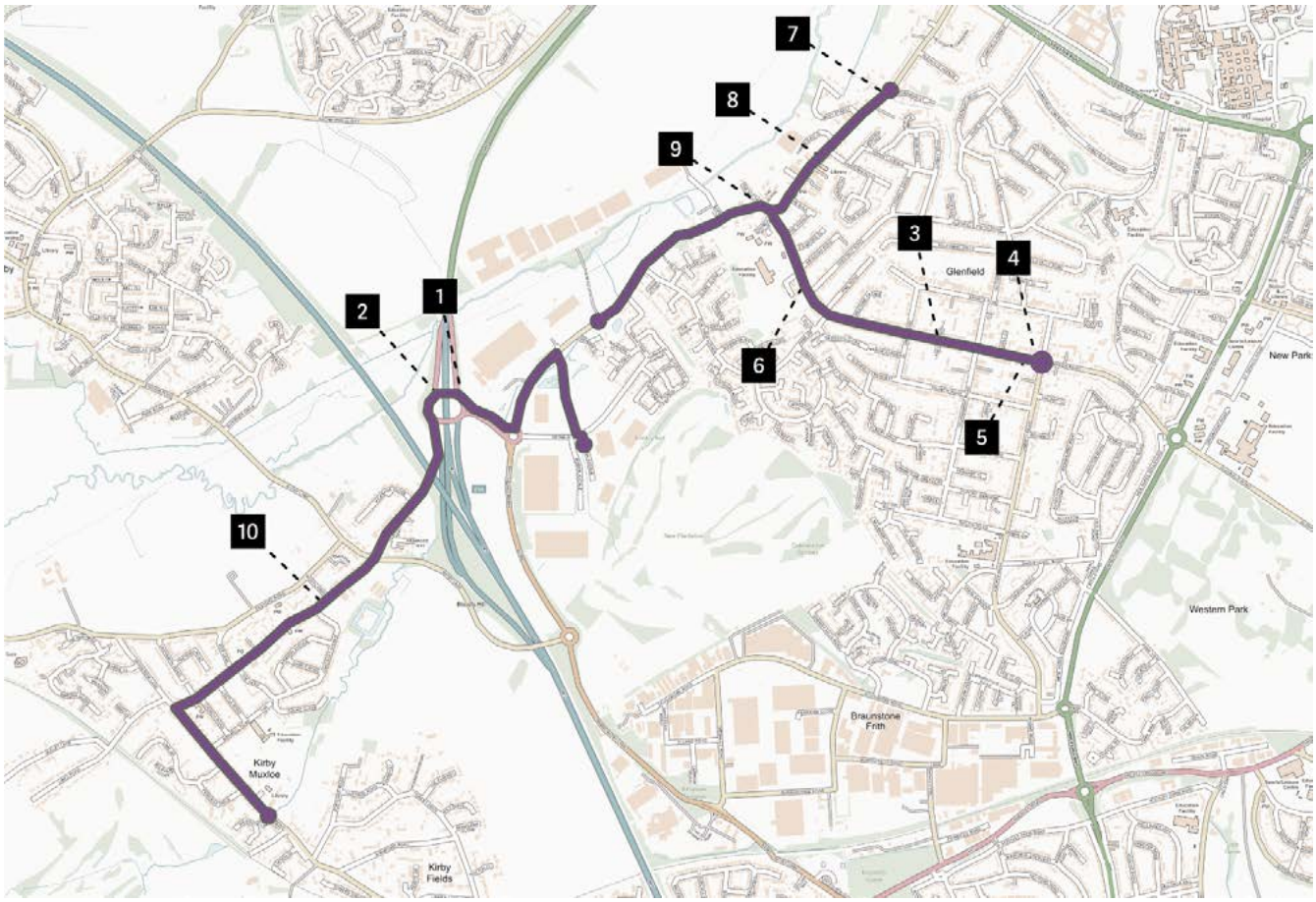
Route map



- A Optimus Point
- B Kirby Road
- C Glenfield Lane
- D Main Street
- E Station Road
- F A47 Hinckley Road

Corridor 2: Kirby Muxloe

Select improvements



1: Install signal crossings.

2: Widen to 3.5m and re-surface path and crossing - 430 meters.

3: Traffic calming measures - 1.7km. Priority raised tables at intersections. Measures to prevent pavement parking.

4: Raised table crossings x2

5: Toucan crossing.

6: Upgrade existing crossing.

7: Priority raised table crossings on all approaches.

8: Traffic calming measures - 1km.

9: Priority raised table crossings on all approaches. Reduce vehicle lane space and speeds, widen footways.

10: Remove footway parking, provide on-road parking bays in suitable locations. Suggested 20mp/h zone.

Corridor 2: Kirby Muxloe

High-level improvements and estimated costs

Kirby Muxloe / Glenfield Lane

CYCR - KM 0.1

Link between Optimus Way and Kirby Road - Widen traffic free path to 3.5 meters, resurface with a smooth sealed surface for 330m.

Kirby Road - Remove central hatching and central turning lanes to widen the existing shared use and separate out pedestrian and cycle movements provision along Kirby Road for 150 meters. 2 x side road junction treatments – priority raised tables.

Leicester Western Bypass Slip Lane - Install 2 signalised crossings to support with movement over the slip roads. Re-surface and widen the 80-meter section of connecting path between the two slip roads. Re-surface and widen the path linking Vicarage Close and the Leicester Western Bypass slip road, 450 meters in total.

Link between Optimus Way and Kirby Road - £167,475
Kirby Road - £732,250
Leicester Western Bypass slip road - £579,275
Estimated total costs : £1,479,000

Kirby Muxloe - Main Street / Station Road

CYCR - KM 0.2

Ratby Lane. Main Street / Glenfield Lane Roundabout - Remove a traffic lane on the roundabout and construct a 4-meter separated from motor traffic facility separating out pedestrian and cycling movements. Raised tables and continuous footway level crossings on roundabout.

Main Street - Reduce width of highway lanes on entering Main Street and deploy village entry treatments. Quiet street (urban) treatment - Place Making- along the length of Main Street 900 meters. Narrow highway lanes on junction with Main Street and Station Road, priority raised table over Main Street.

Station Road / Kirby Lane - Segregated cycleway along Station Road and Kirby Lane, 1.6km in distance. Remove central hatching and reduce the highway space.

Main Street / Glenfield Lane Roundabout - £1,250,000
Main Street - Estimated total costs : £635,000
Station Road / Kirby Lane - £3280,000
Estimated total costs : £5,165,000

Kirby Muxloe - A47 Hinckley Road

CYCR - KM 0.3

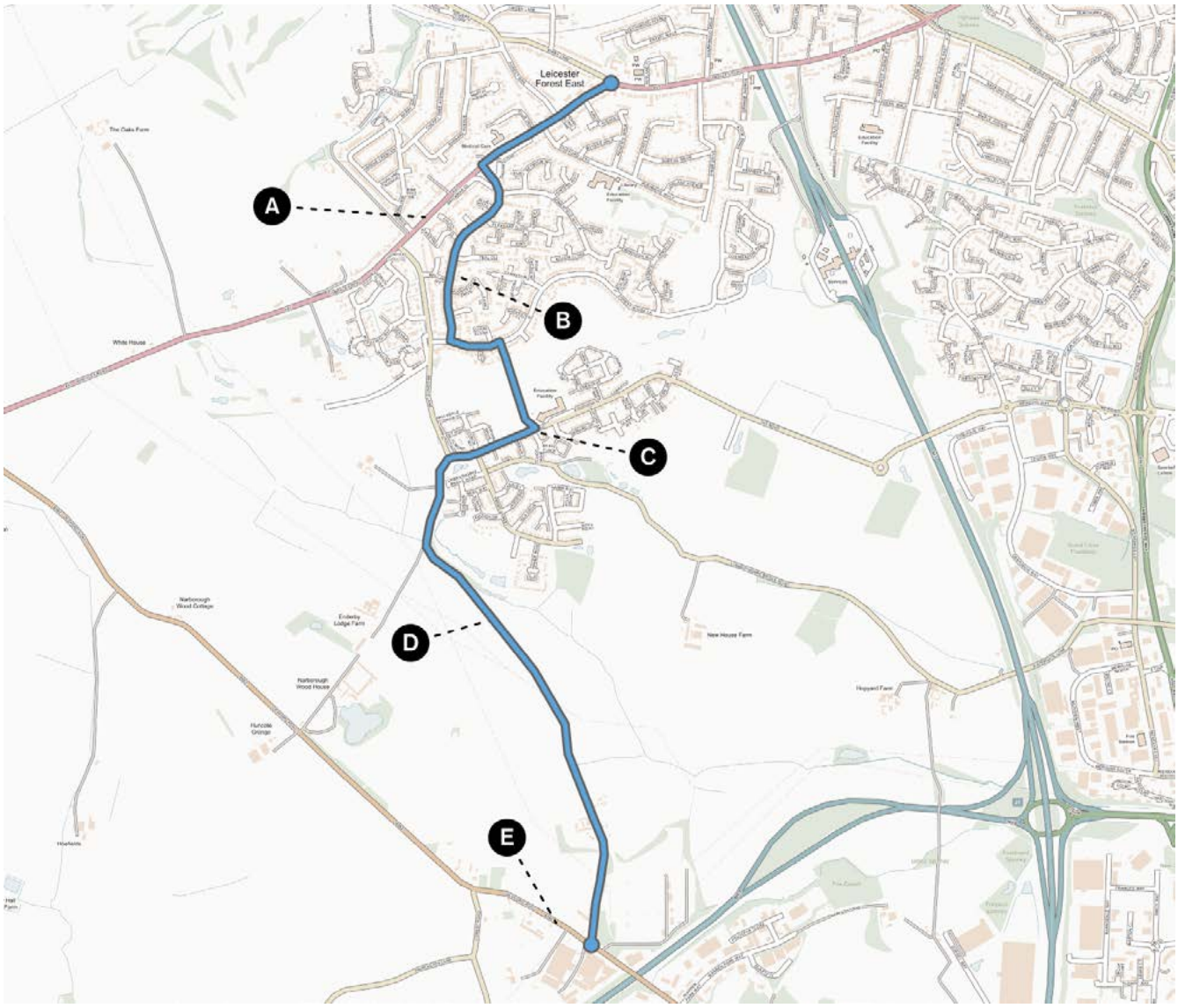
A47 junction with Kirby Lane - New major junction remodel, signalised crossing facility for all movements.

A47 Hinckley Road - 1.3km separated cycleway - to join with ongoing A47 planned facilities into Leicester City. 9 x side road junction treatments.

£5,727,500

Corridor 3: Beggars Lane

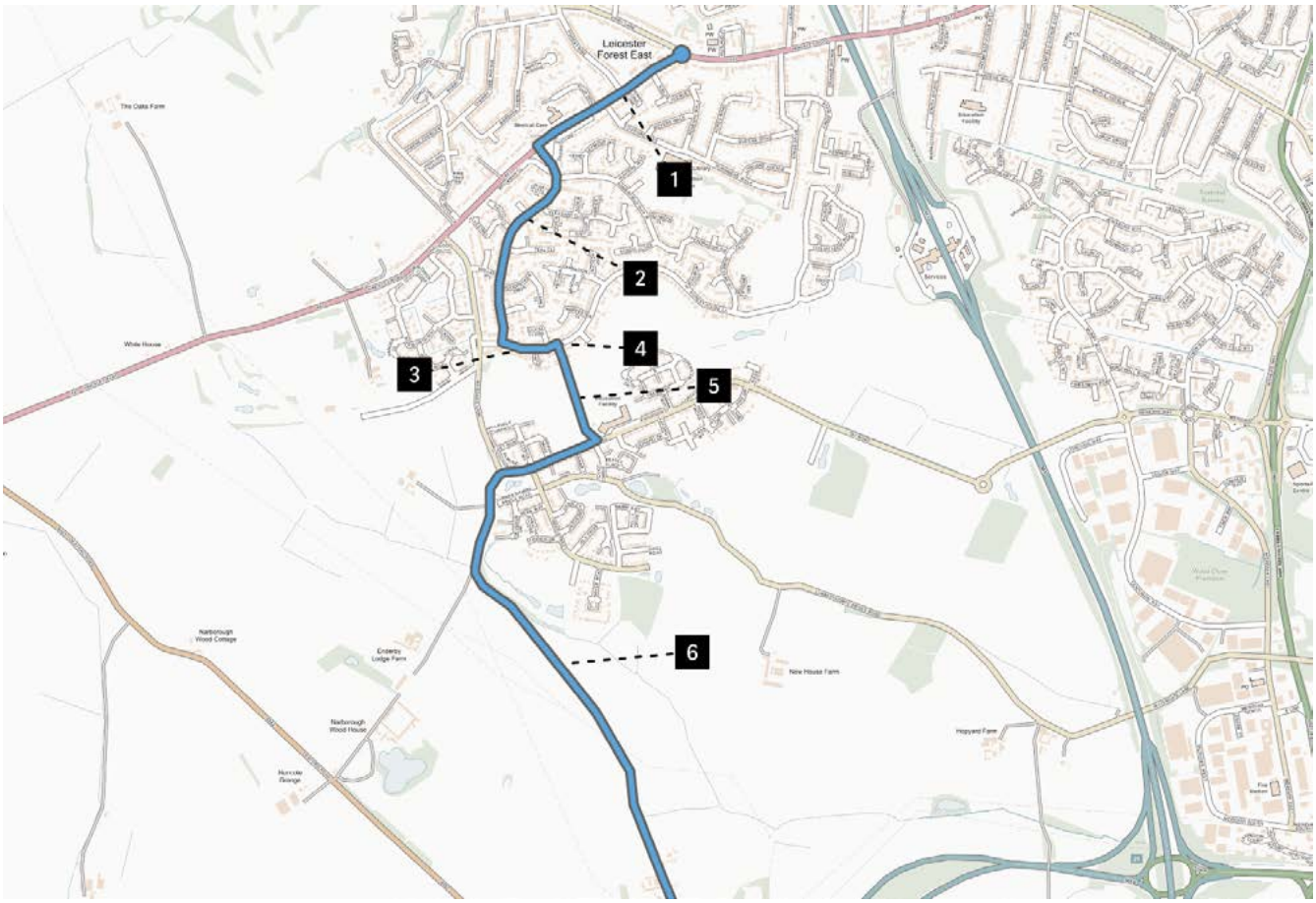
Route map



A A47 Hinckley Road
B Warren Lane
C Tay Road
D Beggars Lane
E B582 Desford Road

Corridor 3: Beggars Lane

Select improvements



1: 570 meters separated cycleway. Priority raised tables at junctions.

2: Quiet Streets treatment along the full length.

3: 260 meters of urban quiet ways treatment.

4: Priority raised table.

5: Widen to 3.5 meters and re-surface existing path.

6: Speed reduction enforcement.

Corridor 3: Beggars Lane

High-level improvements and estimated costs

Beggars Lane - A47 Hinckley Road

CYCR - Beggars Lane 0.1

A47 Hinckley Road - 570 meters of new separated cycleway. Side road junction treatments - priority raised tables.

£1,239,750

Beggars Lane - Warren Lane / Forest House Lane / New Lubbesthorpe / Tay Road

CYCR - Beggars Lane 0.2

Warren Lane - Quiet Streets treatment along the full length of Warren Lane, 750 meters in total. Priority raised tables. Forest House Lane - 260 meters of urban quiet ways treatment along Forest House Lane from the junction with Beggars Lane and the traffic free path. Priority raised table to assist with crossing and access onto the traffic free path.

New Lubbesthorpe connecting traffic free path - widen to 3.5 meters and re-surface existing path to sealed and smooth surface, remove existing barrier.

Warren Lane - £398,125
Forest House Lane - £163,950
New Lubbesthorpe connecting traffic free path - £88,450
Estimated section cost : £650,525

Beggars Lane

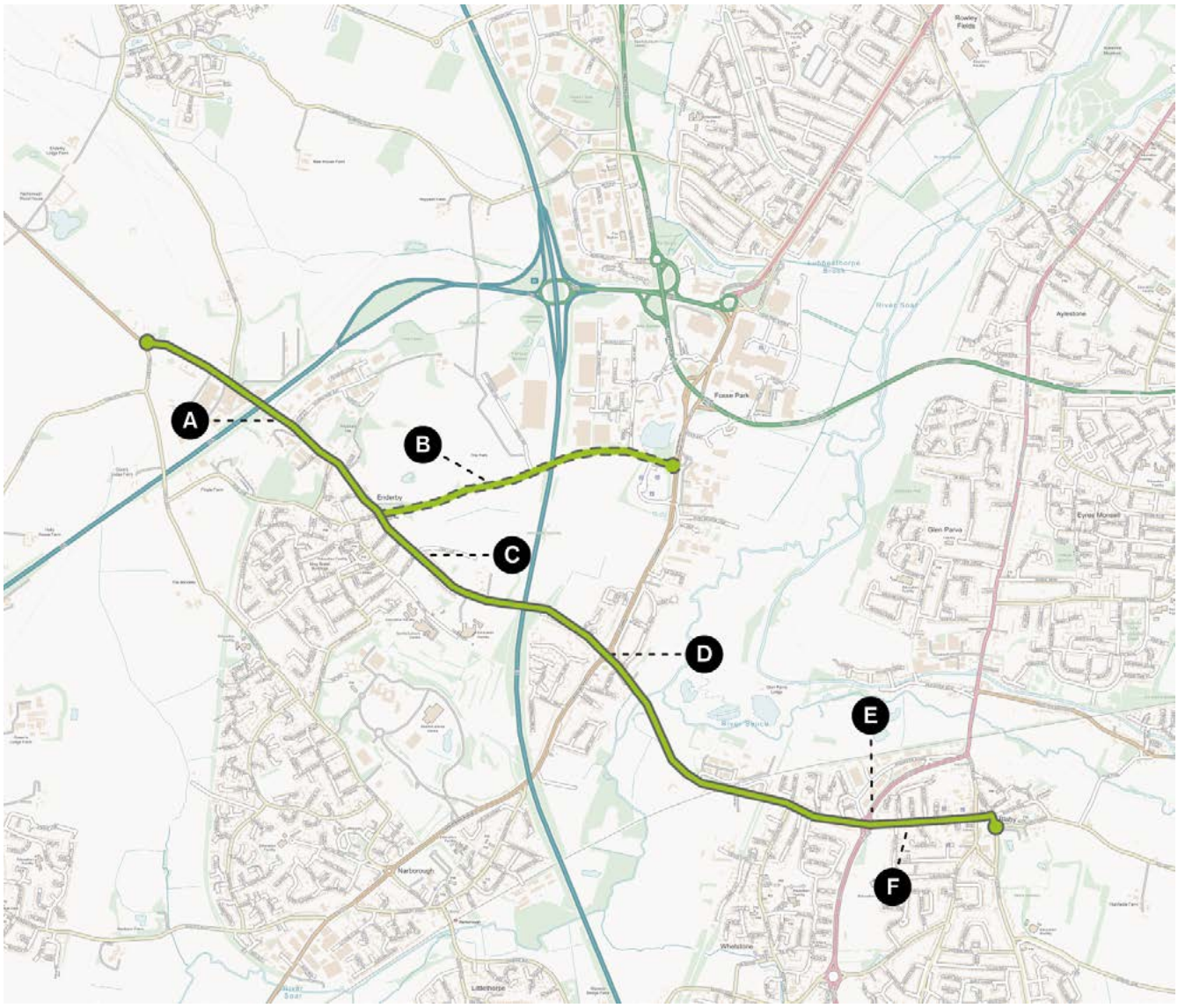
CYCR - Beggars Lane 0.3

Beggars Lane - Quiet lane treatment unlikely to be effective due to vehicle numbers. Short term treatment to reduce traffic speeds with accompanying speed reduction enforcement. The expansion of New Lubbesthorpe could bring about significant opportunities to link Leicester Forest East and New Lubbesthorpe with Enderby. As New Lubbesthorpe expands create a traffic free link to Enderby.

Not costed due to lack of confidence in measures currently available to bring this section of route to a high standard.

Corridor 4: B582

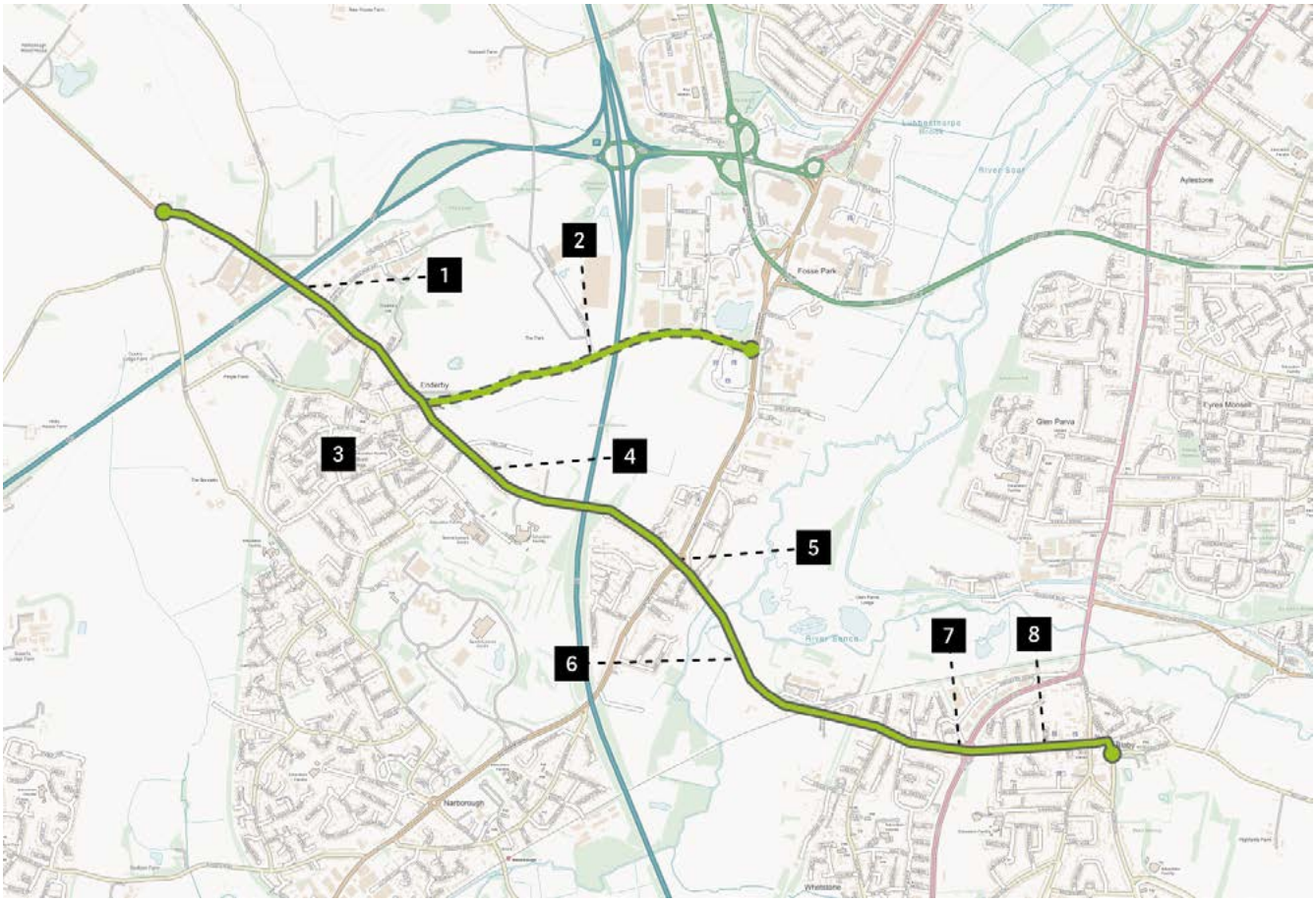
Route map



A Mill Hill
B Leicester Lane
C Hall Walk/Blaby Road
D Foxhunter Roundabout
E Blaby Bypass
F Enderby Road

Corridor 4: B582

Select improvements



1: Full length segregated cycleway, priority raised table crossing, upgraded segregated crossings.

2: Reduce speed limit to 30 mph.

3: Signalise crossing.

4: Segregated cycleway.

5: Segregated cycleway with cycle signal phase.

6: Full length segregated cycleway, priority raised table crossing, upgraded segregated crossings.

7: Segregated cycleway, fully signalised roundabout.

8: Segregated cycleway, parallel crossing, priority raised table crossing.

Corridor 4: B582

High-level improvements and estimated costs

B582 - Desford Road / Mill Hill / Hall Walk / Blaby Road

CYCR - B582 0.1

Forest Road to Fox Hunter Roundabout - Segregated cycleway, priority raised table crossing, upgraded segregated crossings

Fox Hunter Roundabout - Segregated cycleway with cycle signal phase.

B582 Forest Road to Foxhunter Roundabout - £4,850,000
Fox Hunter Roundabout - £2,970,000

B582 - Blaby Road / Enderby Road (inclusive of the B582 - A426 Roundabout)

CYCR - B582 0.2

Blaby Road and Enderby Road - Segregated cycleway, priority raised table crossing, upgraded segregated crossing.

Blaby Bypass / Enderby Road Roundabout - Segregated cycleway, fully signalised roundabout.

Blaby Road / Enderby Road - £4,900,000
Blaby Bypass / Enderby Road Roundabout - £3,460,000
Estimated section cost - £8,360,000

B582 - Enderby Road / Sycamore Street / Cross Street

CYCR - B582 0.3

Blaby Bypass to Cross Street - Segregated cycleway, parallel crossing, priority raised table crossing.

£1,650,000

B582 - Link - Leicester Lane

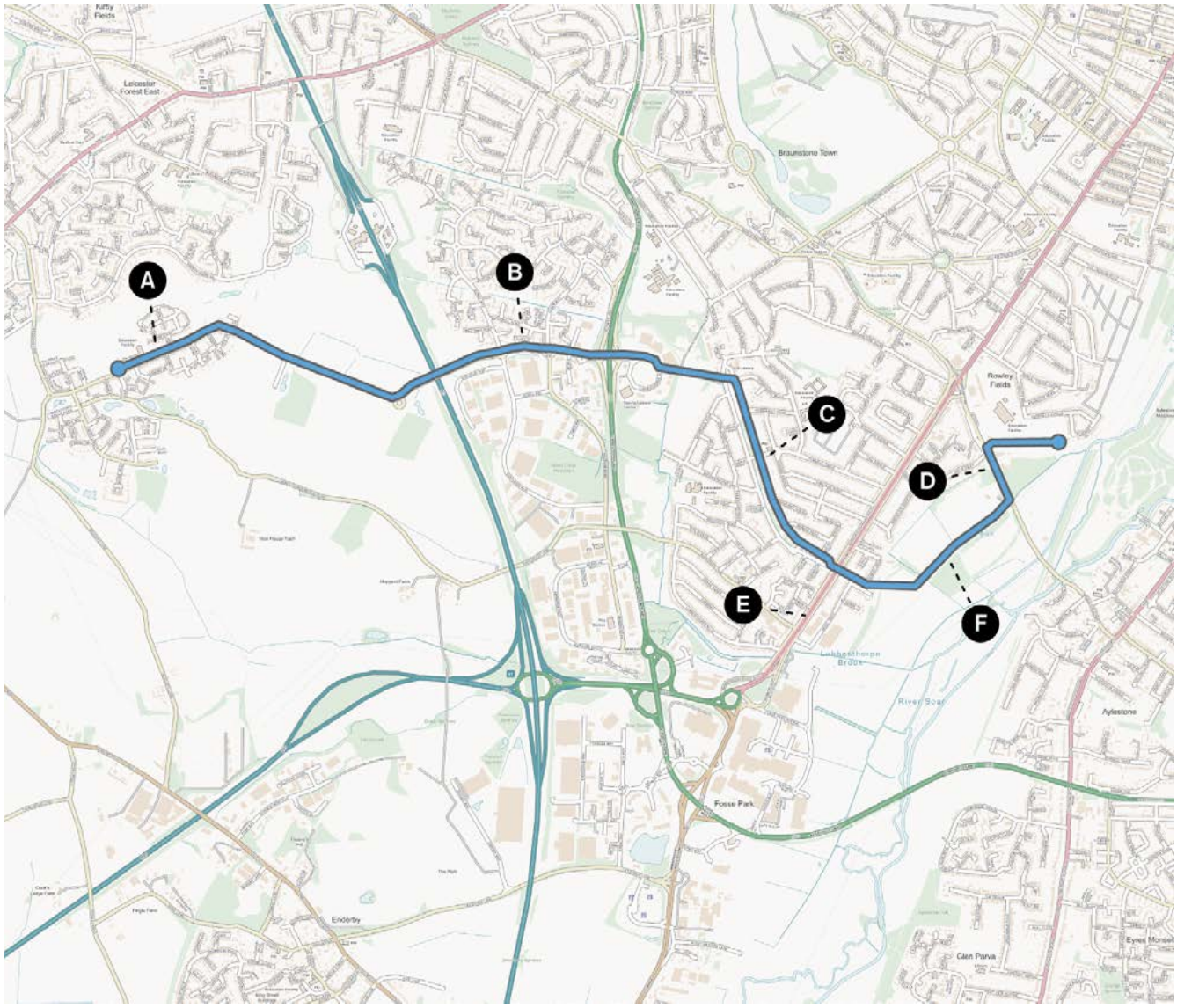
CYCR - B582 0.1 Link (Leicester Lane)

B582 Junction with Leicester Lane - Introduce a signalised crossing. Leicester Lane (between B582 and Dorsey Way junction) - Space is extremely limited - reduce speed limit to 30 mph. Not possible to fit segregated cycleway - recommend a new traffic free path through the parallel field to join up at the signal crossing near to Dorsey Way.

B582 Junction with Leicester Lane - £232,000
Leicester Lane - £458,000 plus the land purchase cost

Corridor 5: New Lubbesthorpe

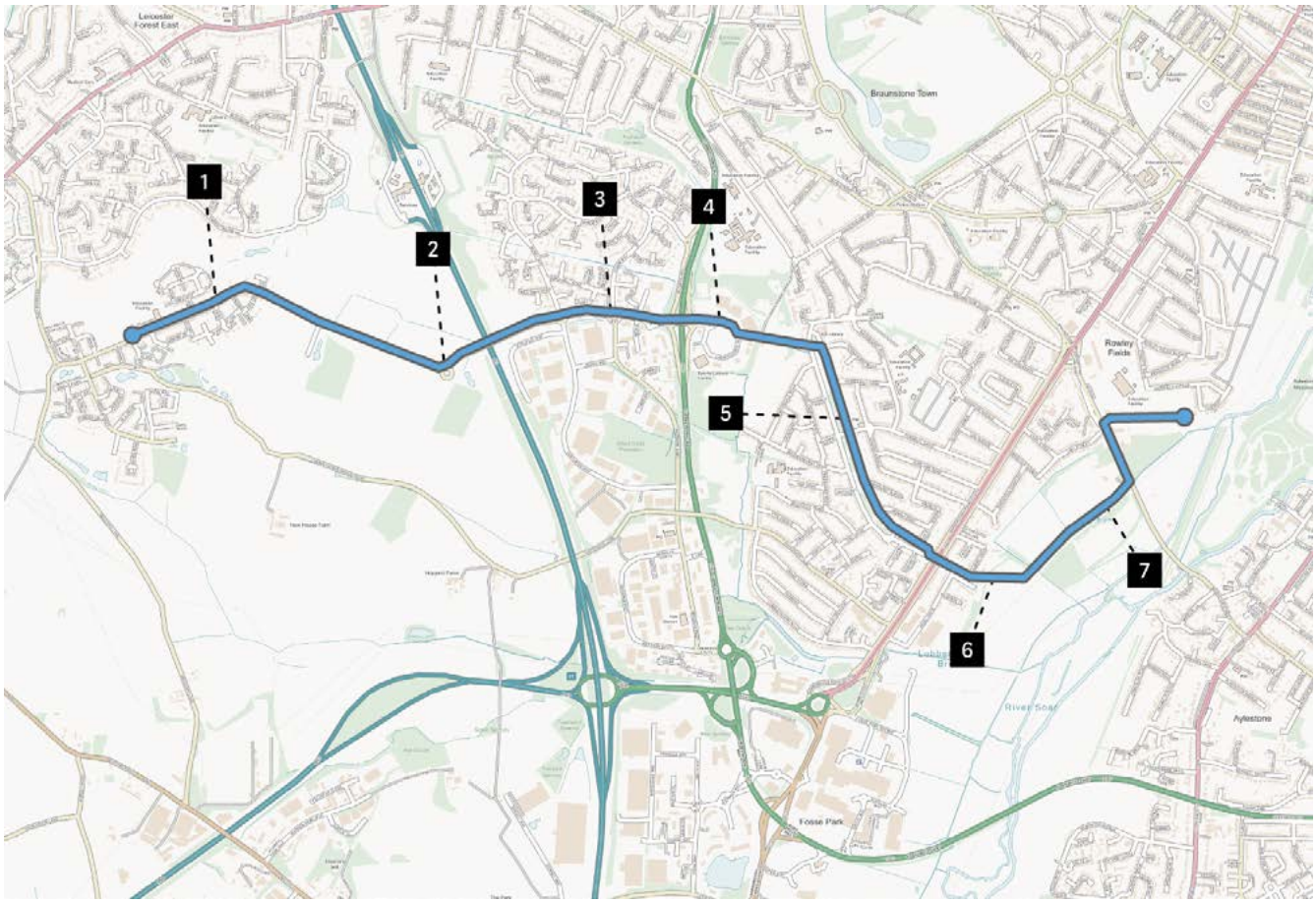
Route map



A Tay Road
B Meridian Way
C Kingsway
D Braunstone Lane East
E Aylestone Meadows
F A5460 Narborough Rd

Corridor 5: New Lubbesthorpe

Select improvements



1: Widen existing traffic free path by 1.5 meters.

2: Reduce carriageway junction widths on roundabouts.

3: Reduce carriageway junction widths on roundabouts.

4: Reduce carriageway junction widths on roundabouts.

5: 3-meter-wide traffic free route through the central green strip.

6: New signage to the access point into Mossdale Meadows.

7: New traffic free route, resurface cinder track.

8: New boardwalk.

Corridor 5: New Lubbesthorpe

High-level improvements and estimated costs

New Lubbesthorpe - Tay Road / Meridian Way

CYCR - New Lubbesthorpe 0.1

Widen existing traffic free path by 1.5 meters from Meridian Way Murby Roundabout to the Meridian Leisure Park - 600 meters Reduce carriageway junction widths on roundabouts x5, between Murby Way roundabout and the Meridian Leisure Centre. New signage through the Meridian Leisure Centre to the access point into Mossdale Meadows.

£874,000

New Lubbesthorpe - Braunstone Town

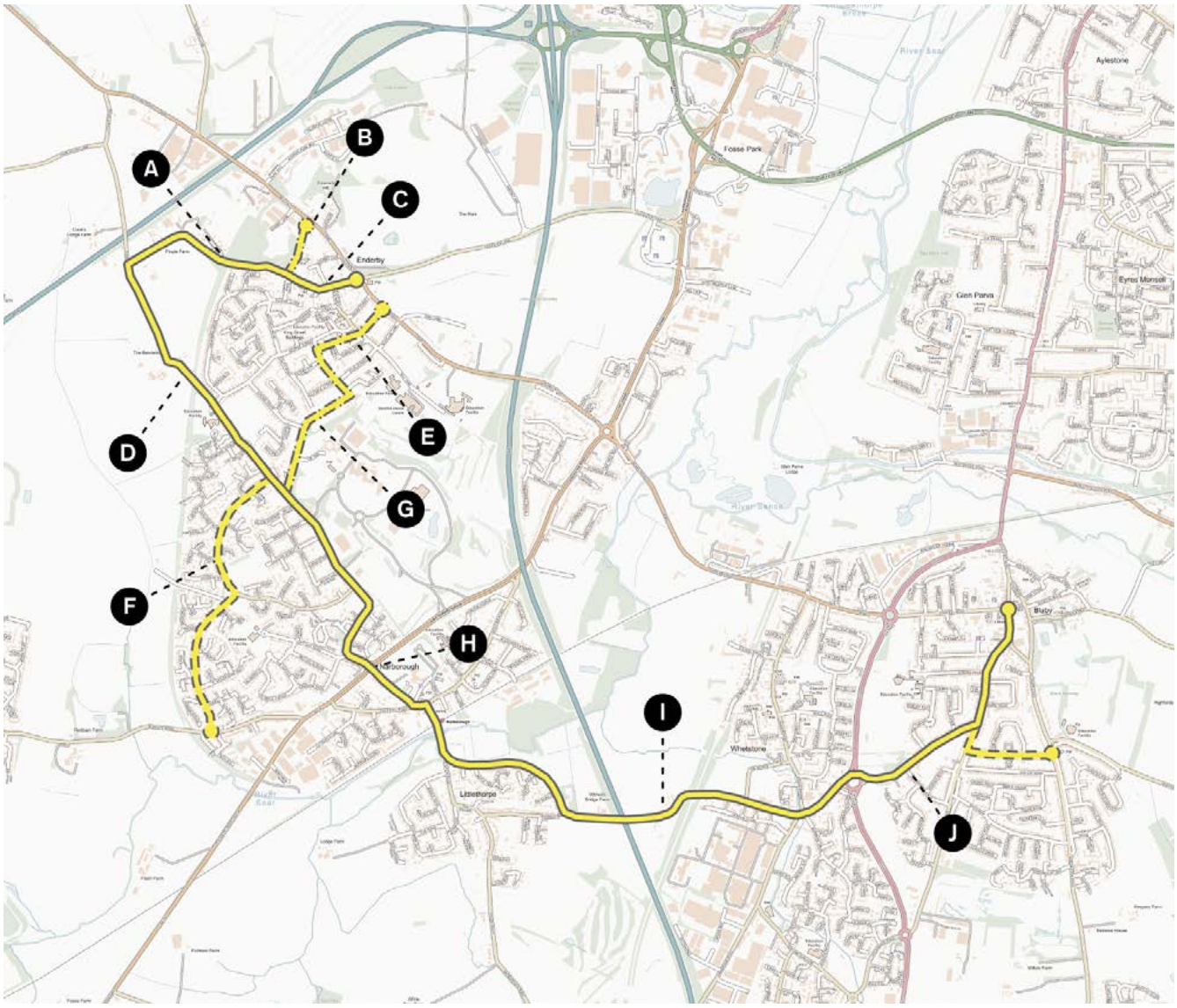
CYCR - New Lubbesthorpe 0.2

3-meter-wide new traffic free route through the central green strip of the Kingsway: 1km in length. A new boardwalk to enter Aylestone Meadows : 50 meters in length. 3-meter-wide new traffic free route through Aylestone Meadows to connect with existing cinder track : 200 meters in length. Resurface of a cinder track : 520 meters in length.

£980,568

Corridor 6: Enderby – Narborough – Littlethorpe – Blaby

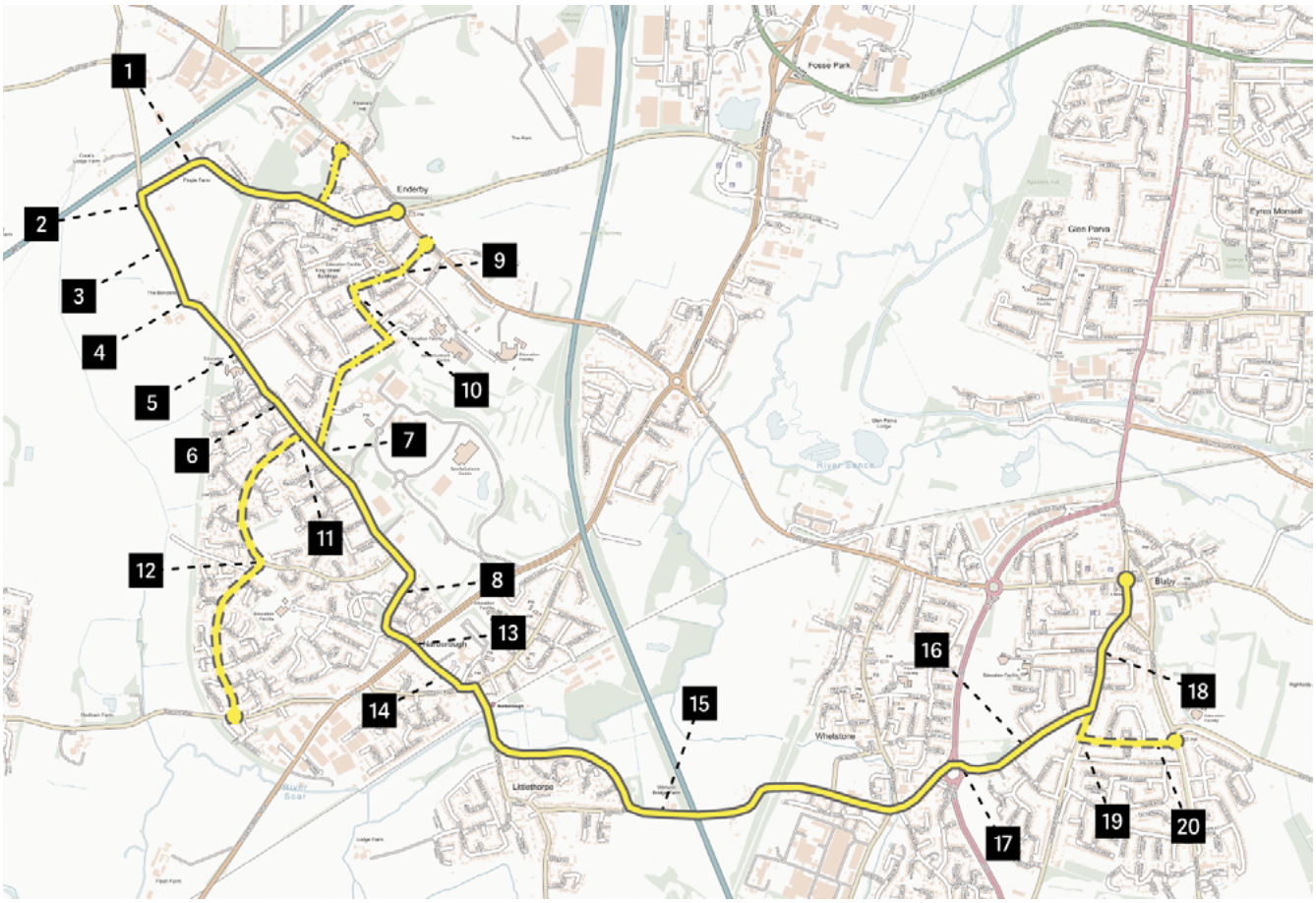
Route map



- A Seine Lane
- B Conery Lane
- C Chapel Street
- D Forest Road
- E King Street
- F The Pastures
- G West Street
- H Warwick Road
- I Grove Road
- J Cambridge Road

Corridor 6: Enderby – Narborough – Littlethorpe – Blaby

Select improvements



1: 2 meter wide, 840 meters in length, footway. Contraflow cycleway.

2: Narrow the junction, construct a cycle contraflow exit.

3: Lower the speed limit to 30-mph, accompanying speed enforcement measures.

4: 2-meter- wide footway along the west side.

5: Widen and re- surface existing for 15 meters, remove barrier and replace with single post.

6: 680 meters of segregated cycleway, priority raised tables.

7: Junction improvements, priority raised tables.

8: Remove the central hatching, segregated cycle way.

9: Toucan crossing, Narrow the two side junctions, 20mp/h zone.

10: Side road junction treatment at junction, priority raised table, 20mp/h.

11: Junction narrowing and continuous footway 12: treatments.

12: Raised table zebra crossing.

13: Signalise roundabout, segregated cycleway.

14: Install 200 meters of Quiet Street (urban) treatments.

15: New segregated cycleway, mixed use cycling, 20mp/h roads, parallel crossing, cycle contraflow, new footway.

16: Segregated cycleway.

17: Widen the traffic free approaches - approx. 400 meters of path widening by 2 meters. Toucan crossings.

18: Segregated cycleway for 600 meters. 4 side road junction treatments.

19: Junction improvements, priority raised table on junctions.

20: Segregated cycleway - 140 meters

Corridor 6: Enderby – Narborough – Littlethorpe – Blaby (ENLB)

High-level improvements and estimated costs

High Street / Chapel Street / Seine Lane

CYCR - ENLB 0.1

High Street - Extend the existing one-way system along High Street.

Chapel Street - Continue the one way along Chapel Street to the junction with Conery Lane. All motor traffic to turn right onto Conery Lane, preventing rat running along Seine Lane to Forest Road. This will create a much quieter resident focused area.

Seine Lane - Access to Seine Lane is via Forest Road only. All motor traffic at the junction with Conery Lane must turn left along Conery Lane to exit on Mill Hill, giving way to oncoming traffic turning right from Chapel Street. Trial on an experimental basis with the use of signage and planters. Enable a cycle contraflow along Seine Lane supporting non motor vehicle movements in both directions. Construct a new 2 meter wide, 840 meters in length, footway for pedestrian movements and appropriate cycle contraflow measures.

High Street and Chapel Lane - £350,000
Siene Lane - £452,000
Estimated section total : £802,000

Conery Lane

CYCR - ENLB 0.1 Link

Conery Lane - A new one-way system, movement allowed from Chapel Street and Seine Lane in the direction of Mill Hill only.

£150,000

Forest Road / Desford Road

CYCR - ENLB 0.2

Forest Road and Seine Lane Junction - Narrow the junction, construct a cycle contraflow exit from Seine Lane onto Forest Road.

Forest Road - Lower the speed limit along Forest Road to a 30-mph limit, with accompanying speed enforcement measures. Construct a new 2-meter- wide footway along the west side of Forest Road between Seine Lane and the bridge with access to Whistle Way, 650 meters in length.

Forest Road and Coleridge Drive - Widen and re- surface existing path by a meter for 15 meters and remove barrier replacing with a single post, enabling 1.5 meters wide access. Build out on Forest Road with the improved access form Coleridge Drive to facilitate cycle movements.

Forest Road and Stewart Avenue junction - Junction improvements, priority raised tables. Forest Road - between junction with Stewart Avenue and Desford Road - 680 meters of segregated cycleway to the junction with Pastures Road - priority raised tables.

Desford Road - Remove the central hatching, segregated cycle way to the roundabout with the B4114.

Forest Road and Desford Road - £2,325,010

Co-Operation Street / King Street / Shortridge Lane / West Street

CYCR - ENLB 0.2 Link A

Co-Operation Street - Toucan crossing on Co-Operation Street to support movement onto Mill Lane. Narrow the two side junctions with Mill Lane to widen footways and reduce motor vehicle turning speeds. 20 mph zone.

King Street - 20 mph speed limit along King Street. Side road junction treatment at junction with King Street and Shortridge Lane. - priority raised table. Shortridge Lane and West Street - 20 mph zone.

£650,000

Western Drive

CYCR - ENLB 0.4 Link

Lutterworth Road - Segregated cycleway - 140 meters

Western Drive – Junction improvements on Western Drive. Priority raised table on the junction with Western Drive and Winchester Road.

£710,000

The Pastures / Hardwicke Road

CYCR - ENLB 0.2 Link B

The Pastures - Junction narrowing and continuous footway treatments on entry / exit to The Pastures. Zebra crossing on a raised table near to the junction between The Pastures and Hardwicke Road, supporting safe access to the play park.

Hardwicke Road - Junction entry treatments at both end of Hardwicke Road.

£650,000

Desford Road / Leicester Road / Station Road / Riverside Way / Warwick Road

CYCR - ENLB 0.3

Desford Road Roundabout - Signalise the Desford Road Roundabout, segregated cycleway. Install 200 meters of Quiet Street (urban) treatments along Desford Road, Leicester Road and Station Road. Warwick Road - New segregated cycleway and mixed use cycling on 20mph roads, parallel crossing, cycle contraflow, new footway.

Desford Road roundabout - £2,090,000
Warwick Road - £5,500,000
Estimated section cost - £7,590,000

Grove Road / Lutterworth Road

CYCR - ENLB 0.4

Cambridge Road - Grove Road - Brook Street Roundabout - Segregated cycleway. Priority raised tables on approaches to the roundabout to support crossings.

Grove Road - Between the two roundabouts - Segregated cycleway - 200 meters.

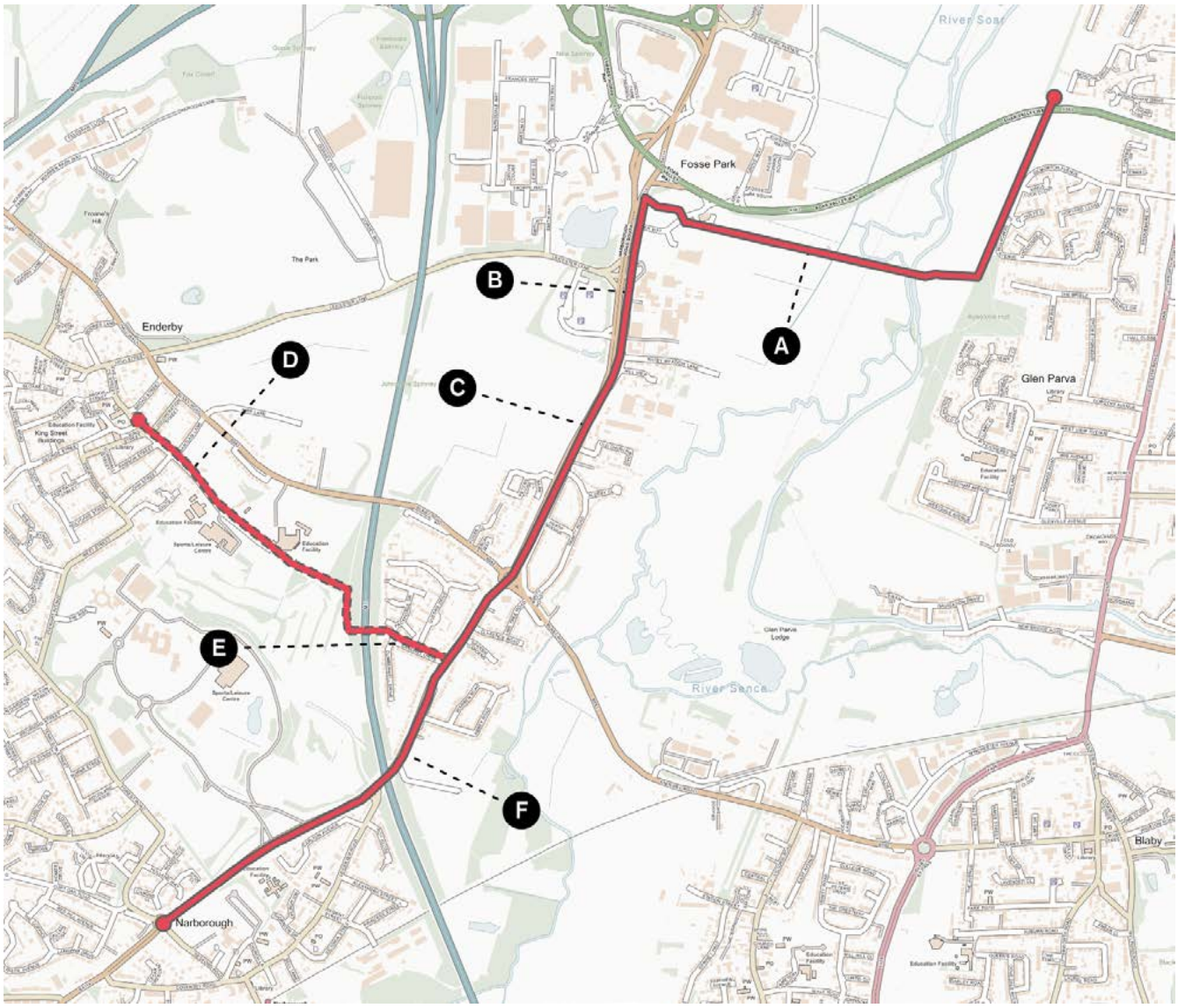
Grove Road and A426 Roundabout - Widen the traffic free approaches to the roundabout crossings over the A426 approx. 400 meters of path widening by 2 meters. Toucan crossings over both arms of the A426 to support on-going travel.

Grove Road to Lutterworth Road - Segregated cycleway for 600 meters. 4 side road junction treatments along Grove Road including at the junction with Lutterworth Road. Lutterworth Road - Install a Toucan crossing near to the junction with Grove Road to support pedestrian and cycling movements. Segregated cycleway - 730 meters.

£5,645,000

Corridor 7: Narborough to Everards Meadows

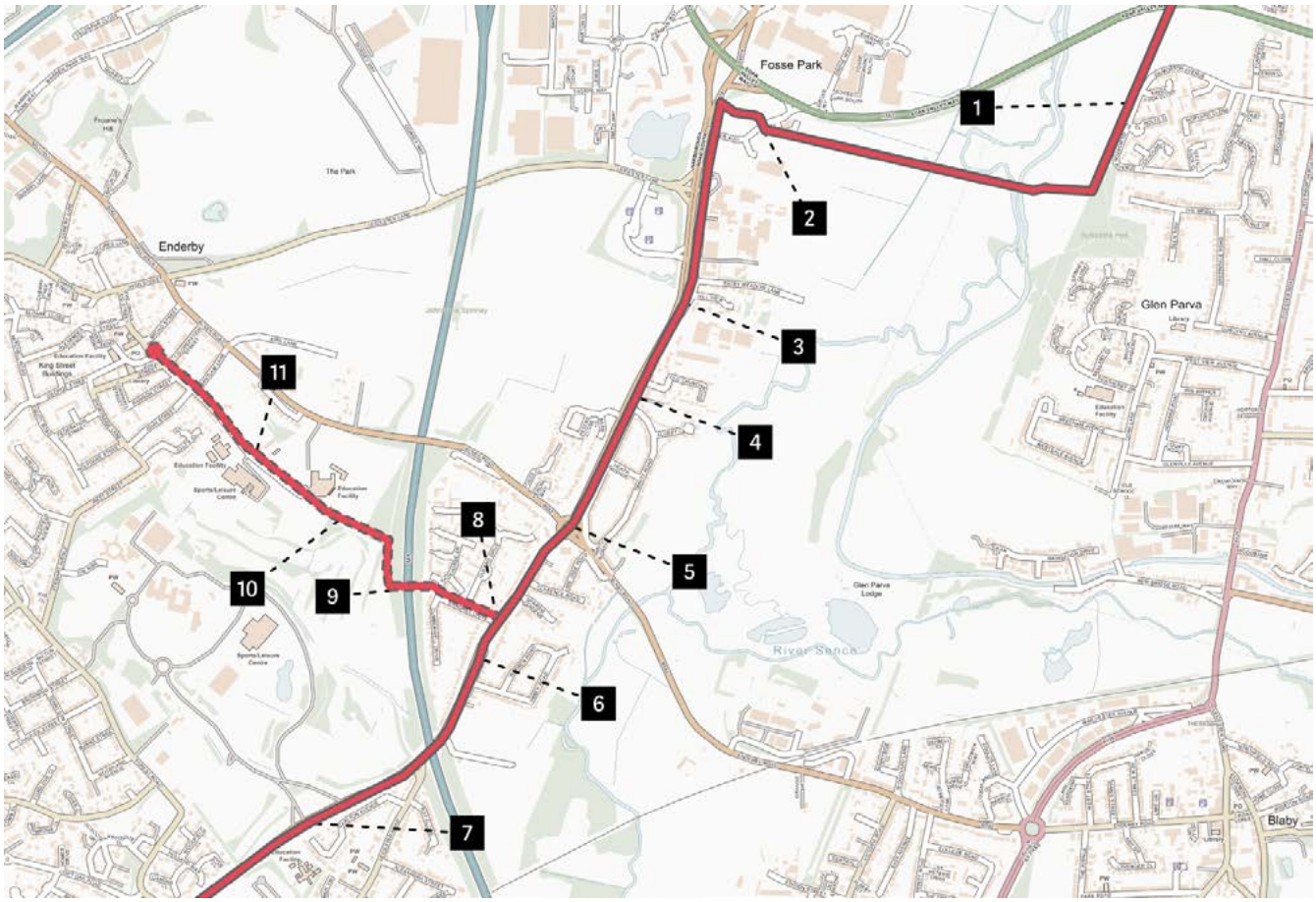
Route map



A Everards Meadows
B B4114 Narborough Rd
C St Johns
D Mill Lane
E Sandhill Drive
F Leicester Road

Corridor 7: Narborough to Everards Meadows

Select improvements



1: Add 600m path lighting.

2: Widen path by 1.5m

3: Segregated cycleway for 150 meters.

4: Segregated cycleway for a distance of 1km.

5: Complete large scale roundabout re-design.

6: Segregated cycleway for 745 meters to M1 underpass.

7: Segregated cycleway for 800 meters.

8: Priority raised table crossing over junction.

9: Remove barriers onto the traffic free path and re- install with compliant bollards. Widen by 1 meter and resurface 450 meters of traffic free path.

10: 500 meters of Quiet Streets Treatment. 20mp/h zone.

11: 2 raised table crossings.

Corridor 7: Narborough to Everards Meadows

High-level improvements and estimated costs

Everards Meadows

CYCR - Narborough to Everards Meadows 0.1

Great Central Way and Everards Meadows - Add path lighting to 600 meters of traffic free path along Great Central Way. Widen by 1.5 meters the motor traffic free path that runs alongside Cooper Way to the B114, total length - 400 meters.

£420,000

Narborough / Everards Meadows

CYCR - Narborough to Everards Meadows 0.2

B4114 Narborough Road South - Segregated cycleway for 150 meters.

B4114 St Johns - Segregated cycleway for a distance of 1km . A complete large scale roundabout re-design for The Fox Hunter Roundabout, separating out people travelling on foot, by bike and by motor traffic.

B4114 Leicester Road - Segregated cycleway for 745 meters to the M1 underpass. King Edward Avenue - Segregated cycleway for 800 meters to the Desford Road Roundabout.

Segregated cycleway : £4,275,000
Roundabout improvements : £2,970,000
Estimated section cost - £7,245,000

Sandhill Drive / Mill Lane

CYCR - Narborough to Everards Meadows 0.2 Link

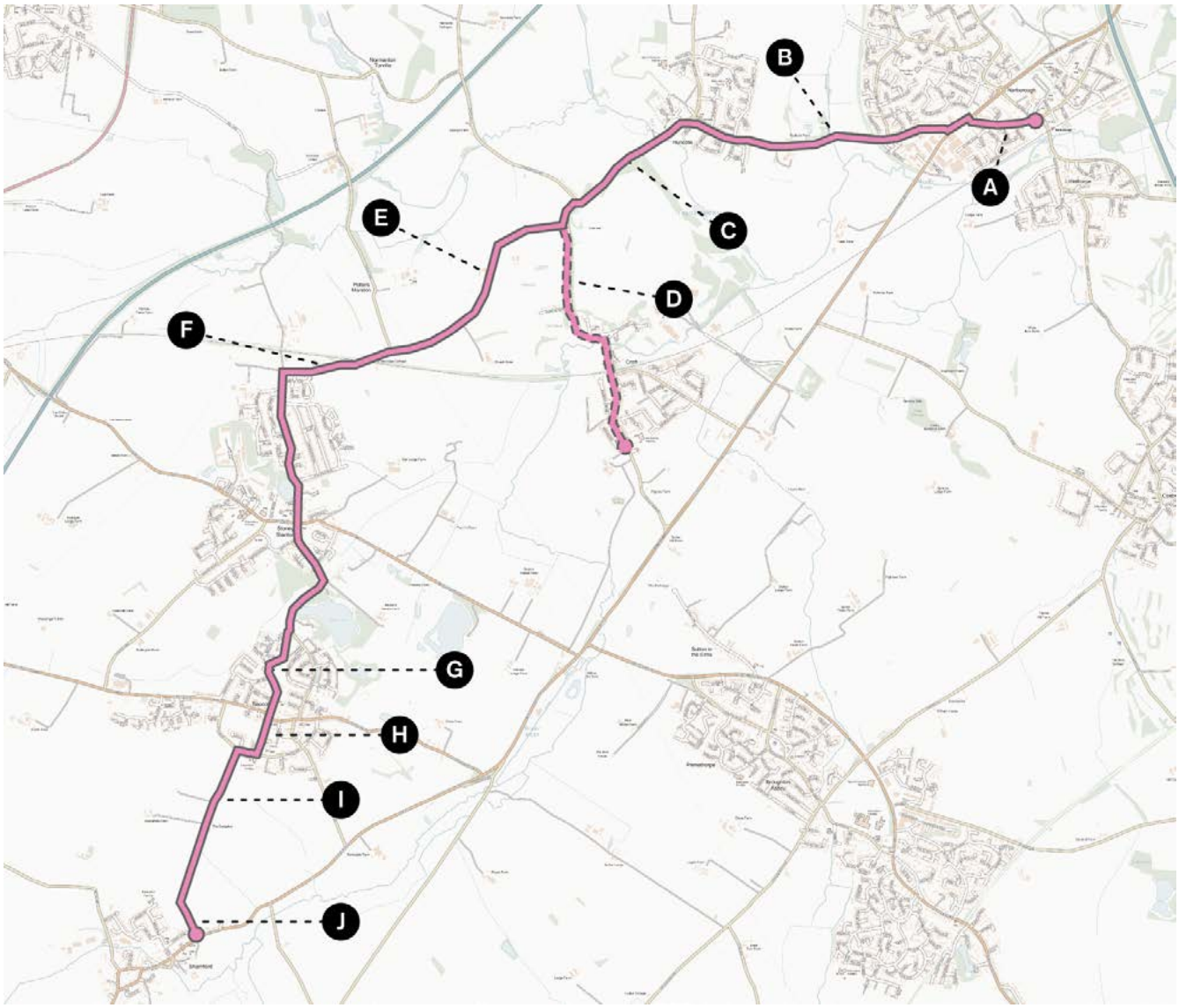
Sandhill Drive - Priority raised table crossing over the junction of Sandhill Drive and Leicester Road. Remove the current barriers onto the traffic free path and re-install with compliant bollards. Widen by 1 meter and resurface 450 meters of traffic free path.

Mill Lane - 500 meters of Quiet Streets Treatment along the highway of Mill Lane. Reduce the speed limit to 20mph. Construct two raised table crossing locations outside the Enderby Leisure Centre and second outside Danemill Primary School.

£474,000

Corridor 8: Narborough to Sharnford

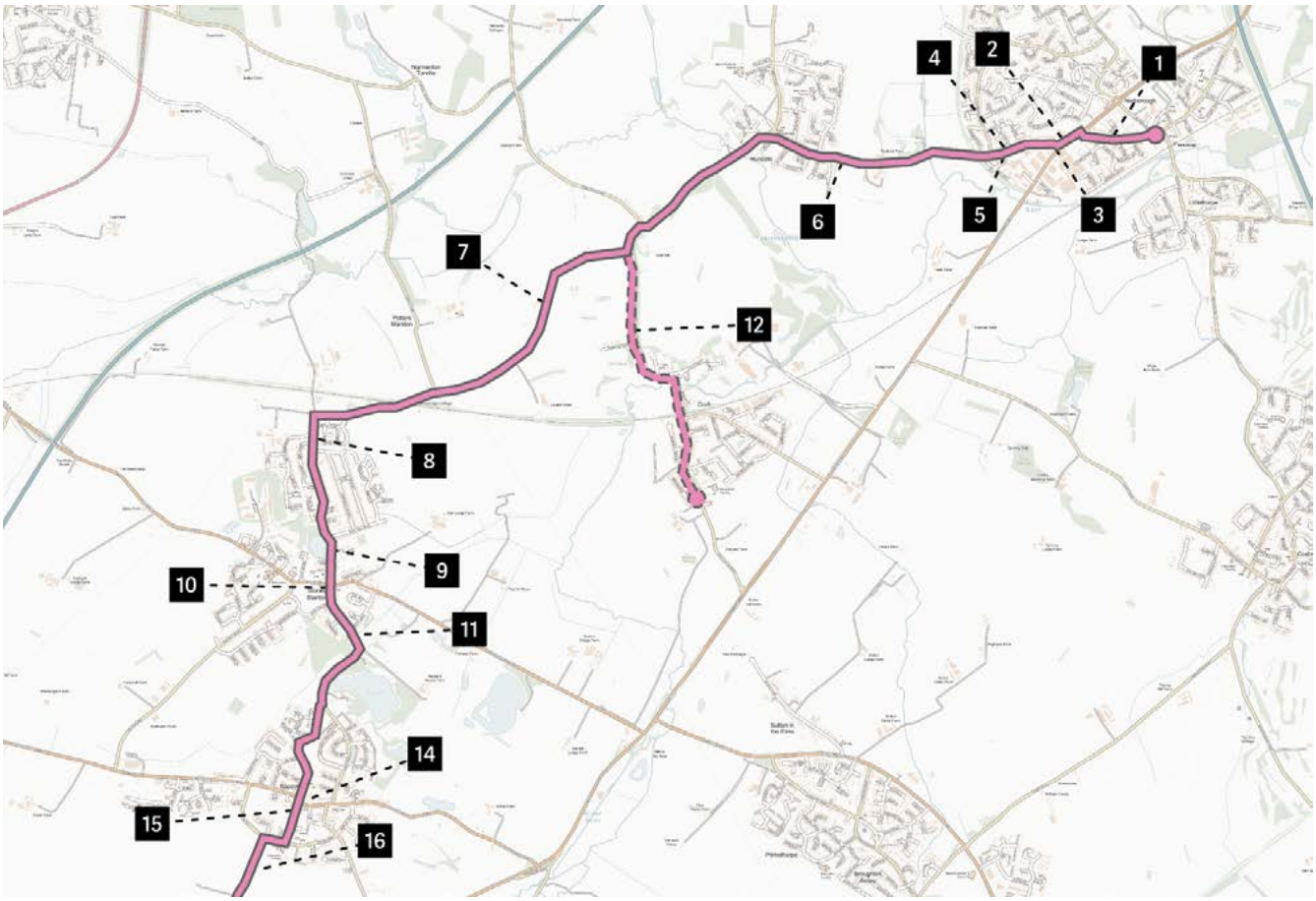
Route map



- A Coventry Road
- B Huncote Road
- C Croft Hill Road
- D Huncote Road
- E Stanton Lane
- F Huncote Road
- G Stanton Road
- H Church Street
- I Donkey Lane
- J Mill Lane

Corridor 8: Narborough to Sharnford

Select improvements



1: 500 meters of Quiet Streets Treatment. 20mp/h zone. Toucan crossing.

2: Deploy 650 meters of Quiet Street (urban) treatments.

3: Reduce the speed limit to 30mp/h with speed 6: enforcement.

4: Reduce width of junction. Priority raised tables.

5: Speed reduction.

6: Speed reduction.

7: 500m of Quiet Street (urban) treatments.

8: 500m of Quiet Street (urban) treatments.

9: 240m of Quiet Street (urban) treatments.

10: Major junction improvements on roundabout, reduce speed on all approaches, priority raised tables.

11: 200m of Quiet Street (urban) treatments.

12: Reduce speed limit to 30mp/h.

13: Narrow highway space on junction, widen footway either side, raised table with continuous footway level crossing.

14: 450 meters of Quiet Streets (urban) treatments. Zebra crossing.

15: Widen existing traffic free path by one meter and re-surface.

16: Resurface Lane, distance of 500 meters, width of 3 meters.

Corridor 8: Narborough to Sharnford

High-level improvements and estimated costs

Stoney Stanton / Coventry Road

CYCR - Sharnford to Narborough 0.1

Coventry Road - Narborough -470 meters of quiet way (urban) treatments along Coventry Road /Leicester Road from the roundabout with Station Road to the B4114.

Coventry Road B4114 - Upgrade existing crossing. 140- meter segregated cycleway along the B4114 . Toucan crossing to facilitate safe movement from Coventry Road B4114 to Huncote Road.

Huncote Road (from B4114 junction to the Finch Way Junction) - Reduce width of the Huncote Road junction with the B4114. Priority raised tables.

Hunctote Road (from Finch Way to Narborough Road) - Reduce the speed limit to 30 mph with speed enforcement.

Narborough Road - Main Street - deploy 650 meters of Quiet Street (urban) treatments.

£1,094,000

Stoney Stanton - Croft Hill Road / Hunctote Road / Stanton Lane / Huncote Road / Long Street / Sapcote Road

CYCR - Sharnford to Narborough 0.2

Croft Hill Road and Stanton Lane – Speed reduction

Huncote Road (from Simpson Road junction to Long Street - 500 meters of Quiet Street (urban) treatment along Huncote Road.

Long Street (from Huncote Road to the roundabout with the B581 and New Road) - 500 meters of Quiet Streets (urban) treatment on Long Street.

Long Street (from the non-signalised roundabout to Sapcote Road) - Major junction improvements to the roundabout on Long Street - reduce speed on all approaches to the roundabout, priority raised tables on all approaches to reduce the vehicle traffic speed. Sapcote Road (from Long Street join to the junction with Lanes Hill Grove) - Quiet Streets (urban) treatment for 240 meters.

£2,413,000

Stoney Stanton - Link to Croft

CYCR - Sharnford to Narborough 0.2 Link

Huncote Road - Reduce speed limit to 30 mph all along Huncote Road from the junction with Stanton Lane with accompanying speed enforcement.

£100,000

Stoney Stanton - Sapcote Road / Stanton Road / Church Street / Bassett Lane

CYCR - Sharnford to Narborough 0.3

Sapcote Road - Introduce 200 meters of Quiet Streets (urban) treatment.

Stanton Road - 450 meters of Quiet Streets (urban) treatments. Zebra crossing over the B4669 to facilitate the crossing to Church Street.

Church Street - Narrow the highway space on the junction, widen the footway either side and create a raised table with a continuous footway level crossing.

£460,000

Stoney Stanton - Donkey Lane / Mill Lane

CYCR - Sharnford to Narborough 0.4

Donkey Lane - Resurface Lane, distance of 500 meters, width of 3 meters. Mill Lane - Widen existing traffic free path by one meter and re-surface.

£552,000

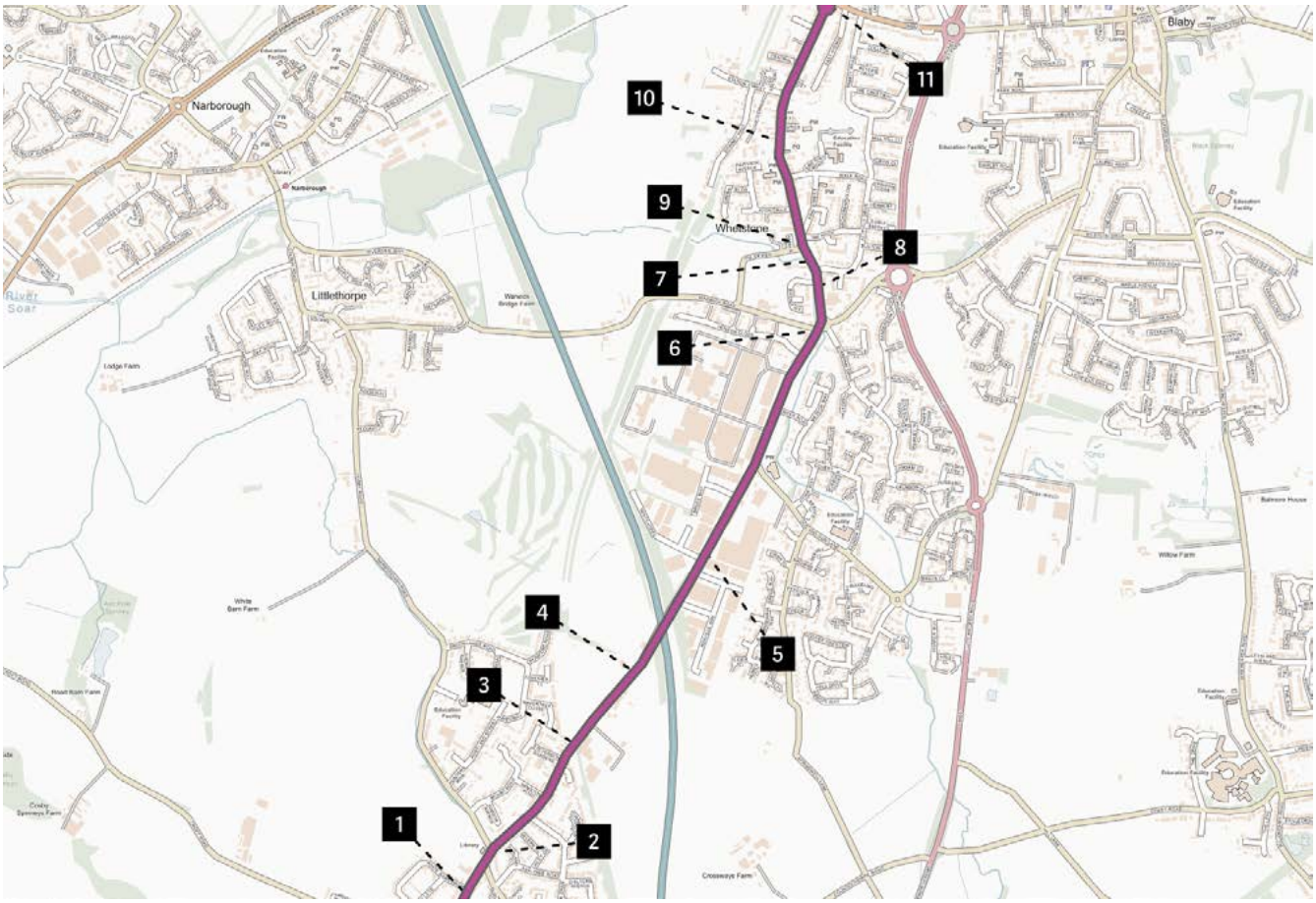
Corridor 9: Cosby

Route map

A Victoria Street B High Street C Brook Street D Cambridge Road

Corridor 9: Cosby

Select improvements



1: Segregated cycleway and limit on- street parking.

2: Parallel crossing, Dutch style roundabout.

3: Segregated cycleway, priority raised table crossing, upgrade Toucan crossing.

4: Segregated cycleway, lower speed limit to 30mp/h.

5: Side road junction improvements, 1.3km of Urban Quiet Streets treatment, additional traffic calming measures.

6: Narrow carriageway approaches, remove additional lanes to reduce speed, introduce raised tables on approaches.

7: Urban Quiet Streets treatment, speed calming measures, side road junction treatments.

8: 20mp/h speed limit, 500 meters of Quiet Streets (urban) treatments. Remove central hatching, use build outs and planters to slow vehicle speeds - place making principles.

9: Upgrade existing roundabout.

10: 320 meters of Quiet Streets (urban) treatments.

11: Priority raised table at junction, build out the footway.

Corridor 9: Cosby

High-level improvements and estimated costs

Cosby - Park Road / Cambridge Road

CYCR - CBY 0.1

Park Road - Croft Road to Narborough Road mini roundabout. Segregated cycleway and limit on- street parking.

Cambridge Road - Narborough Road / Cambridge Road mini roundabout - parallel crossing, Dutch style roundabout.

Cambridge Road - (Narborough Road / Cambridge Road mini roundabout to start of 40 mph speed limit) - Segregated cycleway, priority raised table crossing, upgrade Toucan crossing. Cambridge Road - (start of current 40 mph to M1 underpass) Segregated cycleway, lower speed limit to 30 mph.

£2,210,000

Cosby - Cambridge Road / Brook Street / High Street / Victoria Road

CYCR - CBY 0.2

Cambridge Road - Side road junction improvements and 1.3km of Urban Quiet Streets treatment with additional traffic calming measures Cambridge Road / Grove Road Roundabout - Large scale roundabout improvements - narrow the carriageway approaches, remove additional lanes to reduce speed - introduce raised tables on approaches.

Brook Street - Urban Quiet Streets treatment and speed calming measures, side road junction treatments.

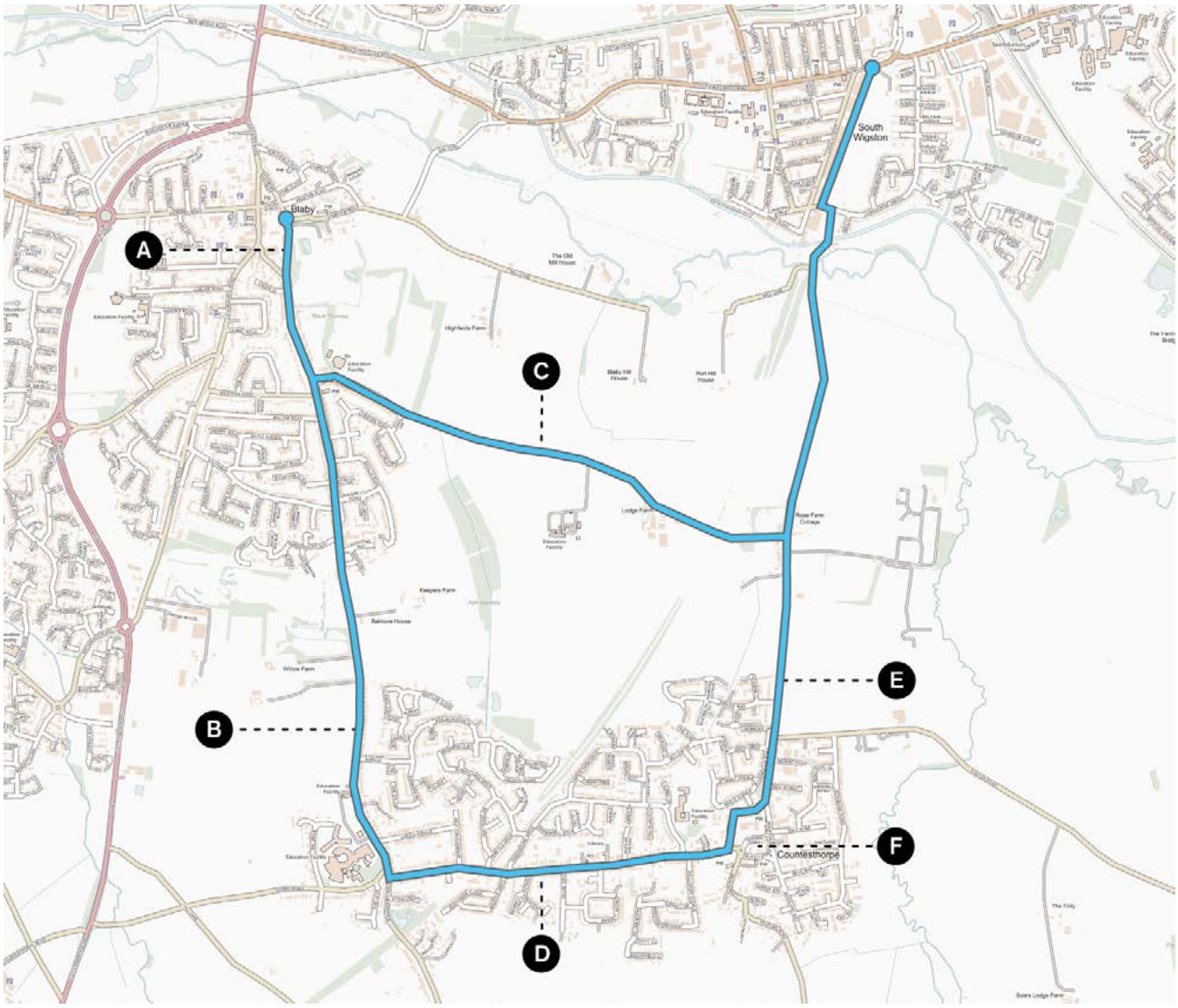
High Street - Advise a 20 mph speed limit and 500 meters of Quiet Streets (urban) treatments. Remove central hatching and use build outs and planters to slow vehicle speeds - place making principles. Upgrade existing roundabout

Victoria Road - 320 meters of Quiet Streets (urban) treatments – Priority raised table at the Victoria Road - Enderby Road junction, reduce the crossing distance by building out the footway.

£1,340,000

Corridor 10: Countesthorpe

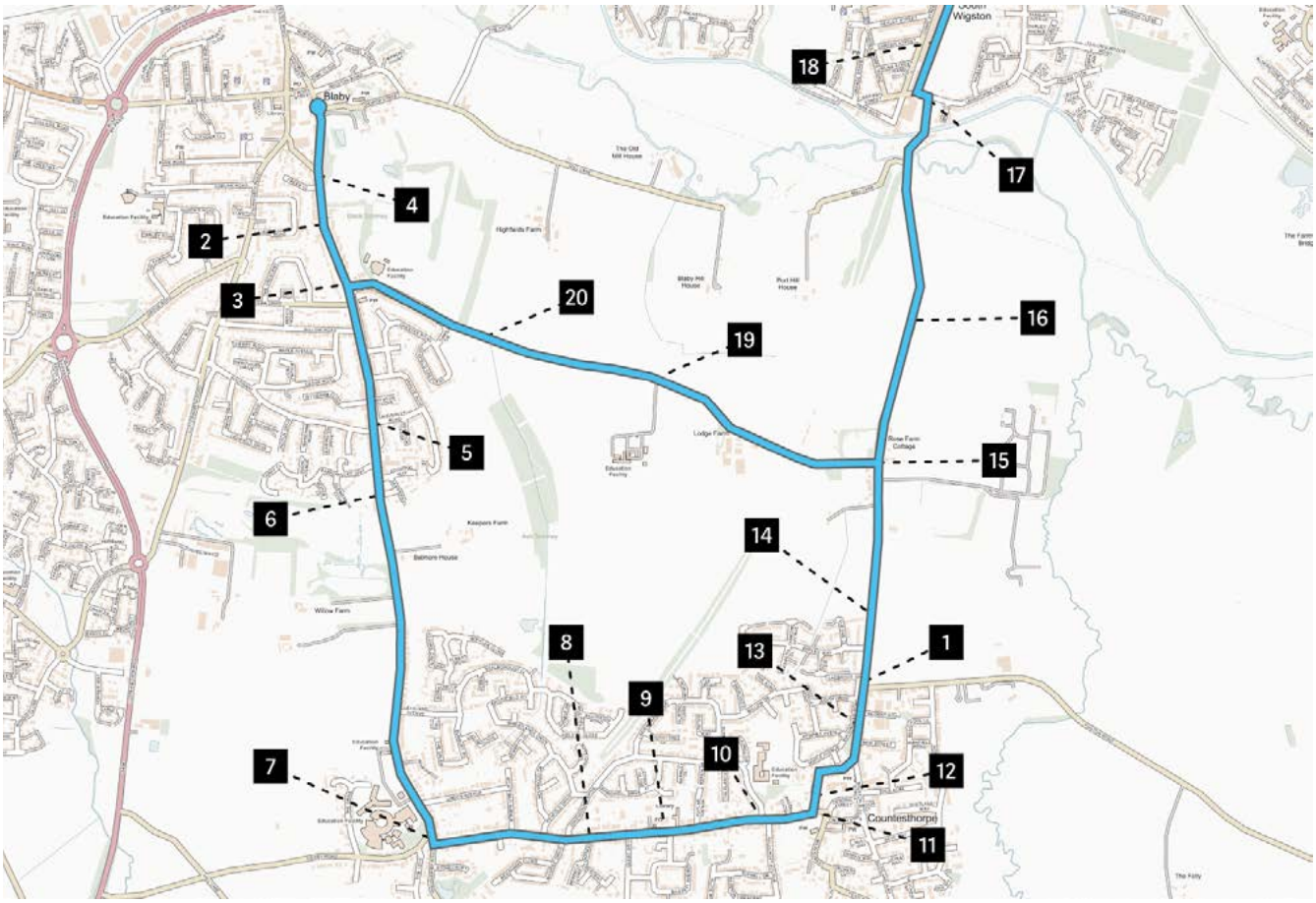
Route map



A Welford Road
B Winchester Road
C Hospital Lane
D Station Road
E Leicester Road
F Church Street

Corridor 10: Countesthorpe

Select improvements



1: Reduce the highway lane width. Parallel crossing on Leicester Road.

2: Segregated cycleway – 400m, cycle contraflow along one way stretch.

3: Upgrade existing roundabouts.

4: Parallel crossing, limit on-street parking. Segregated cycleway - 450 meters.

5: Segregated cycleway – 1.9km. Consistent 30mp/h all along.

6: Upgrade crossings to parallel crossing.

7: Install parallel crossing.

8: 1.3 km of segregated cycleway.

9: Install parallel crossing.

10: Upgrade crossings to parallel crossing.

11: Segregated cycleway around roundabout and approaches.

12: Urban Quiet Way treatment on one-way roads and central loop, placemaking scheme for retail hub.

13: 200m of Quite Street (Urban) treatment.

14: Segregated cycleway - 980 meters.

15: Junction improvements, signalised crossing points.

16: Reduce current speed limit to 40 mph. Segregated cycleway - 1.3km.

17: Toucan crossing on current raised table, increase park entrance space.

18: Widen existing path by 1.5 meters for 600 meters. Parallel crossing, speed limit reduction to 30mp/h.

19: Toucan crossing.

Corridor 10: Countesthorpe

High-level improvements and estimated costs

Countesthorpe - Leicester Road / Sycamore Street / Welford Road

CYCR - CTS 0.1

Leicester Road - Reduce the highway lane width off the roundabout to reduce motor vehicle speeds entering Leicester Road. Parallel crossing on Leicester Road.

Sycamore Street - Upgrade existing roundabout, improve visibility and traffic calming. Segregated cycleway - 400 meters to Welford Road. Cycle contraflow along the one way stretch of Welford Road to enable two-way cycling, providing a new link to the shopping facilities in Blaby.

Welford Road - Parallel crossing on Welford Road close to the entrance to Bouskell Park. Limit on-street parking. Segregated cycleway - 450 meters. Upgrade the Welford Road / Hospital Lane roundabout. Upgrade the Western drive / Welford Road roundabout.

£2,395,000

Countesthorpe - Winchester Road

CYCR - CTS 0.2

Winchester Road - Segregated cycleway - 1.9km. Reduce the current 40mph section to a 30mph - consistent 30mph all along Winchester Road. Upgrade two existing crossings to Parallel crossings. Additional Parallel crossing near to junction with Cosby Road.

£3,310,000

Countesthorpe - Cosby Road / Station Road / The Square / Central Street / The Bank / Church Street

CYCR - CTS 0.3

Cosby Road / Station Road - 1.3 km of segregated cycleway along Cosby Road and Station Road. Parallel crossing on Station Road close to Bassett Avenue. Upgrade existing zebra on Station Road / Gwendline Drive to a parallel crossing.

The Square / Central Street / Church Street - Segregated cycleway around the roundabout and approaches. Urban quiet way treatments on the one-way roads and central loop. Placemaking scheme for the retail hub on Wigston Street / The Bank - community engagement - seating / planters / cycle parking / enhanced materials.

£3,200,000

Countesthorpe - Wigston Street Leicester Road / Countesthorpe Road

CYCR - CTS 0.4

Wigston Street - 200 meters of Quiet Street (urban) treatment.

Leicester Road - Segregated cycleway - 980 meters. Junction improvements for Leicester Road / Hospital Lane - signalised crossing points. Countesthorpe Road - Reduce current speed limit to 40 mph. Segregated cycleway - 1.3km. Toucan crossing on current raised table location to provide access to the existing traffic free path through Blaby Road Park. Increase the park entrance space. Widen existing path by 1.5 meters for 600 meters.

£3,769,200

Countesthorpe - Hospital Lane

CYCR - 0.4 Link

Hospital Lane (from the junction with Welford Road) - Parallel crossing on Hospital Lane near to Welford Road junction. Toucan crossing near to Thistly Meadow Primary School. Traffic calming measures between the vehicle entrance to Oakfield Park and the junction with Welford Road. Parallel crossing where NCN6 crosses Hospital Lane. Speed limit reduction to 30mph before the Oakfield Park entrance.

£660,000

4.5 Establishing Cycling Infrastructure Improvements

To increase levels of cycling the quantity and quality of provision in certain areas and contexts requires significant improvements in terms of:

- Direct and joined up routes that improve access to trip generators and destinations.
- Provision of proportional space which involves in some cases road space re- allocation from motor vehicles to cycling and walking infrastructure.
- Best-practice design for route widths and crucially junctions.
- Safe and direct crossing points.
- Improved standards of safety and visibility, including signage and wayfinding and lighting.
- On-road sections with 'light segregation' from motor traffic.

Quiet way / quiet street treatments to reduce traffic speeds and volume and support 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. Where possible, the proposed facilities are separated from traffic, especially where traffic volumes are high or average vehicle speeds are greater than 30 mph.

Reducing speed limits will be key in supporting on-highway cycling in the more rural areas within the district where more costly methods may not provide a positive cost – benefit ratio. 20 mph zones in residential areas - particularly those close to schools - are an effective way to improve the conditions for walking and cycling.

It is important to note that solutions identified in LCWIP audits are high level concepts and feasibility studies for each route would be required to progress these further. This would involve defining the exact alignment of the route (e.g., which side of the road provision in on, whether it is on or off the highway, etc.) and identifying the most appropriate interventions (e.g., crossing location and type, cycle lane design, etc.) at a high level of detail. This allows accurate costings to be determined to be used in funding bids and proposals.

Studies would typically also incorporate engagement with communities to consult and in some cases co-create and design spaces and routes that serve the people living and working in the localities. This process also allows for competing local priorities to be considered, safety audits to be undertaken, and ensures standards are complied with.

4.6 Cycle Park and Wayfinding

The provision of cycle parking can influence the decision to cycle and reduces the chances of bikes being stolen. It is imperative that cycle parking is installed as routes and corridors are upgraded or implemented. There are several considerations to be given to the successful placement of cycle parking, cycle parking should be:

- Closer or as close to the nearest available car park for the intended destination.
- In public view or have CCTV coverage.
- Sheltered from rain.
- Lit or located in a well-lit area for night-time use.
- Well maintained.

Consideration needs to be given to the type of cycle parking - who is it we are catering for, will they be:

- Residents
- Employees
- Commuters
- Children
- Shoppers

The type of likely user will affect how, when, and how long they will require the parking facility.

There are several different types of cycle parking. The most common type of cycle parking is a 'Sheffield Stand'. Sheffield stands provide an inverted U-shaped stand which is effective at supporting a standard shaped bike and providing a good base for locking all parts of a cycle, including wheels. A well-placed collection of Sheffield stands under a shelter will generally be sufficient to for shoppers as those who will be leaving a cycle for a day. Individual bike lockers are a more expensive option but in the correct location can support those who may wish to leave a cycle for longer. Bike lockers can be effective at railway and bus stations for people who may need to leave a cycle for a longer period.

It is recommended that a full assessment of cycle parking requirements is undertaken as the routes and corridors identified in this report are developed and funded. The type of cycle parking installed should reflect the likely users and the quantity of cycle parking should reflect the predicted and desired uplift in numbers.

Further information on cycle parking guidelines can be found here: *https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf*

Signing and wayfinding are integral parts of the design process. Consistency, legibility, and maintenance require early consideration and sufficient funding to complement infrastructure improvements. The key principles of signing and wayfinding include:

- Consistent legibility throughout a network or route.
- Maintained regularly - with an agreed budget.
- Consolidated and rationalised signing along routes to minimize clutter.
- Sensitive to the environment it is servicing.

05

Network Planning for Walking

This section describes the methodology used for the Network Planning for Walking stage of Blaby District's LCWIP. Key origin points and destinations were defined in Stage 2 Gathering Information, table 2 & 3. The LCWIP technical guidance states that distances of up to 2km are generally an accepted length for walking and wheeling.

Routes of up to 2km between key origins and destinations were mapped to produce a draft walking map for audit. Attention was paid to potential walking routes which would provide a link between settlements supporting walking and wheeling to schools, shops, and leisure facilities. Improving walking routes between settlements was a clear priority raised by respondents to the online engagement survey. A full list of all the walk routes, including a description and destinations can be found in the appendix.
The map below identifies the draft walking network for audit.

5.1 Walking Route Audit Tool (WRAT)

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. An online version of the WRAT can be viewed here: https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools.

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 WRAT requires the auditor to score the route between 0 and 2 points per criteria, a maximum of 40 points can be awarded.

Walk routes have been grouped into the following geographical areas:

- Glenfield, Kirby Muxloe and Leicester Forest East.
- New Lubbesthorpe, Thorpe Astley, Braunstone Town.
- Narborough, Enderby and Huncote.
- Littlethorpe and Cosby.
- Stoney Stanton, Sapcote and Croft.
- Blaby, Countesthorpe and Whetstone.

The tables below assess routes against the WRAT criteria with a total in the right hand column. High scores indicate better provision.

5.2 Prioritisation of the Walking Network

All the routes audited would benefit from upgrades and improvements, however this LCWIP process requires a greater depth of prioritisation. The routes which scored under 50% are those in greatest need of improvement and have been assessed to evaluate ways to make them better.

The maps further on present the walk routes which have been progressed to the next stage of evaluation. The colours in the table reflect the colours used in the maps to support aid legibility.

The following tables demonstrate the high-level solutions for walking infrastructure improvements with estimated costs attached. A feasibility study for each route or wider scheme would be required to determine the precise interventions needed throughout the corridor. This would involve highway engineers, designers and other professionals assessing the conditions on the ground and potential options in determining the best solutions. This would be informed by engagement with local officers and the community to reflect local knowledge and priorities. By doing this it is possible to produce accurate costings that allow funding to be sought for delivery. The table below provides high level suggestions and estimated costs.

Glenfield, Kirby Muxloe and Leicester Forest East

WRAT Scores

Route Code and Name	Attractiveness	Comfort	Directness	Safety	Coherence	Total
WR - GL (Glenfield) 0.4 The Mill Lane	3	5	7	4	1	**20**
WR - GL (Glenfield) 0.5 Roman Way	5	6	6	5	0	**22**
WR - GL (Glenfield) 0.6 Glenfield - Kirby Muxloe Link	5	4	2	3	0	**14**
WR - GL (Glenfield) 0.1 Dominion Road	4	5	5	3	0	**17**
WR - GL (Glenfield) 0.2 Station Road	4	6	6	2	0	**18**
WR - KM (Kirby Muxloe) 0.1 Main Street	6	7	4	3	0	**20**
WR - LFE (Leicester Forest East) 0.1 A47	4	8	6	3	1	**22**
WR - GL (Glenfield) 0.3 Ivanhoe Trail	5	7	8	5	1	**26**
WR - KM (Kirby Muxloe) 0.2 Station Road	6	7	5	3	0	**21**

Littlethorpe and Cosby

WRAT Scores

Route Code and Name	Attractiveness	Comfort	Directness	Safety	Coherence	Total
WR - COS (Cosby) 0.1 Main Street / Cambridge Road	5	6	6	3	0	**20**
WR - LIT (Littlethorpe) 0.1 Narborough Road / Cosby Road	5	4	6	2	0	**17**
WR - LIT (Littlethorpe) 0.2 Warwick Road	4	4	6	3	0	**17**

Stoney Stanton, Sapcote and Croft

WRAT Scores

Route Code and Name	Attractiveness	Comfort	Directness	Safety	Coherence	Total
WR - CR (Croft) 0.1 Pochin Street	6	7	7	4	0	**24**
WR - CR (Croft) 0.2 Brookes Avenue	7	7	7	6	0	**27**
WR - SAP (Sapcote) 0.1 Hinckley Road Stanton Road	6	7	6	3	0	**22**
WR - SAP (Sapcote) 0.2 Park Road Link to West Field Road	4	3	7	5	0	**19**
WR - SS (Stoney Stanton) 0.1 Sapcote to Stoney Stanton	5	7	6	4	0	**22**
WR - SS (Stoney Stanton) 0.2 Long Street	5	6	5	1	0	**17**
WR - SS (Stoney Stanton) 0.3 New Road / Broughton Road	5	6	7	2	0	**20**

Narborough, Enderby and Huncote

WRAT Scores

Route Code and Name	Attractiveness	Comfort	Directness	Safety	Coherence	Total
WR - END (Enderby) 0.8 Pastures	4	6	6	5	0	**21**
WR - NARB (Narborough) 0.2 Coventry Road / Leicester Road	5	6	8	3	0	**22**
WR - NARB (Narborough) 0.3 Station Road	5	4	7	3	0	**19**
WR - END (Enderby) 0.6 Shortridge Lane / West Street / Stewart Avenue	5	6	6	3	0	**20**
WR - END (Enderby) 0.1 Blaby Road / Mill Hill / Hall Walk / Desford Road	2	4	3	1	0	**10**
WR - END (Enderby) 0.2 Leicester Lane	3	6	3	1	0	**13**
WR - END (Enderby) 0.3 Mill Lane	4	6	5	3	0	**18**
WR - END (Enderby) 0.4 King Street / Co-Operation Street	5	6	5	3	0	**19**
WR - END (Enderby) 0.5 High Street / The Cross / Mill Lane	5	3	6	3	0	**17**
WR - END (Enderby) 0.7 Forest Road / Desford Road	5	6	4	3	0	**18**
WR - END (Enderby) 0.9 Hardwicke Road	5	7	6	4	0	**22**
WR - HUN (Huncote) 0.1 Huncote Road / Narborough Road	5	5	6	3	0	**19**
WR - NARB (Narborough) 0.1 Desford Road	5	6	5	3	0	**19**

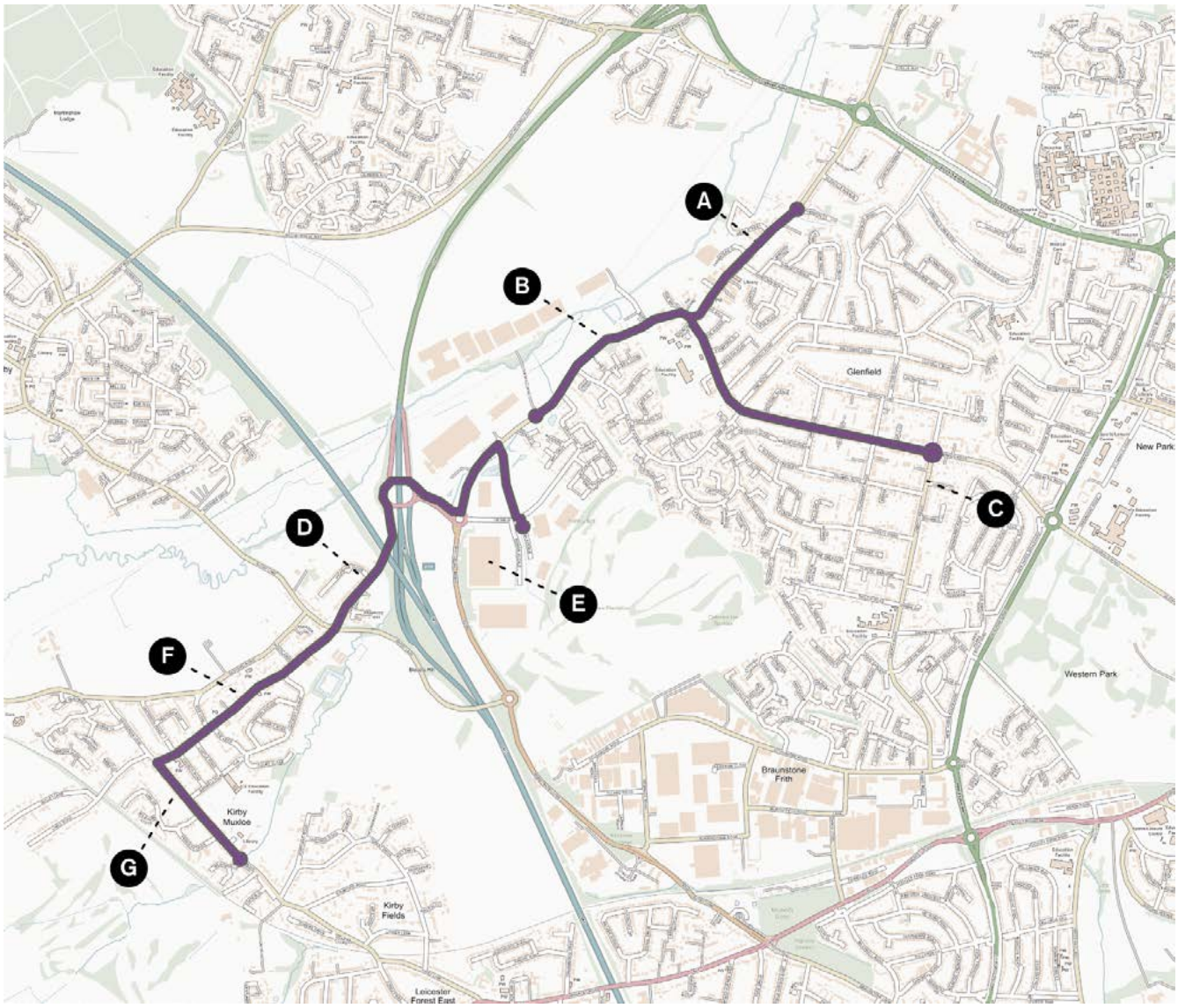
Blaby, Countesthorpe and Whetstone

WRAT Scores

Route Code and Name	Attractiveness	Comfort	Directness	Safety	Coherence	Total
WR - BLA (Blaby) 0.4 Western Drive	6	6	7	3	0	**22**
WR - BLA (Blaby) 0.1 Grove Road	5	4	1	1	0	**11**
WR - BLA (Blaby) 0.2 Lutterworth Road / Leicester Road	4	5	5	3	0	**17**
WR - BLA (Blaby) 0.3 Enderby Road	5	7	6	3	0	**21**
WR - BLA (Blaby) 0.5 Hospital Lane	5	6	5	3	0	**19**
WR - COU (Countesthorpe) 0.1 Winchester Road / Welford Road / Sycamore Street	4	6	6	2	0	**18**
WR - COU (Countesthorpe) 0.2 Station Road	5	6	7	3	0	**21**
WR - WHE (Whetstone) 0.1 Cambridge Road	4	7	7	3	0	**21**
WR - WHE (Whetstone) 0.2 Dog and Gun Lane	5	6	7	4	0	**22**
WR - WHE (Whetstone) 0.3 Wychwood Road	5	7	6	3	0	**21**
WR - WHE (Whetstone) 0.4 Lutterworth Road	5	6	4	3	0	**18**
WR - WHE (Whetstone) 0.5 Brook Street / High Street / Victoria Road	5	5	4	3	0	**17**

Corridor 1: Glenfield, Kirby Muxloe & Leicester Forest East

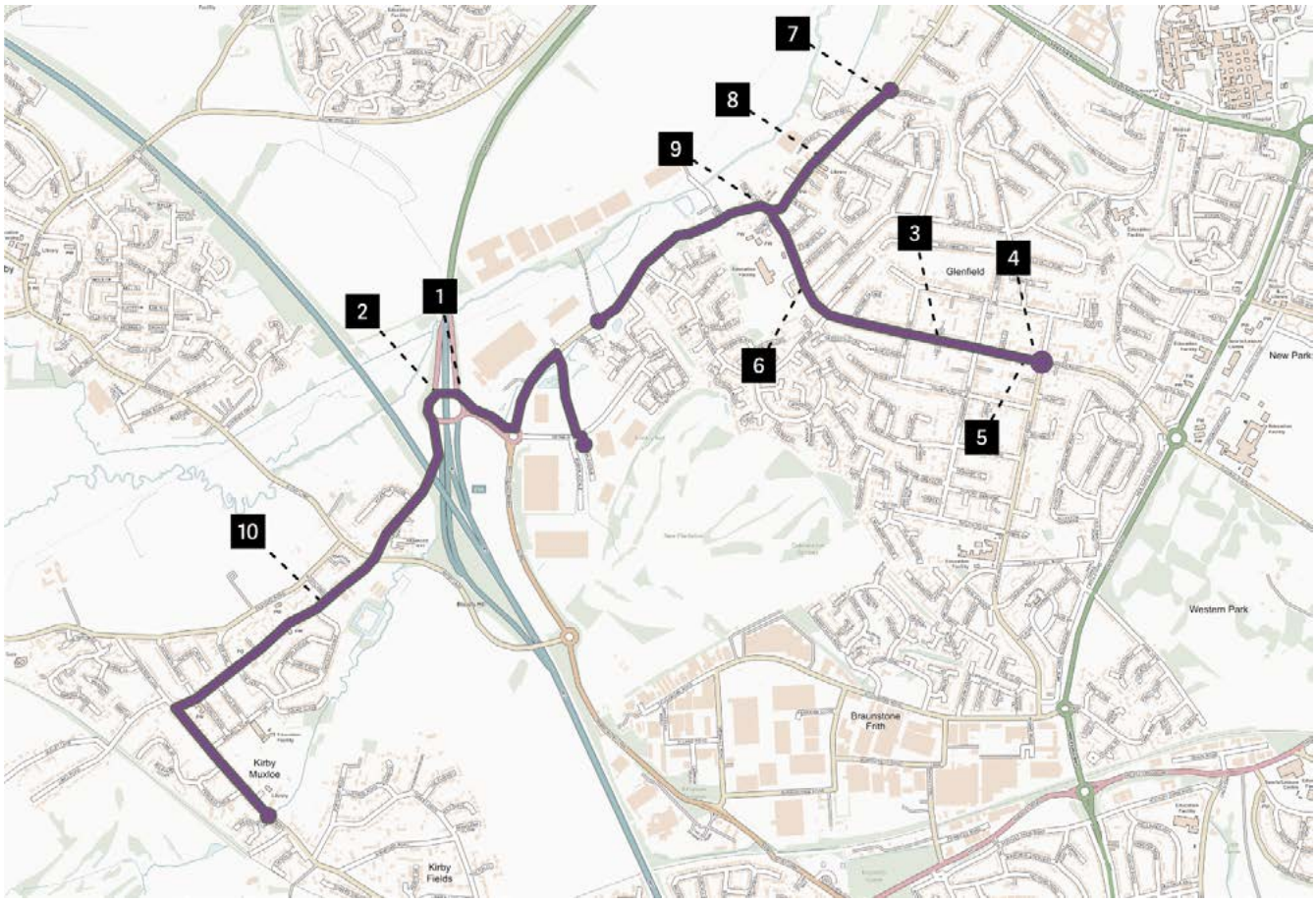
Route map



A Station Road
B Main Street
C Liberty Road
D Glenfield Lane
E Optimus Point
F Main Street
G Station Road

Corridor 1: Glenfield, Kirby Muxloe & Leicester Forest East

Select improvements



1: Install signal crossings.

2: Widen to 3.5m and re-surface path and crossing - 430 meters.

3: Traffic calming measures - 1.7km. Priority raised tables at intersections. Measures to prevent pavement parking.

4: Raised table crossings x2

5: Toucan crossing.

6: Upgrade existing crossing.

7: Priority raised table crossings on all approaches.

8: Traffic calming measures - 1km.

9: Priority raised table crossings on all approaches. Reduce vehicle lane space and speeds, widen footways.

10: Remove footway parking, provide on-road parking bays in suitable locations. Suggested 20mp/h zone.

Corridor 1: Glenfield, Kirby Muxloe & Leicester Forest East

High-level improvements and estimated costs

Glenfield to Kirby Muxloe link

WR - Glenfield - 0.6

Install signal crossings over the slip roads (Leicester Western Bypass). Widen and re-surface the section of path between Kirby Muxloe and the crossing location over the Leicester Western Bypass slip roads - 430 meters in length and widen to 3.5 meters.

£498,260

Dominion Road / Stamford Street

WR - Glenfield 0.1

Traffic calming measures - 1.7km full length of Dominion Road. Priority raised table crossing x2 on Liberty Road junctions. New Toucan crossing on Dominion Road near to Liberty Road junctions. Priority raised table crossings at junction with Tournament Road / Unity Road / Park Drive / Pine Road. Upgrade existing crossing on Stamford Street. Measures to prevent pavement parking.

£980,000

Station Road

WR - Glenfield 0.2

Traffic calming measures - 1km along Station Road. Priority raised table crossings on all approaches to the roundabouts. Additional parallel crossing near to shops. Priority raised table crossings on all approaches to the Station Road / Main Street / Stamford Street gyratory. Reduce vehicle lane space and speeds and widen footways around the gyratory system.

£1,300,000

Main Street

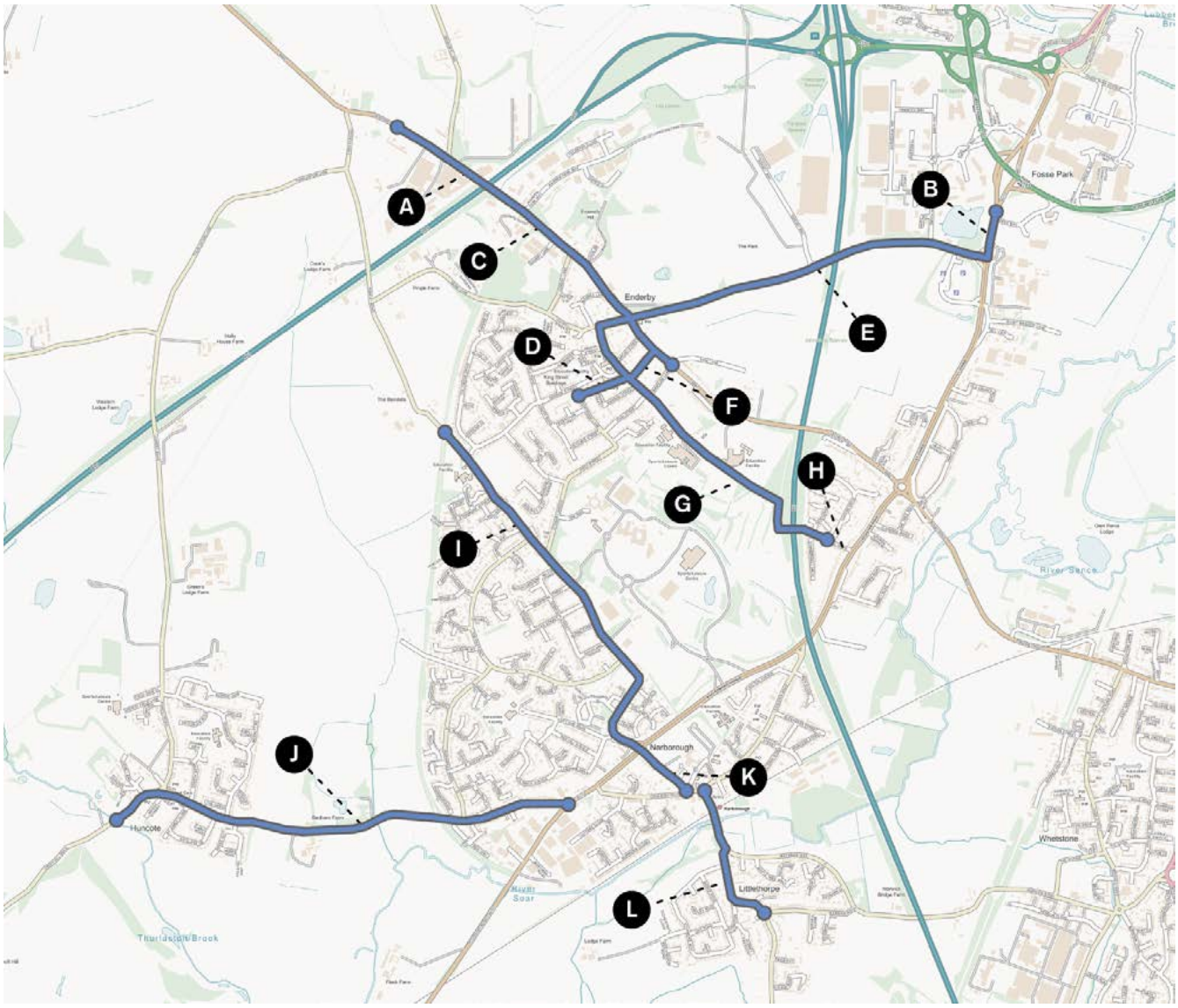
WR - Kirby Muxlow 0.1

Remove footway parking, provide on-road parking bays in suitable locations. Use of planters to provide the bays and increase greenery in the area. Suggest a 20mp/h zone to improve safety.

£250,000

Corridor 2: Enderby, Narborough and Huncote

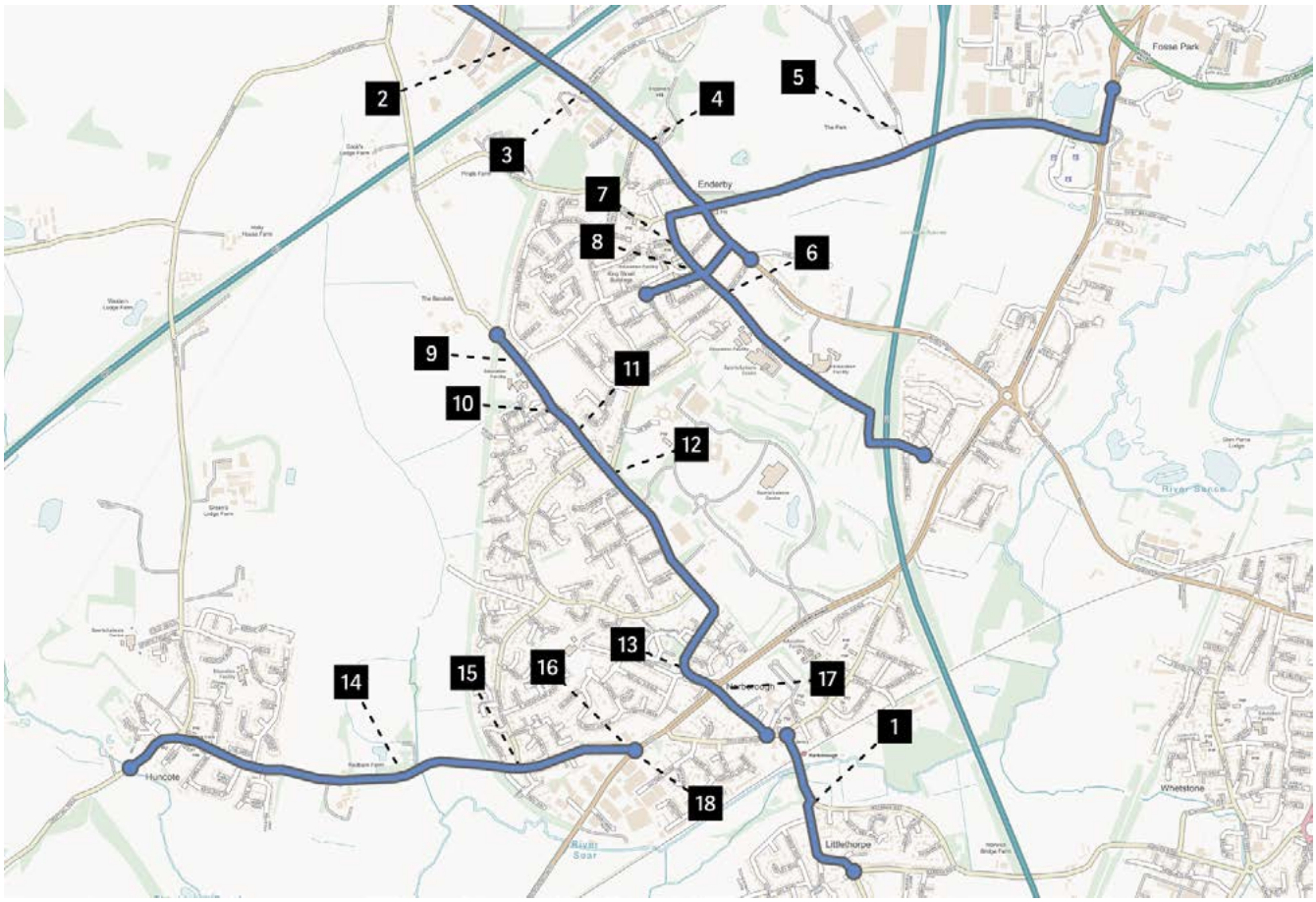
Route map



- A B582 Desford Road
- B B4114 Narborough Rd
- C Mill Hill
- D King Street
- E Leicester Lane
- F Co-Operation Street
- G Mill Lane
- H Sandhill Drive
- I Forest Road
- J Huncote Road
- K Desford Road
- L Station Road

Corridor 2: Enderby, Narborough and Huncote

Select improvements



1: Priority raised table crossings at junction, re-surface footways, prevent pavement parking.

2: Widen footways. Priority raised table crossings on side road junctions. Prevent footway parking.

3: New Toucan crossing, build out to reduce junction width.

4: Traffic calming measures to 30mp/h.

5: New traffic free path linking Blaby Road to Leicester Lane.

6: Priority raised table crossing at junction. Parallel crossing near to Danemill Primary.

7: Footway parking restrictions, junction improvements, widen footways and protect with planters and add cycle parking.

8: New Toucan crossing. Priority raised table crossings.

9: Widen and re-surface path, replace barrier with single post.

10: Footway widening near to junctions.

11: Priority raised table crossing on side roads.

12: Toucan crossing.

13: Priority raised table crossing over junction, narrow carriageway space and build footway.

14: Junction narrowing and priority raised table crossing.

15: Priority raised table crossing on junction, parallel crossing, footway parking prevention.

16: Reduce from 50mp/h to 40mp/h, widen footway by 1 meter for 900 meters.

17: Parallel crossing.

18: Priority raised table crossing.

Corridor 2: Enderby, Narborough and Huncote

High-level improvements and estimated costs

Station Road

WR - Narborough 0.3

Priority raised table crossing on approaches to the junction of Station Road and Leicester Road / Coventry Road. Prevent pavement parking. Re-surface of footways.

£450,000

Blaby Road / Mill Hill / Hall Walk / Desford Road

WR - Enderby 0.1

Widen footways. Priority raised table crossings on side road junctions. Prevent footway parking. New Toucan crossing on Mill Hill. Build out on Mill Hill - Warren Park Way to reduce junction width. Traffic calming measures in 30 mph.

£1,250,000

Leicester Lane

WR - Enderby 0.2

Significant space constraints along Leicester Lane near to Blaby Road. A new traffic free path linking Blaby Road to Leicester Lane near to the junction with Dorsey Way.

£458,000 plus the purchase of the land

Mill Lane

WR - Enderby 0.3

Reduce vehicle space on junction between Mill Lane and Co-Operation Street / King Street - widen footway. Priority raised table crossing at junction with Bantlam Lane. Parallel crossing near to Danemill Primary School. Collaboration needed with the school and leisure centre to encourage and reward Active Travel.

£450,000

King Street / Co-Operation Street

WR - Enderby 0.4

New Toucan crossing. Priority raised table crossings. Footway widening near to junctions.

£570,000

High Street / The Cross / Mill Lane

WR - Enderby 0.5

Footway parking restrictions. Junction improvements on Broad Street - widen footways and protect with planters and add cycle parking.

£350,000

Forest Road / Desford Road

WR - Enderby 0.7

Improve access from Coleridge Drive - widen and re-surface path, replace barrier with single post. Toucan crossing near to junction to Stainmore Avenue. Priority raised table crossing on side roads. Upgrade junction of Forest Road and Stewart Avenue - junction narrowing and priority raised table crossing. Priority raised table crossing over junction with Copt Oak Road - narrowing carriageway space and build footway. Signalise crossings on the Desford Road roundabout over King Edward Avenue

£1,203,000

Huncote Road / Narborough Road / Main Street

WR - Huncote 0.1

Reduce current 50 mph to 40 mph along Huncote Road and widen footway by 1 meter for 900 meters. Priority raised table crossing on junction with Huncote Road and Hardwicke Road. Parallel crossing on Huncote Road. Footway parking prevention. Priority raised table crossing Huncote Road - Coventry Road junction.

£670,000

Desford Road (not including the Desford Roundabout)

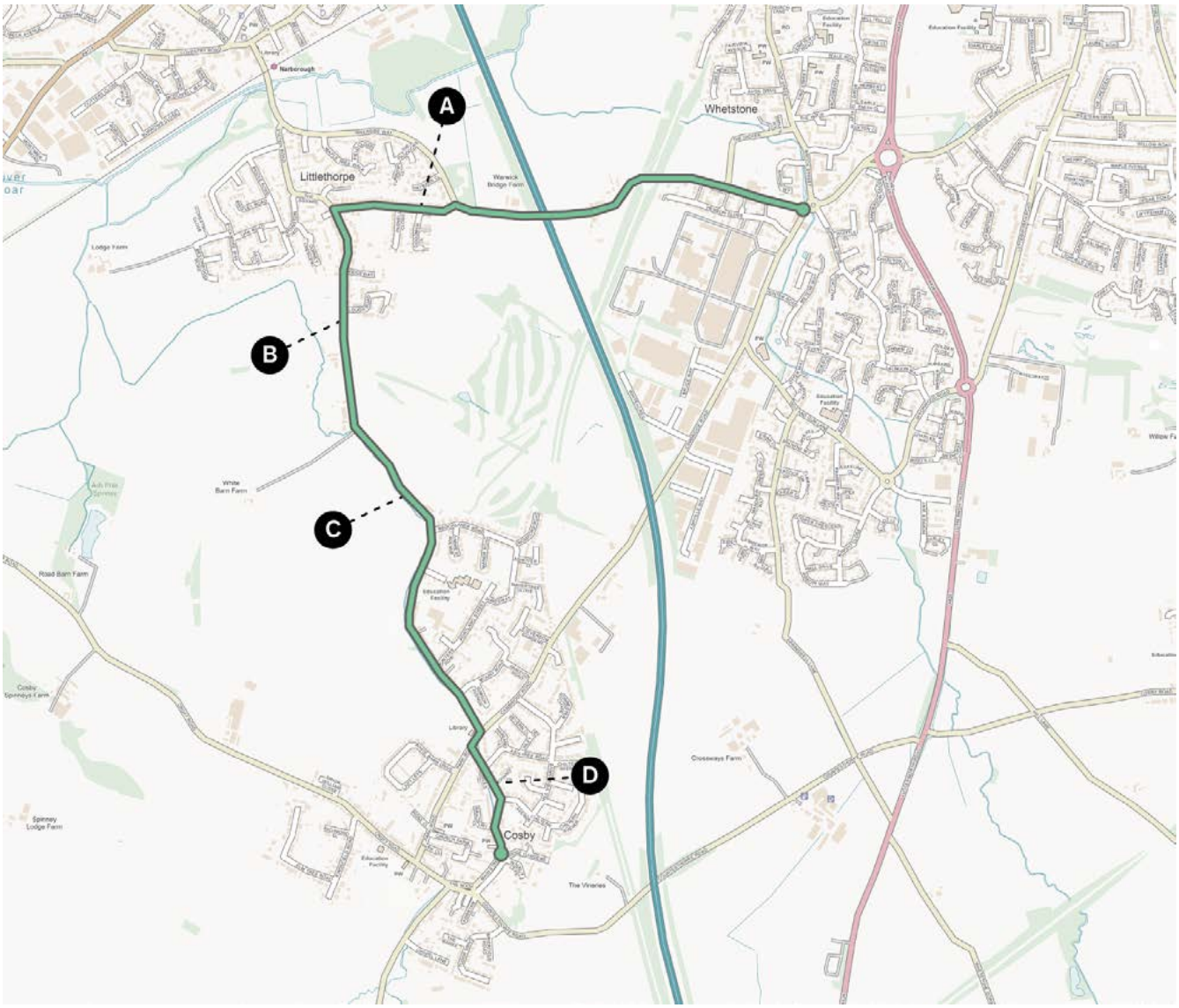
WR - Narborough 0.1

Parallel crossing near to park entrance. Priority raised table crossings on approaches to mini roundabout with Coventry Road.

£450,000

Corridor 3: Littlethorpe and Cosby

Route map



A Warwick Road B Cosby Road C Narborough Road D Main Street

Corridor 3: Littlethorpe and Cosby

High-level improvements and estimated costs

Narborough Road / Cosby Road

WR - Littlethorpe 0.1

Upgrade current zebra crossing on Narborough Road near to Park Road - Parallel crossing. Widen existing footway for 700 meters by 1 meter. New Parallel crossing on Cosby Road near to Warwick Road junction.

£500,000

Warwick Road

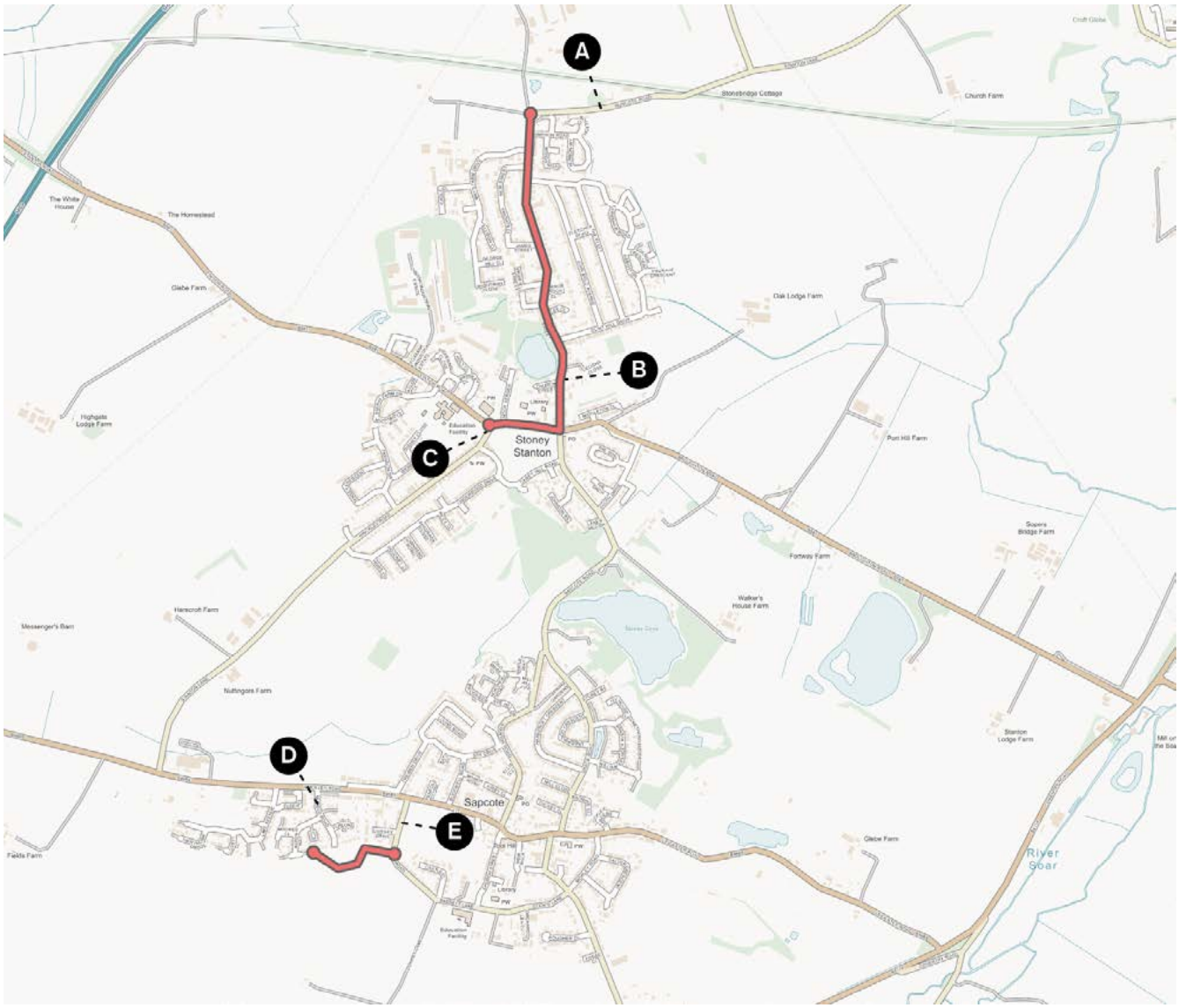
WR - Littlethorpe 0.2

Priority raised table crossing on Cosby Road / Warwick Road junction. A new 2-meter-wide footway along Warwick Road between Cambridge Road and the junction with The Dicken to join with existing footway.

£450,000

Corridor 4: Stoney Stanton, Croft & Sapcote

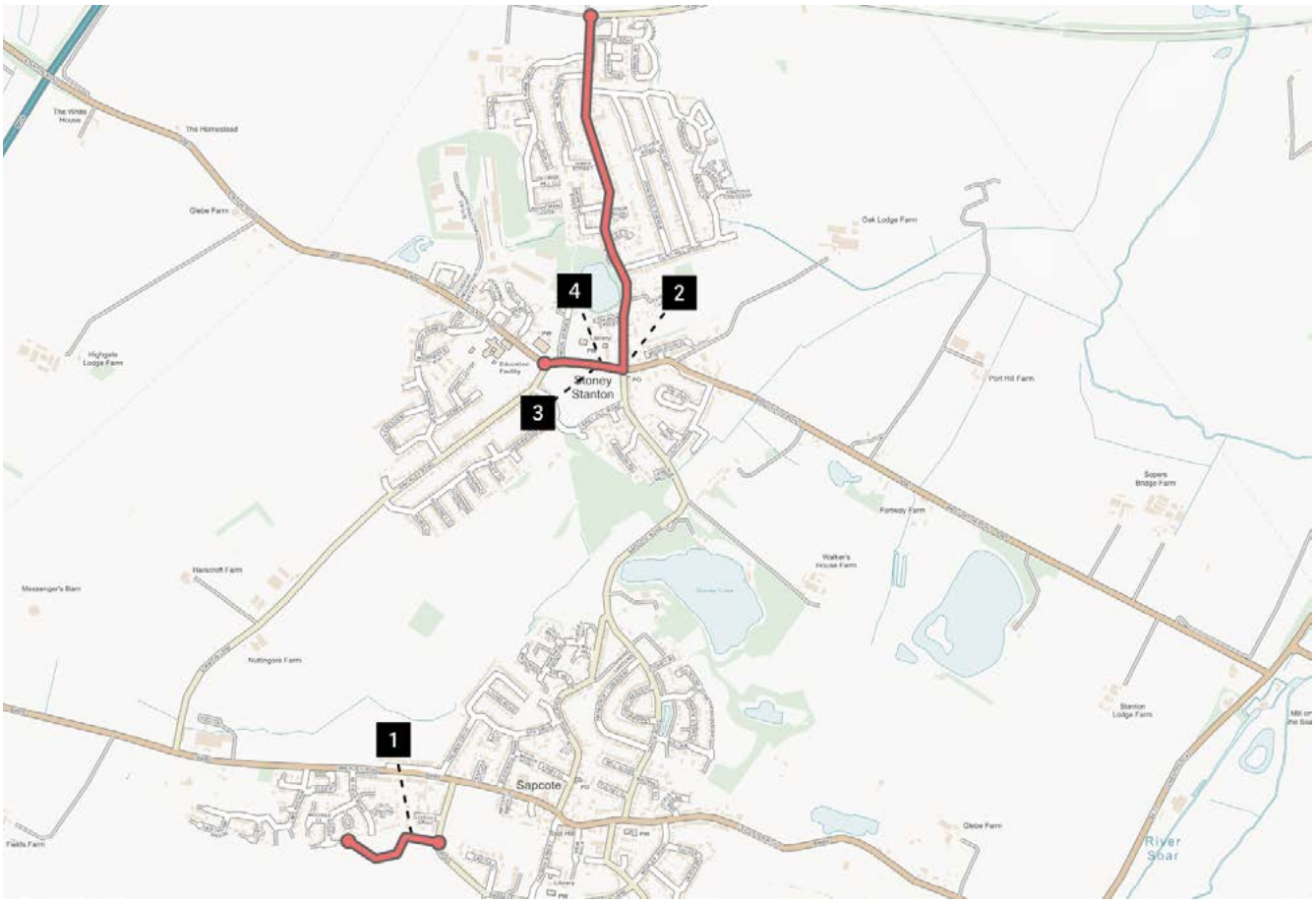
Route map



A Huncote Road
B Long Street
C New Road
D West Field Road
E Park Road

Corridor 4: Stoney Stanton, Croft & Sapcote

Select improvements



1: Upgrade current footpath, widen 3 meters. Sealed smooth surface.

2: Priority raised table crossings, traffic calming measures on approach.

3: Upgrade current zebra crossing to a parallel crossing.

4: Priority raised table crossing.

Corridor 4: Stoney Stanton, Croft & Sapcote

High-level improvements and estimated costs

Park Road link to West Field Road

WR - Sapcote 0.2

Upgrade the current footpath - widen the path to 3 meters. Construct a sealed smooth surface which is functional all year round.

£50,000

Long Street (central roundabout)

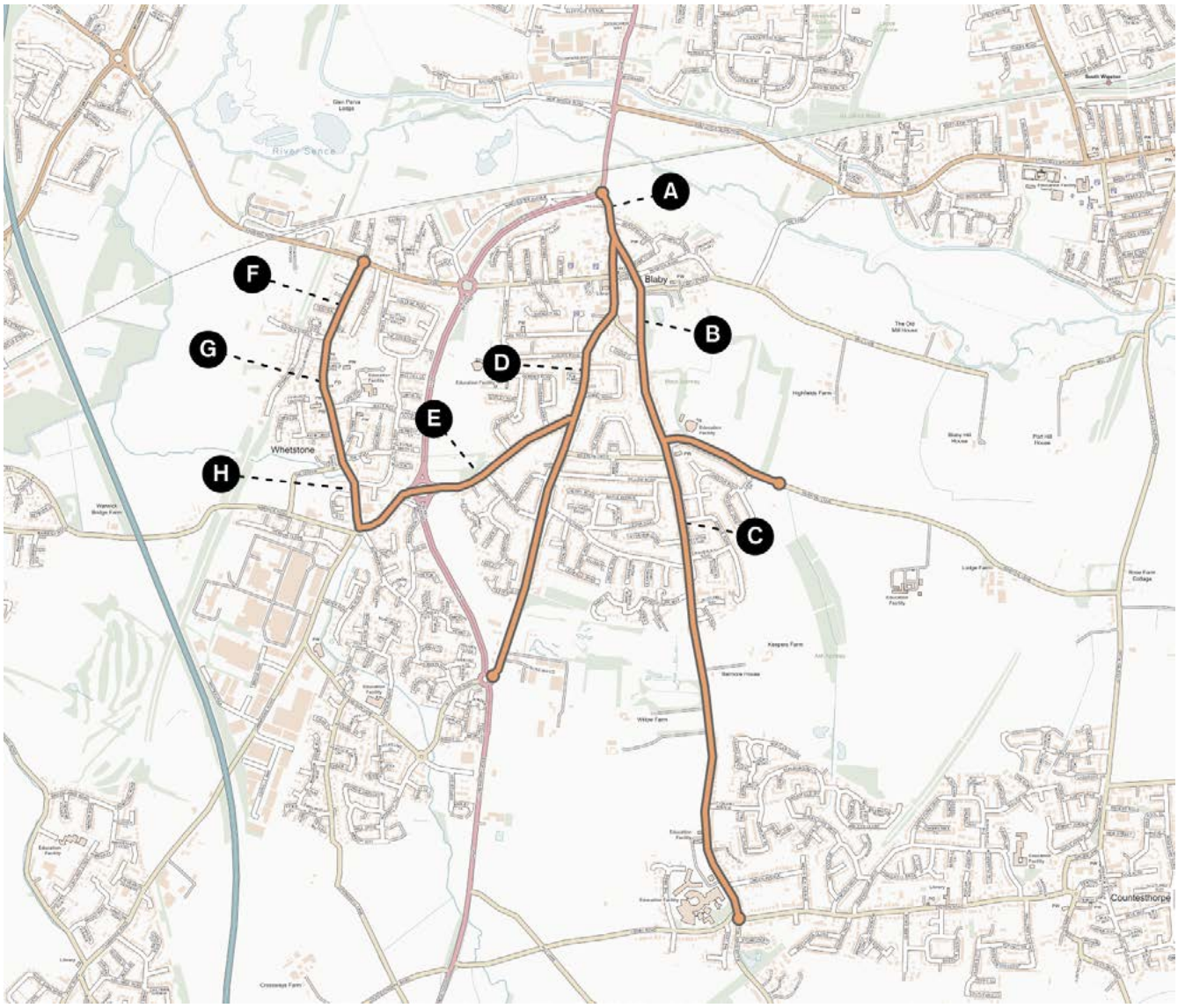
WR - Stoney Stanton 0.2

Priority raised table crossings on all approaches to the roundabout. Traffic calming measures on approach to the roundabout. Upgrade current zebra crossing to a parallel crossing. Priority raised table crossing on junction of St Michaels Court and New Road.

£650,000

Corridor 5: Blaby, Countesthorpe and Whetstone

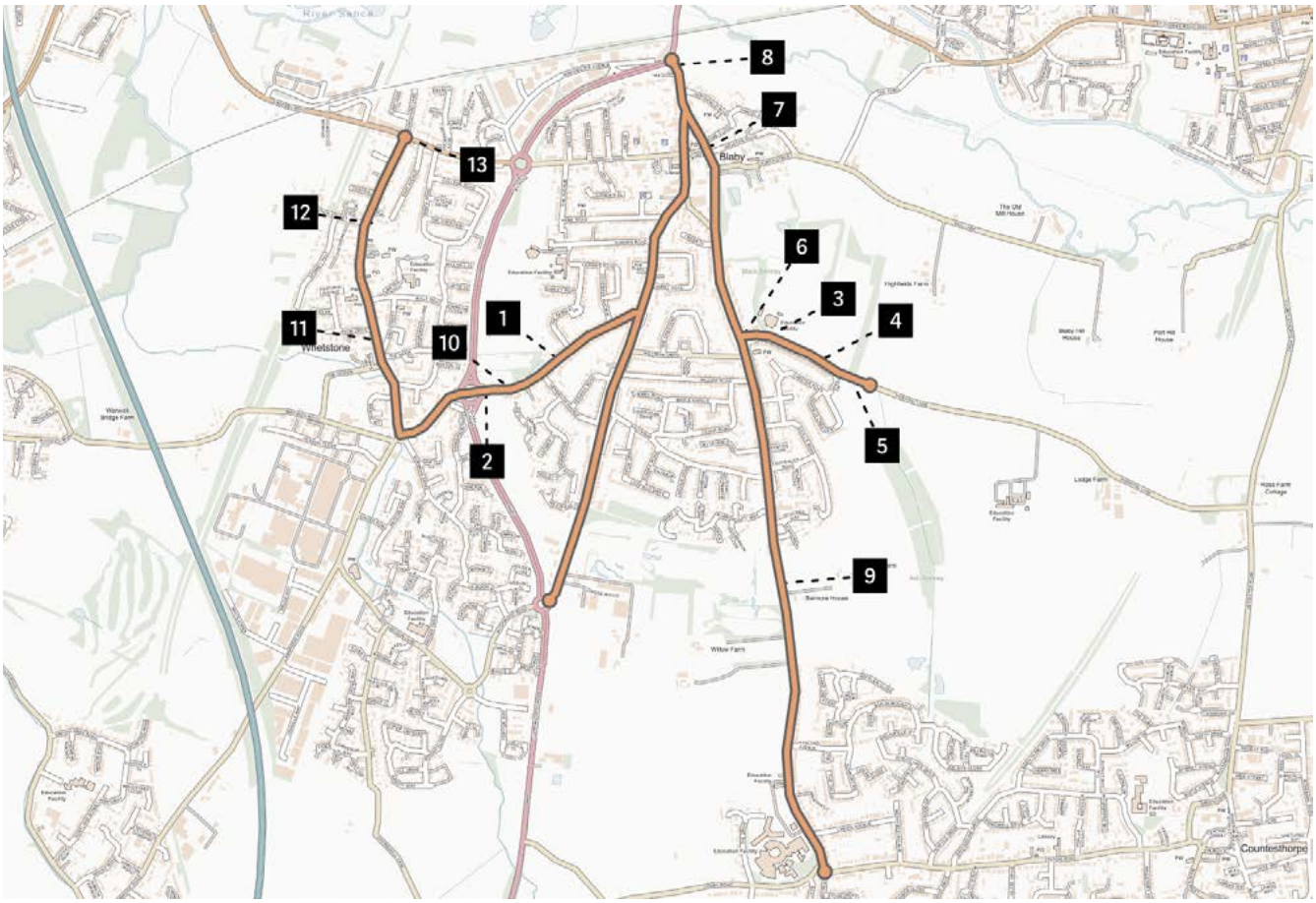
Route map



A Leicester Road
B Welford Road
C Winchester Road
D Lutterworth Road
E Grove Road
F Victoria Road
G High Street
H Brook Street

Corridor 5: Blaby, Countesthorpe and Whetstone

Select improvements



1: New Toucan crossing.

2: Signalise crossings, widen footway approaches.

3: Install crossing.

4: Speed reduction to 30mp/h.

5: Install parallel crossing.

6: Priority raised table.

7: Priority raised table on junction, parallel crossing.

8: Upgrade crossing.

9: Reduce speed limit - 30mp/h for full length of road, upgrade existing crossings.

10: Toucan crossing.

11: Urban quiet ways treatment, place making improvements.

12: Upgrade crossings on mini roundabouts.

13: Tighten carriageway, priority raised table.

Corridor 5: Blaby, Countesthorpe and Whetstone

High-level improvements and estimated costs

Grove Road

WR - Blaby 0.1

New Toucan crossing between Heybrook Avenue and The Fairway. Signalise the crossings on the Grove Road Roundabout with the A426 Blaby Bypass. Widen footway approaches to the new signalised crossings.

£600,000

Lutterworth Road / Leicester Road

WR - Blaby 0.2

Install signalised crossing on junction with Cross Street. New Parallel crossing on Lutterworth Road near to junction with Park Road. A parallel crossing on Leicester Road near to the entrance to Northfield Park. Reduce the carriageway space on entering Leicester Road off the roundabout to reduce vehicle speeds.

£650,000

Hospital Lane

WR - Blaby 0.5

Primary school located on Hospital Lane - recommend installing a crossing.

Speed reduction - maintain a 30mph limit until after the entrance into Oakfield Park. Install a parallel crossing between NCN6 traffic free route and Oakfield Park / Oaks Drive

£350,000

Winchester Road / Welford Road / Sycamore Street

WR - Countesthorpe 0.1

Priority raised table on Cross Street junction. Parallel crossing on Welford Road near to entrance to Bouskell Park. Priority raised table on Hospital Lane junction with Welford Road. Reduce speed limit - 30 mph for full length of Winchester Road. Upgrade existing crossings on Winchester Road.

£700,000

Lutterworth Road

WR - Whetstone 0.4

Upgrade crossing on Lutterworth Road near to roundabout with Blaby Bypass. Priority raised tables on busier junctions. Toucan crossing near to junction with Grove Road.

£560,000

Brook Street / High Street / Victoria Road

WR - Whetstone 0.5

Urban quiet ways treatment along High Street - place making improvements. Upgrade crossings on mini roundabouts. Upgrade Victoria Road and Enderby Road junction - tighten carriageway and priority raised table.

£650,000

06

Prioritising Improvements

Auditing of the priority cycling corridors and walk routes has identified a long list of potential improvements. This stage details the steps taken to prioritise the cycling and waking schemes for future development.

Each of the schemes were assessed over a range of four factors:

- **Effectiveness** - increased number of pedestrians and people on bikes, network development contribution and integration.
- **Policy** - Proximity to jobs and schools and safety improvements.
- **Economic** - value for money.
- **Deliverability** - improved transport connections for multi modal journeys, public and political acceptance, and environmental constraints.

The prioritisation exercise was completed by performing an analysis of the high-level measures that would be required to bring the entire route up to a standard considered to deliver a significant benefit to the users. A copy of the prioritisation table can be found in the appendix.

Cycle routes were scored over 12 indicators with a maximum score of 34.
Walk routes were scored over 10 indicators with a maximum score of 27.

6.1 Scheme Scores for Cycling Routes

Route reference	Score	Route reference	Score
Corridor 1: Glenfield			
CYCR - GLEN 0.1 **Glenfield Leicester Road A50**	18	**CYCR - GLEN 0.1 Link** **Glenfield Frith Drive / Chesnut Rd**	11
CYCR - GLEN 0.2 **Station Road / Kirby Road**	18	**CYCR - GLEN 0.2 Link** **Dominion Road / Stamford Street**	24
CYCR - GLEN 0.3 **Main St. / Kirby Road / Kirby Lane**	17	**CYCR - GLEN 0.4** **Ratby Road / Ratby Lane**	12
Corridor 2: Kirby Muxloe			
CYCR - KM 0.1 **Glenfield Lane**	21	**CYCR - KM 0.2** **Main Street / Station Road**	17
CYCR - KM 0.3 **Hinckley Road**	20		
Corridor 3: Beggars Lane			
CYCR - Beggars Lane 0.1 **Hinckley Road**	20	**CYCR - Beggars Lane 0.2** **Warren Lane / Forest House Lane / Tay Road**	16
CYCR - Beggars Lane 0.3 **Beggars Lane**	N/A		
Corridor 4: B582			
CYCR - B582 0.1	26	**CYCR - B582 0.2**	25
CYCR - B582 0.3	25	**CYCR - B582 0.1 Link** **Leicester Lane**	18
Corridor 5: New Lubbesthorpe			
CYCR - NL 0.1 **New Lubbesthorpe**	17	**CYCR - NL 0.2** **New Lubbesthorpe**	15
Corridor 6: Enderby – Narborough – Littlethorpe – Blaby			
CYCR - ENLB 0.1 **Enderby / Narborough / Littlethorpe / Blaby**	10	**CYCR - ENLB Link 1** **Conery Lane**	9

Route reference	Score	Route reference	Score
CYCR - ENLB 0.2	17	CYCR - ENLB 0.2 Link A Central link route	15
CYCR - ENLB 0.2 Link B The Pastures	17	CYCR - ENLB 0.3	27
CYCR - ENLB 0.4	23	CYCR - ENLB 0.4 Link Western Drive	15
Corridor 7: Narborough to Everards Meadows			
CYCR - Narborough to Everards Meadows 0.1	15	CYCR - Narborough to Everards Meadows 0.2	19
CYCR - Narborough to Everards Meadows 0.3	16		
Corridor 8: Sharnford to Narborough			
CYCR - Sharnford to Narborough 0.1	18	CYCR - Sharnford to Narborough 0.2	11
CYCR - Sharnford to Narborough 0.2 Link	10	CYCR - Sharnford to Narborough 0.3	12
CYCR - Sharnford to Narborough 0.4	10		
Corridor 9: Cosby			
CYCR - Cosby 0.1	22	CYCR - Cosby 0.2	23
Corridor 10: Countesthorpe			
CYCR - CTS Countesthorpe 0.1	23	CYCR - CTS 0.2	22
CYCR - CTS 0.3	20	CYCR - CTS 0.4	16
CYCR - CTS 0.4 Link	15		

6.2 Scheme Scores for Walking Routes

Route reference	Score	Route reference	Score
Corridor 1: Glenfield, Kirby Muxloe and Leicester Forest East			
WR - Glenfield 0.1 Dominion Road	21	**WR - Glenfield 0.2 Station Road**	18
WR - Glenfield 0.6 Glenfield - Kirby Muxloe Link	17	**WR - Kirby Muxloe 0.1 Main Street**	18
Corridor 2: Enderby, Narborough and Huncote			
WR - Narborough 0.3 Station Road	20	**WR - Enderby 0.1 Blaby Road - Desford Road**	18
WR - Enderby 0.2 Leicester Lane	15	**WR - Enderby 0.3 Mill Lane**	21
WR - Enderby 0.4 King Street	21	**WR - Enderby 0.5 High Street/The Cross/Mill Lane**	19
WR - Enderby 0.7 Forest Road / Desford Road	21	**WR - Huncote 0.1 Huncote Road**	18
WR - Narborough 0.1 Desford Road	17		
Corridor 3: Littlethorpe and Cosby			
WR - Littlethorpe 0.1 Narborough Road / Cosby Road	17	**WR - Littlethorpe 0.2 Warwick Road**	21
Corridor 4: Stoney Stanton, Croft & Sapcote			
WR - Sapcote 0.2 Park Road Link	12	**WR - Stoney Stanton 0.2 Long Street - Central roundabout**	14
Corridor 5: Blaby, Countesthorpe and Whetstone			
WR - Blaby 0.1 Grove Road	20	**WR - Blaby 0.2 Lutterworth Road / Leicester Road**	19
WR - Blaby 0.5 Hospital Lane	16	**WR - Countesthorpe 0.1 Winchester Road**	18
WR - Whetstone 0.4 Lutterworth Road	17	**WR - Whetstone 0.5 Brooke Street**	19

6.3. Further prioritisation

Auditing of the priority cycling corridors and walk routes has identified a long list of potential improvements. This stage details the steps taken to prioritise the cycling and waking schemes for future development.

Each of the schemes were assessed over a range of four factors:

- **Effectiveness** - increased number of pedestrians and people on bikes, network development contribution and integration.
- **Policy** - Proximity to jobs and schools and safety improvements.
- **Economic** - value for money.
- **Deliverability** - improved transport connections for multi modal journeys, public and political acceptance, and environmental constraints.

The prioritisation exercise was completed by performing an analysis of the high-level measures that would be required to bring the entire route up to a standard considered to deliver a significant benefit to the users. A copy of the prioritisation table can be found in the appendix.

- Cycle routes were scored over 12 indicators with a maximum score of **34**.
- Walk routes were scored over 10 indicators with a maximum score of **27**.

Tier one priorities for cycle routes

Priority routes	Route description	Est. costs	Score
CYCR - ENLB 0.3 Warwick Road	Littlethorpe to Whetstone	£5,500,000	**27**
CYCR - B582 0.1 Next HQ to and inclusive Fox Hunter Roundabout	Next HQ to and including the Fox Hunter Roundabout	£7,820,000	**26**
CYCR - B582 0.2 Fox Hunter Roundabout to A426 Blaby Bypass Roundabout	Fox Hunter Roundabout to the Blaby Bypass	£8,360,000	**25**
CYCR - B582 0.3 Enderby Road	Blaby Bypass to Blaby Centre	£1,650,000	**25**
CYCR - GLEN 0.2 Link Dominion Road / Stamford Street	New Parks Way to Central Glenfield	£3,625,000	**24**

Tier two priorities for cycle routes

Priority routes	Route description	Est. costs	Score
CYCR - ENLB 0.4 Grove Road	Cambridge Road - Grove Road Roundabout to central Blaby	£5,645,000	**24**
CYCR - KM 0.1 Glenfield Lane	Optimus Way to Kirby Muxloe	£1,479,000	**21**
CYCR - Cosby 0.1 Cambridge Road	Central Cosby to Whetstone	£2,210,000	**22**
CYCR - Cosby 0.2 Brook Street - Victoria Road	North - South through Whetstone	£1,340,000	**23**
CYCR - Countesthorpe 0.1 Welford Road	Northfield Park to Hospital Lane junction	£2,395,000	**23**
CYCR - Countesthorpe 0.2 Winchester Road	Hospital Lane junction to Cosby Road, past Countesthorpe Academy	£3,310,000	**22**

Tier one priorities for walking routes

Priority routes	Route description	Est. costs	Score
WR - Littlethorpe 0.2 Warwick Road	Littlethorpe to Whetstone	£450,000	**21**
WR - Narborough 0.3 Station Road	Central Narborough and Railway	£450,000	**20**
WR - Glenfield 0.1 Dominion Road	New Parks Way to Central Glenfield	£980,000	**21**
WR - Enderby 0.3 Mill Lane	Danemill School and Leisure Centre	£450,000	**21**
WR - Enderby 0.4 King Street	Central Enderby	£570,000	**21**
WR - Enderby 0.5 High Street / The Cross / Mill Lane	Central Enderby	£350,000	**19**
WR - Enderby 0.7 Forest Road / Desford Road	Enderby to Narborough	£1,203,000	**21**
WR - Blaby 0.1 Grove Road	Whetstone to Blaby	£600,000	**21**
WR - Blaby 0.2 Lutterworth Road / Leicester Road	Central Blaby	£650,000	**19**

6.4 Final Priority Cycle Routes

Medium Term Time Frame for Delivery

CYCR – Enderby / Narborough / Littlethorpe / Blaby (ENLB) 0.3 Warwick Road.
CYCR – Glenfield 0.2 Link Dominion Road and Stamford Street.

Long Term Time Frame for Delivery

CYCR – B582 0.1 + 0.2 + 0.3 (Next Offices, Enderby to Blaby).

6.5 Final Priority Walk Routes

Short Term Time Frame for Delivery

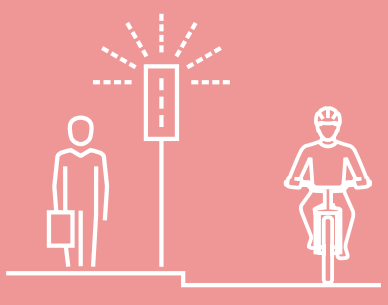
WR – Enderby 0.3 Mill Lane + 0.4 King Street + 0.5 High Street/Cross Street.

Medium Term Time Frame

WR – Littlethorpe 0.2 Warwick Road.
WR – Glenfield 0.1 Dominion Road.

07

Integration and Application



The final stage of this LCWIP process considers how it should be integrated into local policy, strategies, and plans.

Blaby is a district of Leicestershire and Leicestershire is run as a two-tier authority. The management of certain duties and functions are divided between the County Council and the District Council. Blaby District Council is responsible for town planning, health and leisure and air quality and Leicestershire County Council is responsible for transport and highways. It is therefore imperative that the two councils work together to maximise all possible funding opportunities.

Leicestershire County Council has published a draft South of Leicester LCWIP. Careful consideration and collaboration have taken place to ensure the two plans work together and share priority routes and corridors. Blaby District are keen to support Leicestershire County Council with Government funding which will be managed and delivered by Active Travel England.

It will be key to use the planning system to ensure future developments in Blaby District to prioritise walking and cycling. The Blaby District Local Plan will embed walking and cycling into policy and decision-making.

7.1 Blaby District Active Travel Strategy

Blaby District Council are publishing an Active Travel Strategy alongside this LCWIP. The strategy sets out the vision for cycling and walking:

Vision

Connecting our communities and places, through safe and accessible routes, creating a sustainable transport network for commuting and leisure that supports physical activity for the health and wellbeing benefit of residents.

The 4 big ambitions for walking and cycling in Blaby District are:

- **Better infrastructure** – To have delivered three new high-quality walking and cycling routes in the district as defined in the Local Cycling and Walking Infrastructure Plan (LCWIP).
- **More people walking and cycling** - Double the number of walking and cycling trips in the district.
- **Secure investment** - Secure investment in walking and cycling from every major development in the Blaby District.
- **Strong collaboration** – Work with Leicestershire County Council and other key partners to identify funding opportunities and submit bids to deliver the improvements.

7.2 Behavior Change

Behaviour change is a vital part of transforming the District to become a more sustainable, liveable place. These changes can be made in all demographics; from educational bicycle training for children, employer incentives to stimulate staff to cycle to work more, to programs that encourage the elderly to continue cycling.

Awareness campaigns are important part of behavioural change, where national, regional, and local campaigns can be deployed to increase cycling and safety. Campaigns can focus on cyclists, for example incentivize use of lights when dark, but also on other road users such as car drivers, for example to be made aware of cyclists' vulnerability.

To promote sustainable travel options, we need to address challenges faced by individuals. Our approach will involve residents and people who work in the District, and target barriers to sustainable travel. Changing travel behaviour is complex, so relying solely on communication is insufficient. We believe behavioural changes occur through experiencing environmental changes and gaining understanding.

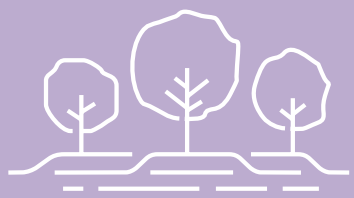
Blaby District Council are keen to deliver a tailored and effective programme of behaviour change and will work alongside Leicestershire County Council to benefit from any externally funded opportunities. This ties with an exciting series of new funding initiatives from the central government aimed at promoting Active Travel. A substantial £50 million will be nationally allocated to expand Bikeability cycle training, enhancing the skills and confidence of more individuals to take up cycling as their primary mode of transport. Moreover, an additional £5 million will be directed to bolster 'Walk to School' programmes, encouraging children and their parents to embrace walking as a healthier and more eco-friendly commute option.

Cycling UK's 'Big Bike Revival' is also set to benefit, with a £4 million boost planned to further extend its reach. Furthermore, Modeshift STARS will receive a £500,000 funding injection to continue their pivotal work. These efforts collectively underscore the government's commitment to fostering a societal shift towards more sustainable and Active Travel options.

Behaviour change initiatives alongside well designed infrastructure will help build healthier, happier, and more equitable places to live. Supporting people to access new routes safely and confidently for walking and cycling should be delivered in tandem with the improvements. Our goal is to increase desired behaviours like walking and cycling while reducing car usage for short journeys. By involving residents and removing barriers, we facilitate lasting changes towards sustainable travel practices.

08

Appendix



Full list of walk routes including description & destination.

Route name	Route description	Destinations
Corridor 1: Glenfield, Kirby Muxloe and Leicester Forest East		
WR - Glenfield 0.1 Dominion Road	Dominion Road junction with Liberty Road to Stamford Street roundabout	Dominion Road retail and services / Glenfield Memorial Hall / Glenfield Play Park / Glenfield Primary School / Stamford Street retail and services
WR - Glenfield 0.2 Station Road	Station Road junction with Stephenson Court to Kirby Road	Morrisons Food Store / Glenfield Library / Pubs and eating places
WR - Glenfield 0.3 Ivanhoe Trail	Ivanhoe Trail from Station Road to the Mill Lane	Leisure Route / popular dog walking route
WR - Glenfield 0.4 Mill Lane	Kirby Road junction with The Mill Lane to The Ivanhoe Trail	Key connecting route to Ivanhoe Trail / Employment Hub
WR - Glenfield 0.5 Roman Way	Junction with Ivanhoe Trail to Ratby Road, Groby	Connection to Groby / Brookvale School
WR - Glenfield 0.6 Optimus Link Glenfield to Kirby Muxloe	From Optimus Employment Hub to Kirby Muxloe Main Street	Optimus Employment Hubs / Retail and Service in Kirby Muxloe
WR - Kirby Muxloe 0.1 Main Street	From Ratby Lane Roundabout to junction with Station Road	Several Pubs / Hotel / Kirby Muxloe Castle / Post Office / Pharmacy
WR - Kirby Muxloe 0.2 Station Road	Junction with Main Street to junction with Kirby Lane	Kirby Muxloe Village Hall / Play Park / Kirby Muxloe Library / Sports Clubs
WR - Leicester Forest East 0.1 A47	Kirby Lane to A47 junction with Braunstone Lane	St Andrew's Church / Food shops / Hotels
Corridor 2: Enderby, Narborough and Huncote		
WR - Enderby 0.8 The Pastures	The Pastures Loop off Forest Road	Primary School / Play Park / Food shops
WR - Narborough 0.2 Coventry Road / Leicester Road	Junction with King Edward Avenue to junction with Coventry Road	Retail / Cafes / Access to Railway Station / Health Centre
WR - Narborough 0.3 Station Road	Roundabout to Warwick Road junction	Railway Station / Retail / Play Park / Pubs
WR - Enderby 0.6 Shortridge Lane	Junction with King Street to junction with Forest road	Retail / Employment
WR - Enderby 0.1 Blaby Road	Next HQ to Bantlam Lane	Retail / Restaurants / Pharmacy

Route name	Route description	Destinations
WR - Enderby 0.2 Leicester Lane	Junction of B582 to St Johns	Warrens Business Park / Fosse Park / Everards Meadows
WR - Enderby 0.3 Mill Lane	Junction with King Street to Enderby Allotments	Brockington College / Enderby Leisure Centre / Danemill School
WR - Enderby 0.4 King Street & Co operation Street	Junction with B582 to Shortridge Lane	Retail / Food Shops / Cafes
WR - Enderby 0.5 High Street / Cross Street	Junction with B582 to Mill Lane	Restaurants / Shops / Church
WR - Enderby 0.7 Forest Road / Desford Road	Cut through from Coleridge Drive to B4114 roundabout	Several schools / Shops / Play Park
WR - Enderby 0.9 Hardwicke Road	Junction with The Pastures to Huncote Road	Retail / Primary School
WR - Huncote 0.1 Huncote Road	Junction with Main Street and B4114	Retail / Church / Play Area / Leisure Centre
WR - Narborough 0.1 Desford Road	B4114 roundabout to junction with Leicester Road	Play Park / Blaby District Council
Corridor 3: Littlethorpe and Cosby		
WR - Cosby 0.1 Main Street / Cambridge Road	From The Nook to Whetstone Golf Course	Retail / Cafes / Pubs / Restaurants / Play Park / Sports Grounds
WR - Littlethorpe 0.1 Narborough Road / Cosby Road	Junction with Cambridge Road to Warwick Road	Play Park / Sports Grounds / Primary School
WR - Littlethorpe 0.2 Warwick Road	Junction with Cosby Road to Cambridge Road	Retail / Sports Grounds / Play Park / Pubs
Corridor 4: Stoney Stanton, Croft & Sapcote		
WR - Croft 0.1 Pochin Street / Arbor	Junction with Broughton Road to Petersfield	Food Store / Retail
WR - Croft 0.2 Brookes Avenue	Petersfield to Croft Primary School	Primary School / Retail
WR - Sapcote 0.1 Hinckley Road / Stanton Road	Junction with Lime Avenue to Sapcote Road	Play Park / Cricket Club / Retail / Post Office
WR - Sapcote 0.2 Park Road Link	Westfield Road to Park Road	Play Park / Retail
WR - Stoney Stanton 0.1 Sapcote to Stoney Stanton	Stanton Road junction to Stoney Cove	Stoney Cove / Restaurant

Route name	Route description	Destinations
WR - Stoney Stanton 0.2 Long Street	Sapcote Road to Huncote Road	Restaurant / Pubs / Food Shops
WR - Stoney Stanton 0.3 New Road / Broughton Road	Junction with South Drive to Godfrey Close	Primary School / Church / Retail / Pubs
Corridor 5: Blaby Countesthorpe and Whetstone		
WR - Blaby 0.1 Grove Road	Cambridge Road Roundabout to Lutterworth Road	Nursery / Food shops
WR - Blaby 0.2 Lutterworth Road and Leicester Road	Junction with Western Drive to A426 Roundabout	Shops / cafes / Restaurant / Pubs / Pharmacy
WR - Blaby 0.3 Enderby Road	Junction with Victoria Road to Leicester Road	Retail / Cafes / Restaurant / Library
WR - Blaby 0.4 Western Drive	Lutterworth Road to Welford Road	Retail / School
WR - Blaby 0.5 Hospital Lane	Welford Road to Oakfield Park entrance	School / Play Park / Sports pitches
WR - Whetstone 0.1 Cambridge Road	Whetstone Golf Club to The Lime Tree Inn	Employment Hub / Church / Retail
WR - Whetstone 0.2 Dog and Gun Lane	Cambridge Road to Wychwood Road	Church / Primary School
WR - Whetstone 0.3 Wychwood Road	Dog and Gun Lane to A426 Roundabout	Play Park
WR - Whetstone 0.4 Lutterworth Road	A426 Roundabout to Western Drive	Sport and Leisure Facilities / Nursery / Retail
WR - Whetstone 0.5 Brook Street / High Street / Victoria Road	Cambridge Road to Enderby Road	Cafes / Retail / Pubs / Restaurant
WR - Countesthorpe 0.1 Winchester Road	Sycamore Street to Cosby Road	Countesthorpe Academy / Church / Play Park
WR - Countesthorpe 0.2 Cosby Road / Station Road	Winchester Road to Wigston Street	Retail / Pub / Village Hall / Church / Pharmacy

Route prioritisation tool

Indicator	Score	Score Criteria	Scheme type
Effectiveness			
Forecast cycle and pedestrian demand Data sourced from Propensity to Cycle Toolkit Go Dutch Scenario data for cycling and estimated for walking.	3	>500 pedestrians/ cyclists	Walking & cycling
	2	200- 500 pedestrians/ cyclists	
	1	100- 200 pedestrians/ cyclists	
	0	<100 pedestrians/ cyclists	
Contribution of the scheme to widen network development	3	Links with 3+ existing routes	Cycling
	2	Links with 2 existing routes	
	1	Link to 1 existing route	
	0	Isolation - outside of network	
Town centre location with high pedestrian and cyclist demand	3	Urban centre	Walking & cycling
	2	Inter urban connection	
	1	Links small number of residential areas	
	0	Rural location limited connections	
Walk to work demand	2	Highly residential or industrial area	Walking
	1	Links to small number of potential workplaces	
	0	No employment locations	
Improved transport connections	3	Links directly to transport interchange (bus station, train station)	Walking & cycling
	2	Covers majority of journey to transport interchange (including bus stops)	
	1	Provides part of a journey to transport interchange (including bus stops)	
	0	No improvements	

Indicator	Score	Score Criteria	Scheme type
Policy			
Proximity to jobs and schools	1	Links to school or employment site	Walking & cycling
	0	No link	
Improves safety	3	Significant improvement to road safety and DDA compliant where existing issues exist.	Walking & cycling
	2	Actions to improve road safety e.g. crossing points, segregation or makes Equalities Act compliant.	
	1	Smaller scale improvements e.g. signage, lighting.	
	0	No improvement	
Improves cycle network density	3	Scheme to fill missing link in network	Cycling
	2	Scheme to fill the majority of missing link in existing network	
	1	Scheme partitally fills missing link in existing network	
	0	No contribution	
Economic			
Value for money (AMAT) (BCR)	3	BCR > 4	Cycling
	2	BCR = 2.0 to 4.0	
	1	BCR = 1.5 to 2.0	
	0	BCR = 1.0 to 1.5	

Indicator	Score	Score Criteria	Scheme type
Proximity to a major development site	3	Committed Section106 or other source of private funding	Walking & cycling
	2	Route serves a large proposed residential or employment site	
	1	Possible future development	
	0	No private sources of funding	
Deliverability			
Scheme feasibility	3	No issues	Walking & cycling
	2	Dependent on scheme or land issue that is likely to be overcome	
	1	Dependent on another scheme / land ownership which will cause	
	0	Land ownership or issue unlikely to be overcome	
Political / local acceptability (subjective assessment based on possible public relation to schemes that may lead to delays, loss of parking etc.)	3	No impact expected	Walking & cycling
	2	Low impact expected	
	1	Medium impact expected	
	0	High impact expected	
Environmental constraints	3	No issues	Walking & cycling
	2	Dependent on approval from environmental agencies which is likely to be overcome	
	1	Dependent on approval from environmental agencies which is likely to cause delay. Potential significant ecological constraints	
	0	Environmental and ecological constraints unlikely to be overcome	