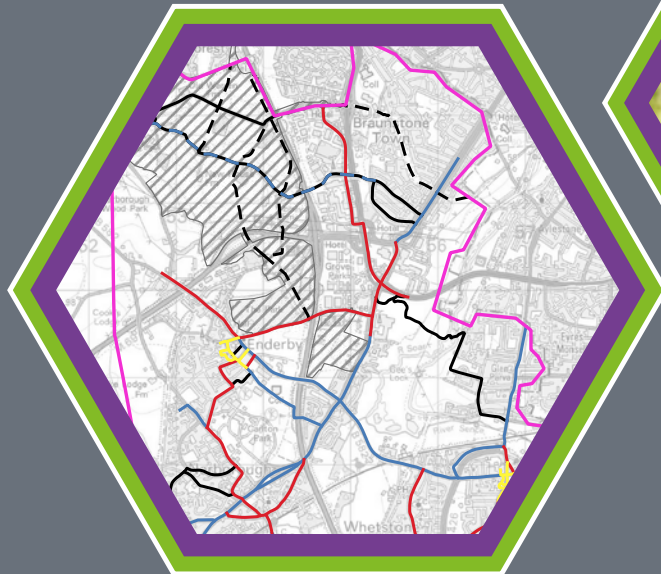


# South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP)

## Executive Summary



Encouraging and enabling our communities to travel actively for life

# Contents

<b>1. Introduction</b>	<b>3</b>	<b>6. Stages 3 &amp; 4 - Network planning for cycling, walking and wheeling</b>	<b>9</b>	<b>9. Stage 5 - Prioritisation of the 10-year pipeline programme</b>	<b>20</b>
1.1 What are LCWIPs?	3	6.1 Stage 3 - Network planning for cycling	9	9.1 Economic assessment	20
1.2 What are the benefits of LCWIPs?	3	6.2. Stage 4 - Network planning for walking and wheeling	10	9.2 Using stakeholder feedback	22
1.3 LCWIPs in Leicestershire	4	6.3 The LCWIP networks	11	9.3 Timescales	24
<b>2. LCWIP objectives</b>	<b>5</b>	6.3.1 The final priority network map for cycling	11	9.4 Scheme costs	25
2.1 Cycling and Walking Strategy (CaWS) objectives	5	6.3.2 The final priority network map for walking and wheeling	12	9.5 Schemes, priority, costs and timescale summary	26
2.2 South of Leicester LCWIP objectives	5	<b>7. Developing our 10-year pipeline of schemes</b>	<b>13</b>	<b>10. Stage 6 - Integration and application</b>	<b>33</b>
<b>3. The LCWIP development process</b>	<b>6</b>	<b>8. Going above and beyond - developing concept scheme ideas</b>	<b>15</b>	10.1 Funding	33
<b>4. Stage 1 - Setting the scope</b>	<b>7</b>			10.2 Integration with other policies	34
<b>5. Stage 2 - Gathering information</b>	<b>8</b>			10.3 Choose How You Move	35
5.1 Baseline data	8			10.3.1 CHYM Ongoing community engagement	36
5.2 Future data	8			10.4 Working with other authorities	37
				10.5 LCWIP continuous engagement	37
				<b>11. Monitoring and evaluation</b>	<b>38</b>

# 1. Introduction

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

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

This report summarises how we have developed an LCWIP for the South of Leicester area (covering the main urban and inter-urban areas in the districts of Blaby and Oadby and Wigston), the evidence base which informed its development, and our first 10-year pipeline of priorities for improvement, as well as some concept ideas of how we could improve our highway spaces and places to help engage with our communities.

## 1.1 What are LCWIPs?

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

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

## 1.2 What are the benefits of LCWIPs?

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

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

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

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

### 1.3 LCWIPs in Leicestershire

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

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

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

This LCWIP covers the main urban and inter-urban areas in the districts of Blaby and Oadby and Wigston, which we have grouped together under the title 'South of Leicester area'.





## 2. LCWIP objectives

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

### 2.1 Cycling and Walking Strategy (CaWS) objectives

The CaWS objectives are:

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

### 2.2 South of Leicester LCWIP objectives

The location-specific objectives of this LCWIP are:

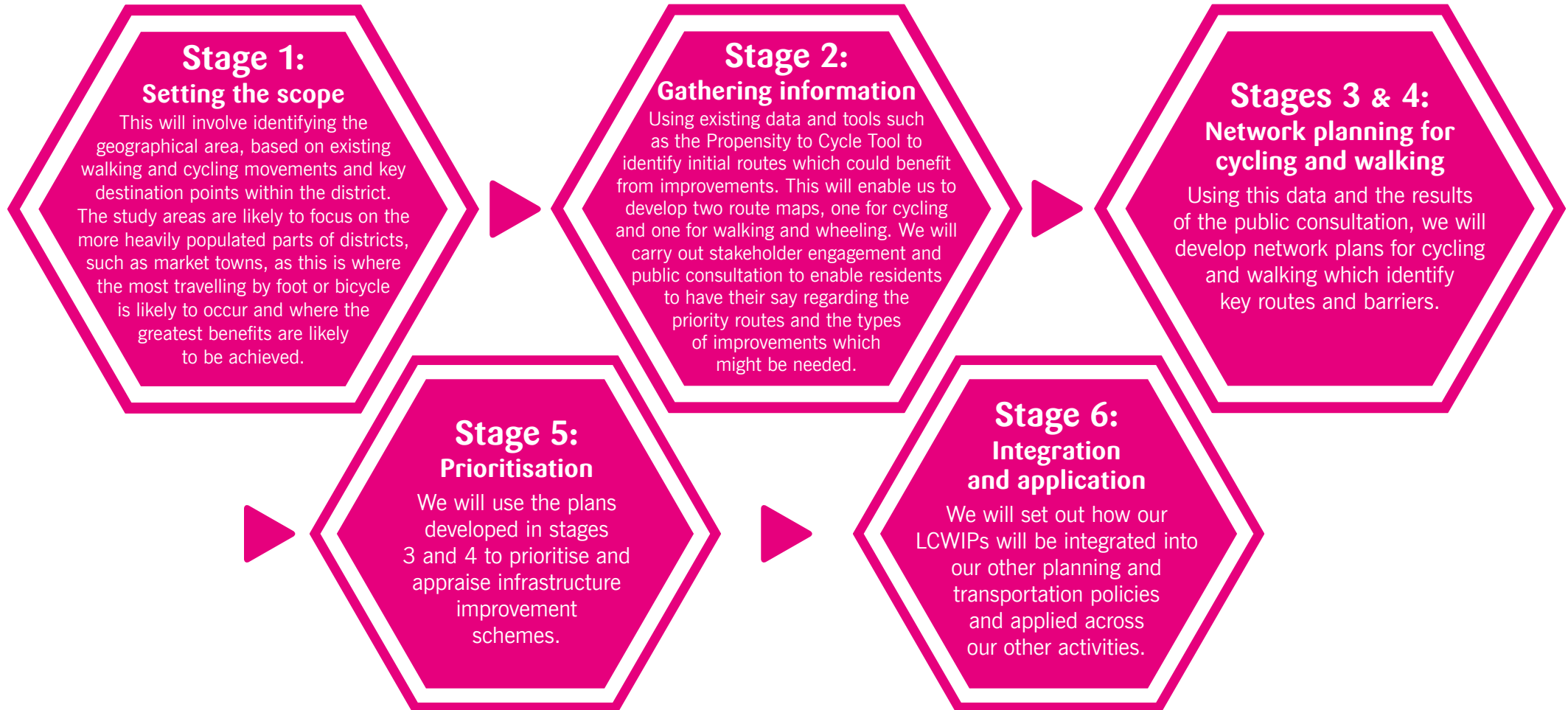
1. To improve active travel on corridors from the county towns into Leicester City.
2. To improve cycling, walking and wheeling connections for east-west travel across the South of Leicester LCWIP area.
3. To improve active travel provision to and from Narborough and South Wigston rail stations.

4. To improve cycling, walking and wheeling access to key employment sites including Carlton Park, Fosse Park, Next Headquarters, and Santander.
5. To improve access to the University of Leicester Oadby campus and other places of primary, secondary, or higher education by cycling, walking and wheeling.



# 3. The LCWIP development process

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



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

## 4. Stage 1 - Setting the scope

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

In Leicestershire, most cycling, walking and wheeling takes place in urban areas, which are more densely populated and have a greater number of services and facilities within a short distance. The boundaries of these areas were set using the Office of National Statistics Lower Super Output Areas<sup>1</sup>.

Our programme of LCWIPs was prioritised based on 2011 Census<sup>2</sup> data, cycle count data where available, and the potential for areas to benefit from increased cycling, walking and wheeling, based on DfT best practice.



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

<sup>2</sup> 2021 Census data was not available at the time of developing the geographical scope

# 5. Stage 2 - Gathering information

## 5.1 Baseline data

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

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

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

## 5.2 Future data

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

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

7. Narborough and South Wigston train stations,

8. libraries, and

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

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

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

Engagement consisted of:

- workshops with Blaby and Oadby and Wigston district councils,
- email communication with elected members, to obtain their top priority locations for improvements, and
- a map-based online engagement exercise for residents and other interested parties.





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

## 6.1 Stage 3 - Network planning for cycling

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

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

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

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

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

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

The preliminary network plans then were amended and finalised.

We audited the routes which were included in the final network plans, to identify areas for improvement and prioritise locations which have the most potential to benefit the greatest number of users. Where appropriate, this included walking and cycling the routes. We also assessed the routes against the Healthy Streets Design Check toolkit, which has been adopted by DfT as best practice for assessing how humans experience using streets as cyclists or pedestrians<sup>3</sup>.

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

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

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

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

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



## 6.2 Stage 4 - Network planning for walking and wheeling

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

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

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

**1(a). Prestige walking zones: Very busy areas of towns and cities, with high public space and street scene contribution.**

1. Primary walking routes: Busy urban shopping and business areas, and main pedestrian routes.
2. Secondary walking routes: Medium-usage routes through local areas feeding into primary routes, local shopping centres etc.
3. Link footways: Linking local access footways through urban areas and busy rural footways.
4. Local access footways: Footways associated with low usage, short estate roads to the main roads, and cul-de-sacs.

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

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

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

# 6.3 The LCWIP networks

## 6.3.1 The final priority network map for cycling

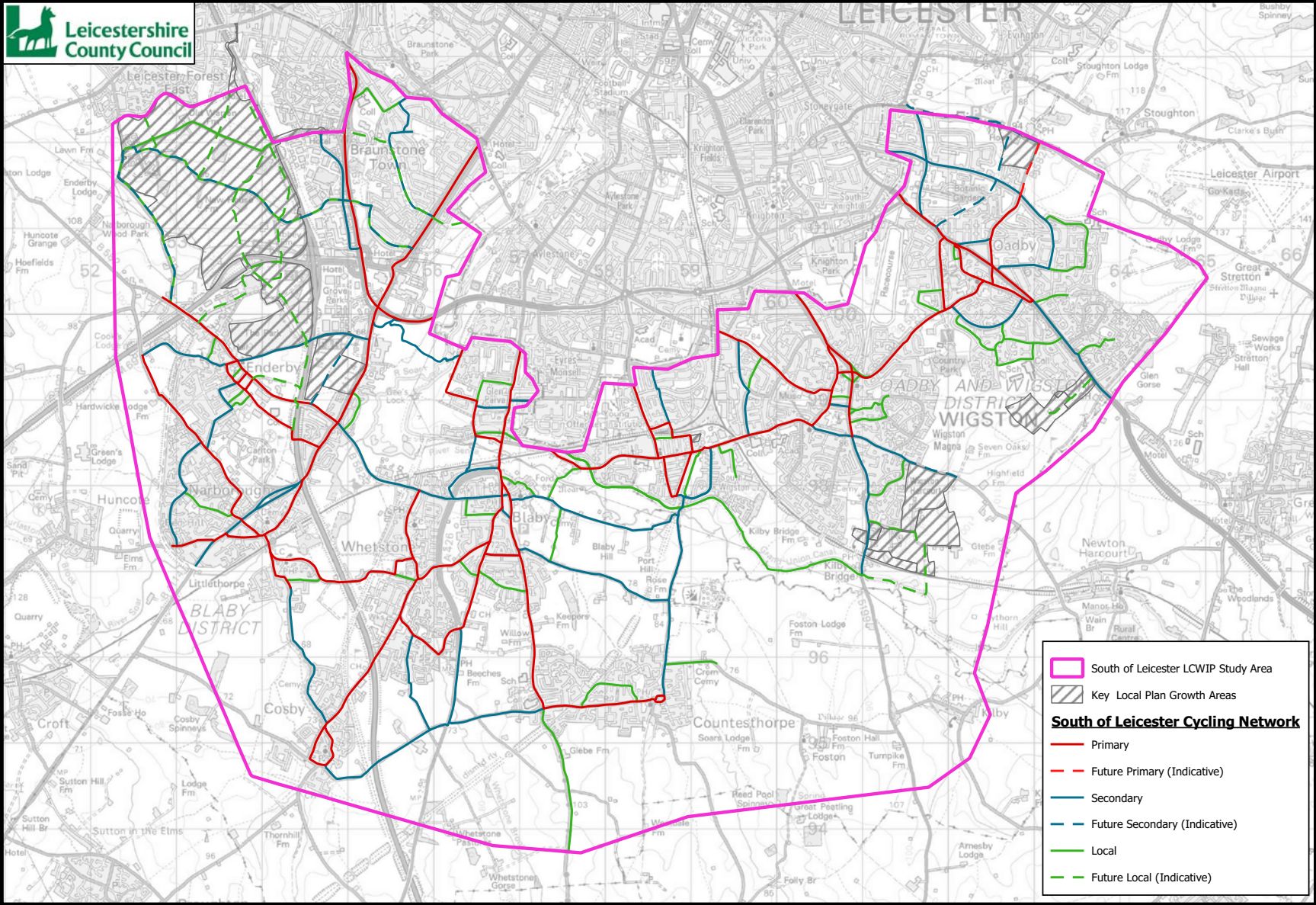


Figure 6.1 - The final priority network map for cycling



### 6.3.2 The final priority network map for walking and wheeling

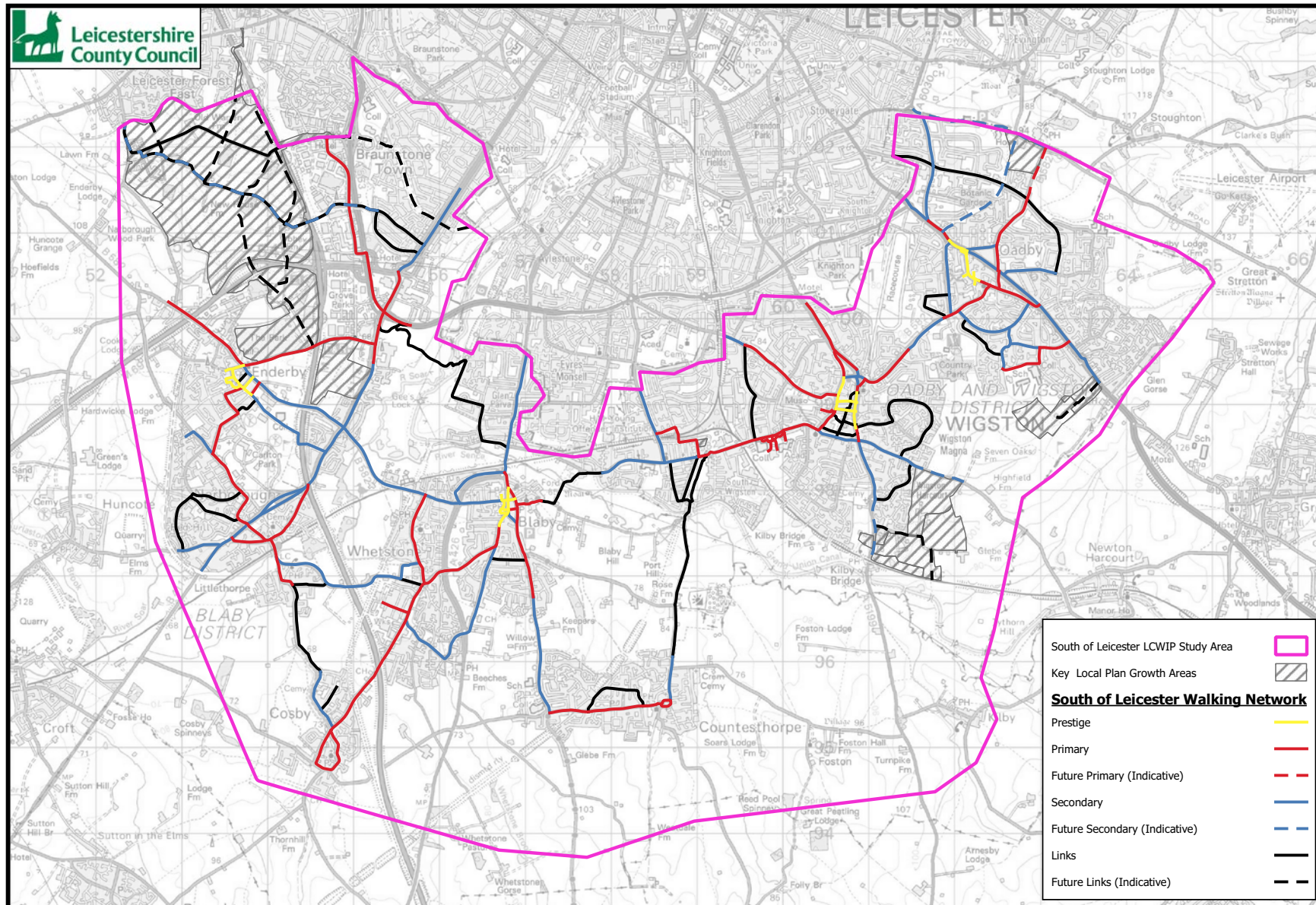


Figure 6.2 - The final priority network map for walking and wheeling



# 7. Developing our 10-year pipeline of schemes

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

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

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

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

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

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

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

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

The Healthy Streets Design Check audit found that there is significant scope for improvement even on the streets which currently have attractive, accessible, and safe cycling and walking/wheeling infrastructure, such as the B4114 between Narborough and Fosse Park.

Some areas scored very poorly. The route connecting Wigston and Oadby and routes extending northwest of Enderby scored less than 15, out of a possible total score of 100.

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

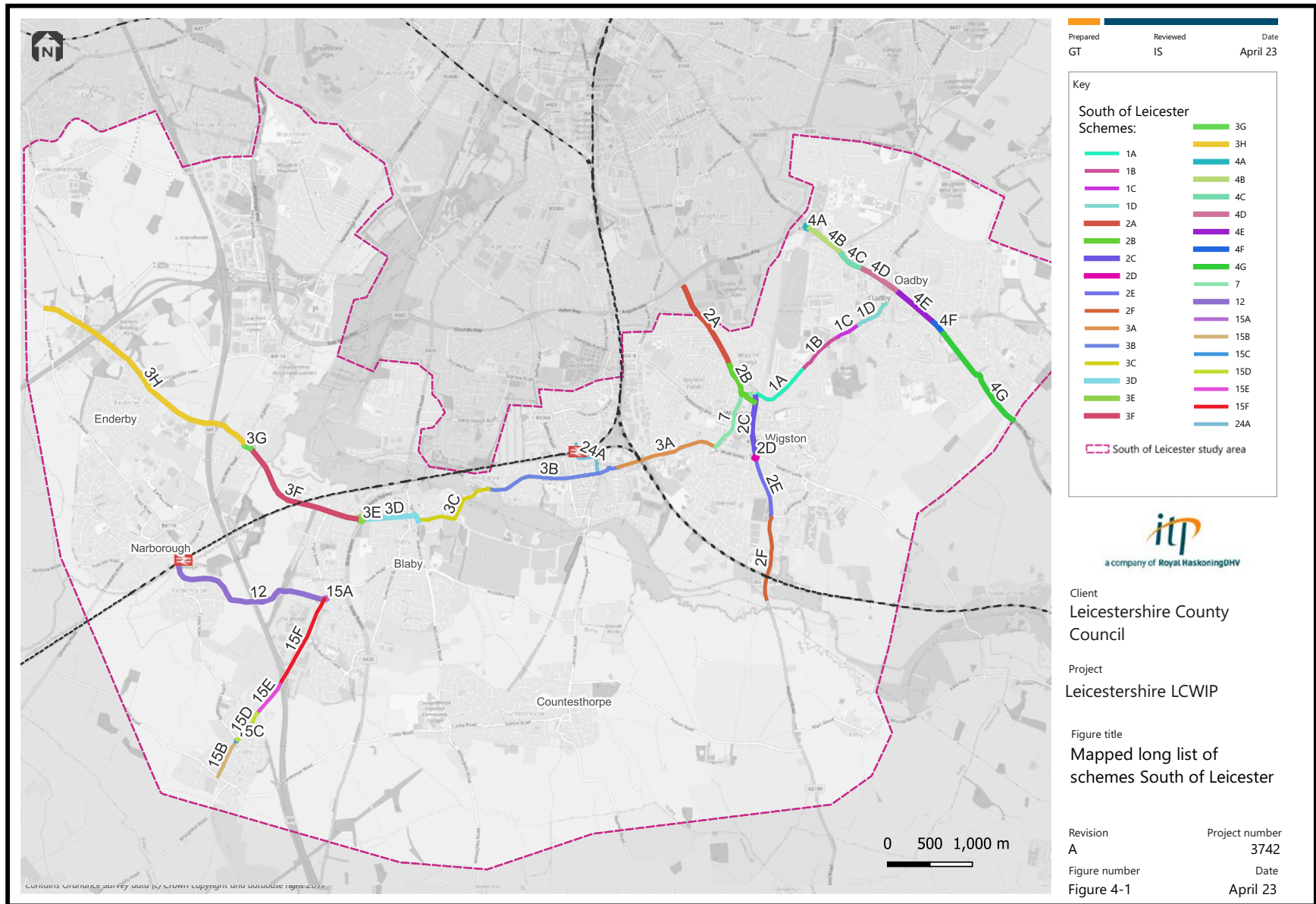


Figure 7.1 – Location of the long list 10-year pipeline of improvement schemes

# 8. Going above and beyond - developing concept scheme ideas

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

The aim of developing the concept designs was:

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

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

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

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

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

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



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



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



Low-level rainwater garden



Pocket park



Segregated one-way cycleway



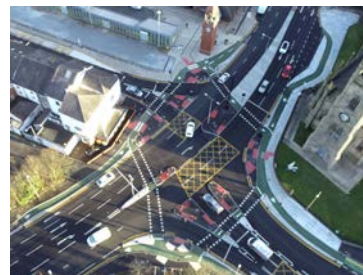
Side road entry treatment/raised table, with cycle crossing



Dutch-style entrance kerbs



Bi-directional cycleway



CYCLOPS junction



Floating bus stop, with cycle bypass



Advanced stop lines



Parallel crossing



On-carriageway cycling



Cycle signals



Following consideration of design features and latest design guidance concept designs were produced to demonstrate what improvements could be possible to encourage and enable people to travel actively more in the LCWIP area. These concepts included improvements such as CYCLOPS junctions, segregated cycle tracks, pocket parks and segregated cycling and pedestrian crossings, as shown in the concept design examples below, on the A6 in Oadby and improvement of the Foxhunter roundabout near Enderby and Blaby, in figures 8.1 and 8.2 respectively.

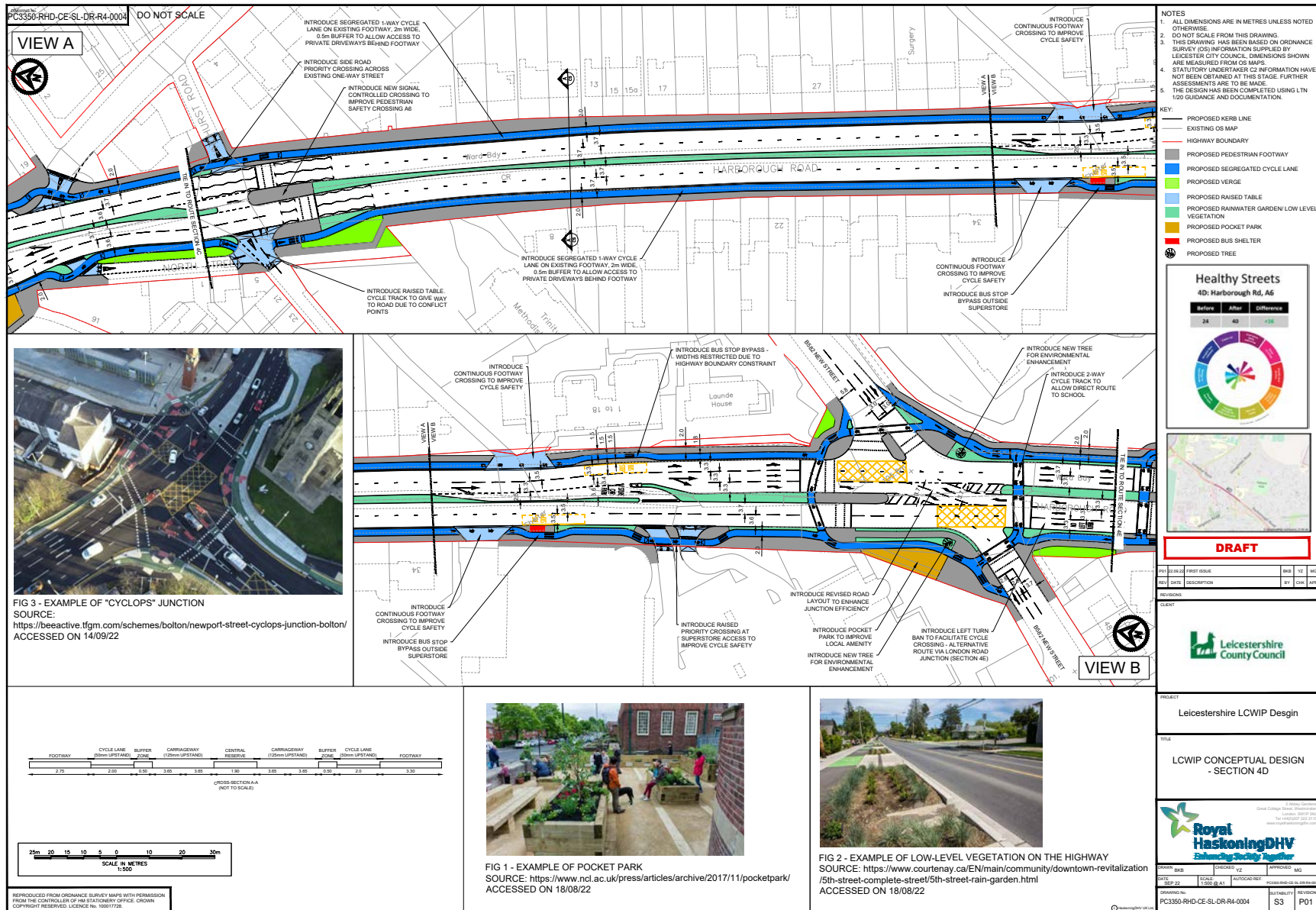
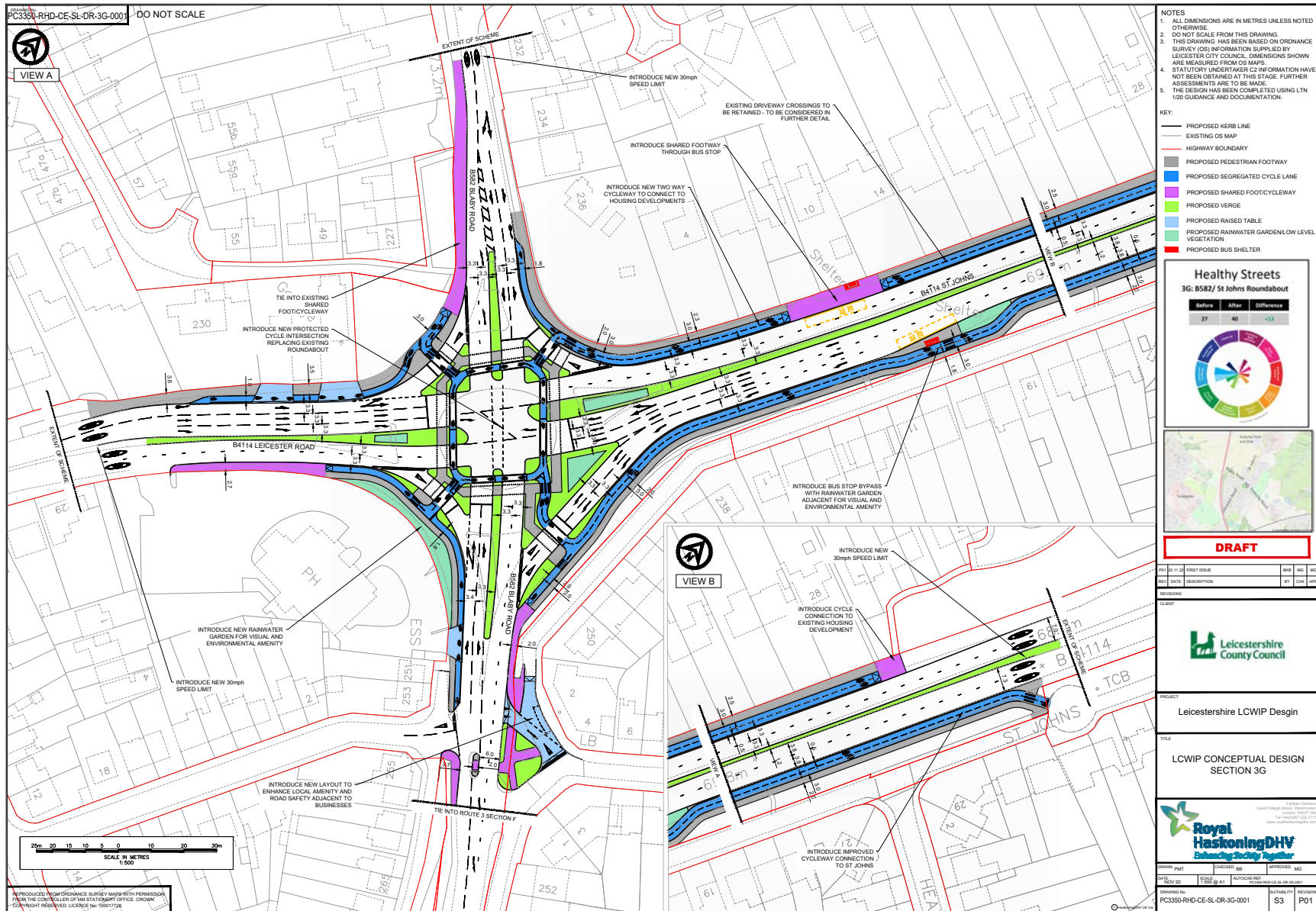


Figure 8.1 – Concept design for route 4 – section 4D (Harbough Road, A6 Oadby)

Figure 8.2 – Concept design for route 3 – section 3G (B582 Blaby Road / B4114 Leicester Road, Enderby)



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



The map below shows the locations of the routes which were selected for concept scheme design, which are routes 2, 3, 4 and 12 from the 10-year pipeline.

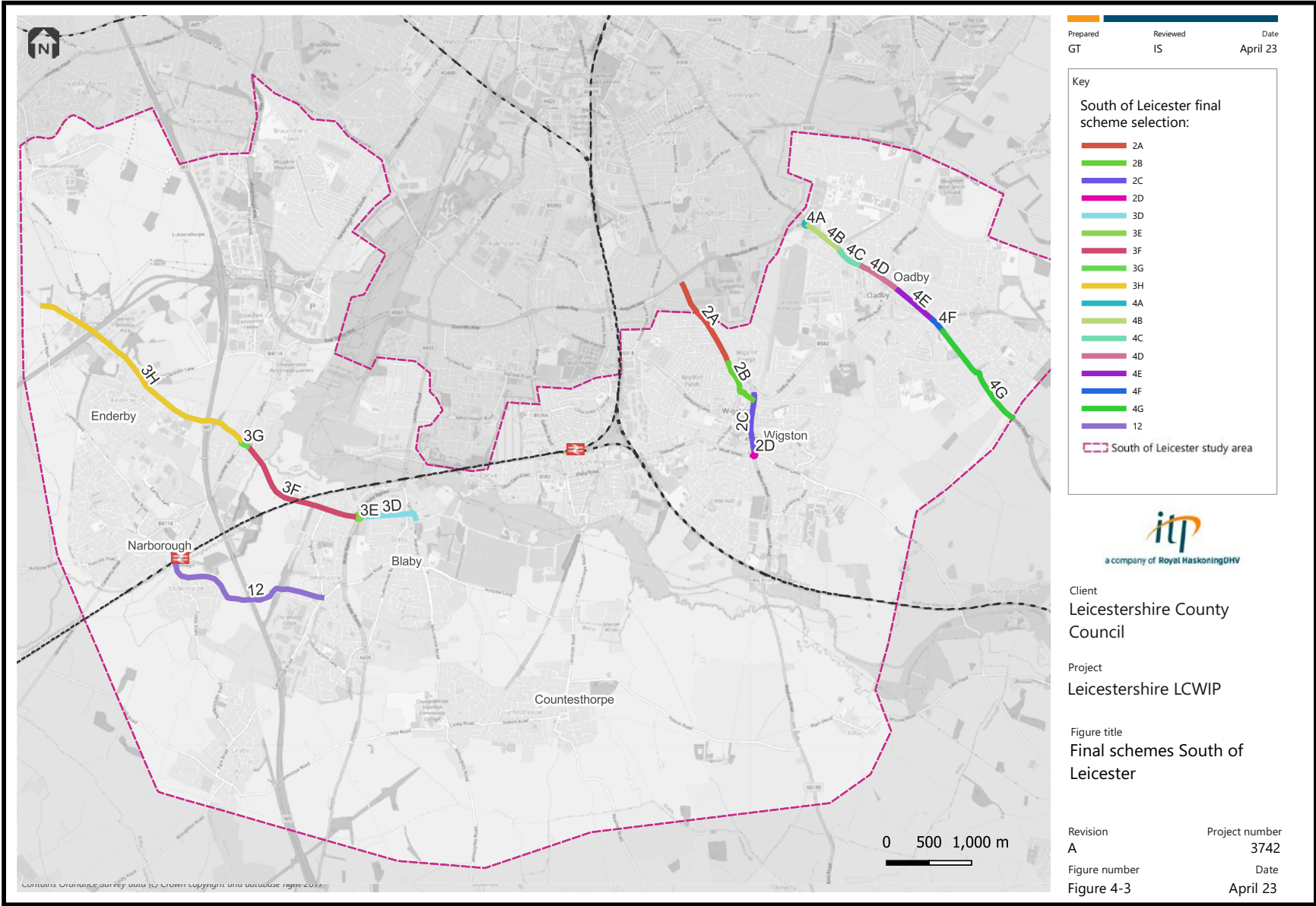


Figure 8.3 – Location of the routes short listed for concept scheme design

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

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

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

## 9.1 Economic assessment

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

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

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

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

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

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



**Table 9.1 – Average BCR's for full corridor schemes**

Location	Corridor Segments	20-Year Appraisal			40-Year Appraisal		
		PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
Whetstone to Cosby	15A / 15B / 15C / 15D / 15E / 15F	1.17	2.19	13.65	2.32	4.14	26.10
East to West - Wigston to Oadby	1A / 1B / 1C / 1D	0.81	1.03	6.74	1.52	1.93	12.66
A6 Oadby	4A / 4B / 4C / 4D / 4E / 4F / 4G	0.77	1.19	5.86	1.45	2.22	11.03
A5199 Wigston	2A / 2B / 2C / 2D / 2E / 2F	0.74	1.33	6.52	1.43	2.49	12.26
Kirkdale Road / Station Street, South Wigston	24A	0.61	0.92	3.73	1.15	1.73	7.03
East to West - Enderby to Oadby	3D / 3E / 3F / 3G / 3H / 3A / 3B / 3C / 7 / 1A / 1B / 1C / 1D	0.52	1.17	6.29	0.97	2.20	11.87
Whetstone to Littlethorpe	12A / 12B	0.51	0.72	4.19	0.97	1.36	7.95
East to West - Enderby to Blaby	3D / 3E / 3F / 3G / 3H	0.50	1.66	8.12	0.94	3.12	15.32
Wakes Road / Leicester Road / Long Street, Wigston	7	0.46	0.90	4.57	0.88	1.71	8.70
East to West - Enderby to Wigston	3A / 3B / 3C / 3D / 3E / 3F / 3G / 3H	0.38	1.27	6.29	0.71	2.40	11.88
East to West - Blaby to Wigston	3A / 3B / 3C / 7	0.24	0.70	3.57	0.46	1.31	6.77

## 9.2 Using stakeholder feedback

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

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

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

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

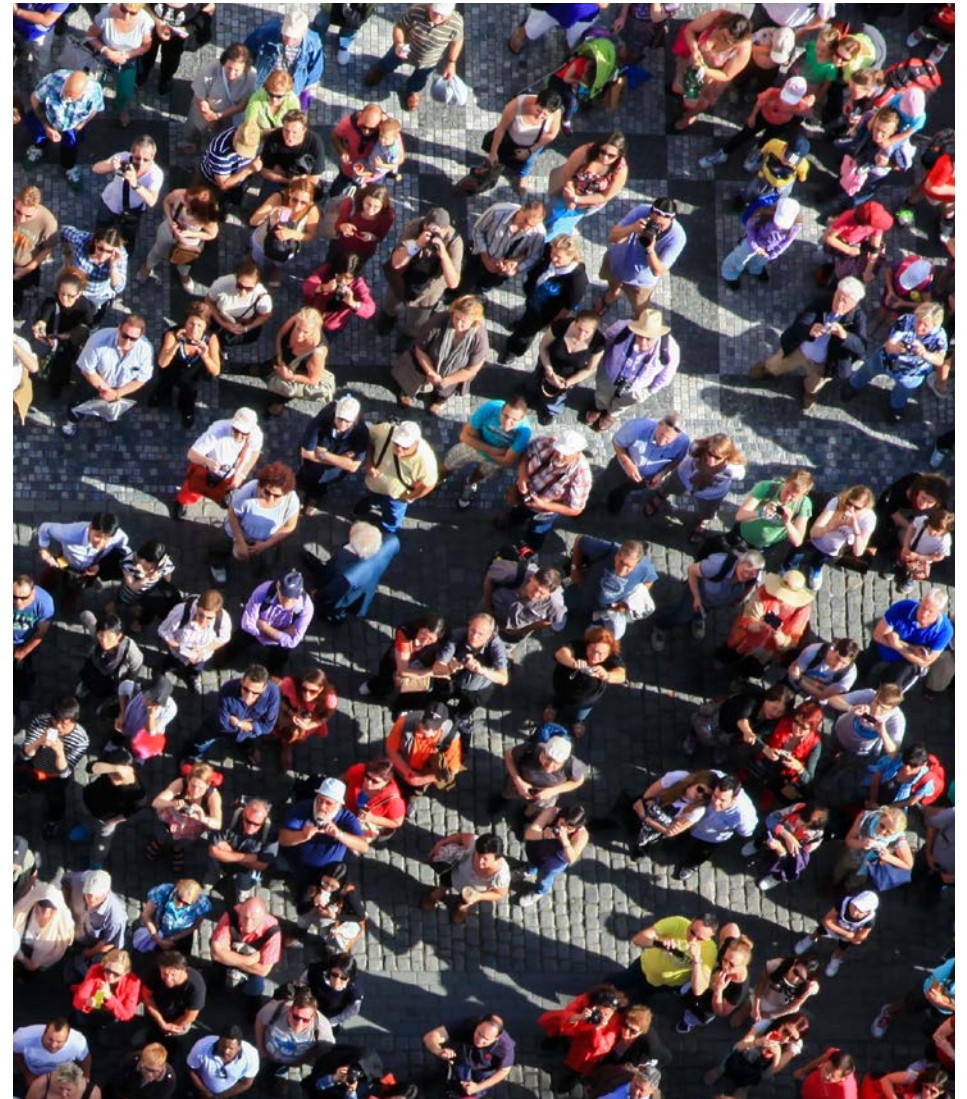
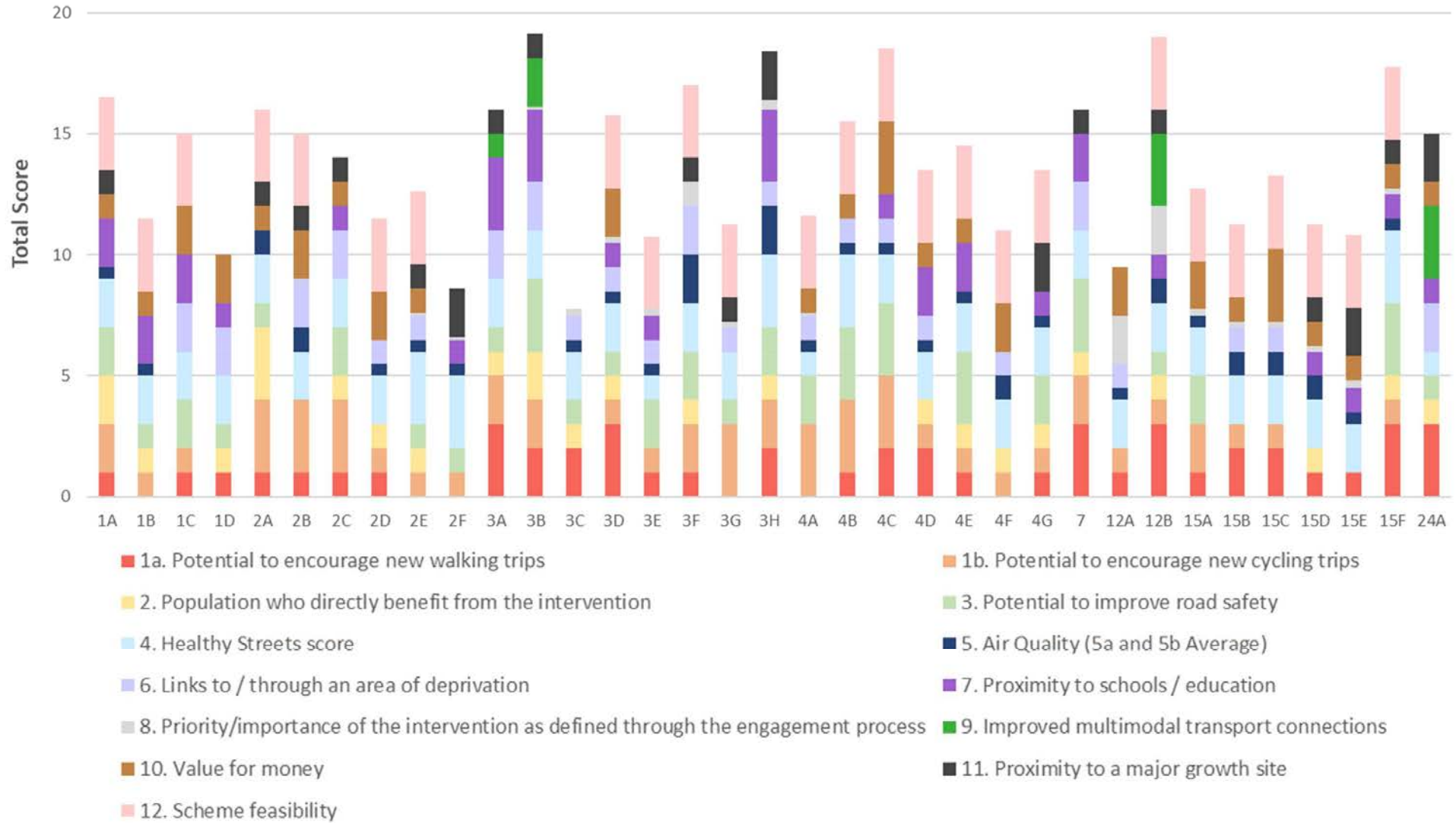


Figure 9.1 – Breakdown of Total Prioritisation Scores





### 9.3 Timescales

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

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

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

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

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

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

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

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

## 9.4 Scheme costs

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

The indicative cost to deliver the initial 10-year pipeline of priority active travel schemes is in the region of £107,000,000. This initial 10-year pipeline of schemes represents only part of the total number of improvements that could be made over the entire priority network defined in this LCWIP, in order to bring it up to the latest active travel design standards. This initial indicative cost of the 10-year pipeline of priority schemes is an early indication of the level of investment required to bring our highway spaces and infrastructure up to an appropriate standard to meet the Government's Cycling and Walking Investment Strategy ambitions and deliver the transformation change in the way our communities travel for short distances.



## 9.5 Schemes, priority, costs and timescale summary

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

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist
1	A	Oadby Road B582 Wakes Road roundabout to Shenley Road mini roundabout. Segregated cycleway, upgraded crossings, compact roundabouts, pocket park with seating.	0.72	16.5	7	Very High	£3,290,000	Medium-term	N
	B	Oadby Road B582 Shenley Road mini roundabout to Oadby Town Football Club. Segregated cycleway.	0.52	11.5	24	Medium	£2,530,000	Medium-term	N
	C	Oadby Road B582 Oadby Town Football Club to Rosemead Drive. Junction improvements, compact roundabout, upgraded crossings.	0.27	15	13	High	£1,320,000	Medium-term	N
	D	Oadby Road B582 Rosemead Drive to London Road mini roundabout. Segregated cycleway, pocket parks with seating.	0.43	10	32	Medium	£1,990,000	Long-term	N



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

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist	
2	A	Leicester Road / Bull Heads Street	Hillcrest Road to Highfield Drive. Segregated cycleway, widened footway, priority raised table crossing, upgraded segregated crossing, pocket parks with seating.	1.10	16	8	High	£3,930,000	Medium-term	Y
	B	Bull Head Street / B582 roundabout	Highfield Drive to Maromme Square. Signalised roundabout, upgraded segregated crossings, low-level vegetation	0.50	15	13	High	£580,000	Short-term	Y
	C	Bullhead Street	Wakes Road roundabout to Moat Street. Segregated cycleway, priority raised table crossing, upgraded segregated crossing, floating bus stop with cycle bypass.	0.65	14	17	High	£3,410,000	Medium-term	Y
	D	Bull Head Street / Newton Lane Junction	Bull Head Street / Newton Lane junction only. Junction improvements, upgraded segregated crossing.	0.17	11.5	24	Medium	£1,140,000	Medium-term	Y
	E	Welford Road / Guthlaxton Way roundabout	Bull Head Street / Newton Lane junction to Guthlaxton Way roundabout. Segregated cycleway, priority raised table crossing, floating bus stop with cycle bypass, signalised roundabout with upgraded crossing, benches, bus shelters, low-level vegetation.	0.65	12.6	22	Medium	£3,120,000	Long-term	N

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

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist	
2	F	Welford Road	Guthlaxton Way roundabout to Kilby Bridge. Segregated cycleway, priority raised table crossing, upgraded segregated crossing, lower speed limit to 30, traffic calming measures, pocket parks with seating.	1.00	8.6	34	Low	£4,790,000	Long-term	N
	A	Blaby Road (East)	Long Street / Moat Street mini roundabout to 'Lansdowne Grove' bus stop. Segregated cycleway, priority raised table crossing, upgraded segregated crossing.	1.40	16	8	High	£6,710,000	Medium-term	N
3	B	B582	'Lansdowne Grove' bus stop to The Ford. Segregated cycleway, priority raised table crossing, upgraded segregated crossing.	1.50	19.1	1	Very High	£7,310,000	Medium-term	N
	C	The Ford / Mill Lane / Church Lane	B582 Little Glen Road to Church Street junction with Sycamore Street. Shared use, wayfinding, and lighting improvements.	1.00	7.8	35	Low	£4,470,000	Long-term	N
	D	Sycamore Street / Cross Street / Enderby Road	Church Street junction with Sycamore Street to Blaby Bypass. Segregated cycleway, parallel crossing, priority raised table crossing.	0.70	15.8	11	High	£1,650,000	Short-term	Y

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

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist	
3	E	B582	Blaby Bypass / Enderby Road roundabout junction only. Segregated cycleway, signalised roundabout	0.40	10.8	31	Medium	£3,460,000	Long-term	Y
	F	B582	Blaby Bypass to Foxhunter roundabout. Segregated cycleway, priority raised table crossing, upgraded segregated crossing.	1.56	17	6	Very High	£4,900,000	Medium-term	Y
	G	B582 / St Johns roundabout	Foxhunter roundabout only. Segregated cycleway, signalised roundabout.	0.42	11.3	26	Medium	£2,970,000	Medium-term	Y
	H	Blaby Road / Mill Hill	Foxhunter roundabout to Forest Road. Segregated cycleway, priority raised table crossing, upgraded segregated crossings.	2.49	18.4	4	Very High	£4,850,000	Medium-term	Y
4	A	Leicester Road / Palmerston Way Roundabout, A6	Palmerston Road roundabout only. Segregated cycleway, signalised roundabout, upgraded segregated crossing, rainwater gardens and low-level vegetation.	0.20	11.6	23	Medium	£2,040,000	Medium-term	Y
	B	Leicester Road, A6	From Palmerston Road roundabout to Oadby Hill Drive. Segregated cycleway, rainwater gardens, benches, low-level vegetation crossing upgrade.	15.50	15.5	12	High	£2,090,000	Short-term	Y



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

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist	
4	C	Leicester Road to Harborough Road, A6	Oadby Hill Drive to Lyndhurst Road. Segregated cycleway, pocket parks and rainwater gardens with seating, upgraded crossing, junction improvements, cycle parking.	0.38	18.5	3	Very High	£2,950,000	Short-term	Y
	D	Harborough Road, A6	Lyndhurst Road to B582 New Street, inclusive. Segregated cycleway, bus shelter, cycle parking, contra-flow cycle lane, priority raised table crossing, upgraded segregated crossing, rainwater gardens and benches	0.45	13.5	18	High	£2,680,000	Short-term	Y
	E	Harborough Road, A6	Uplands Road to Waldron Drive. Segregated cycleway, priority raised table crossing, street furniture de-cluttering and relocation.	0.64	14.5	16	High	£3,240,000	Medium-term	Y
	F	Harborough Road to Glen Road, A6	Waldron Drive to Sainsbury's access junction. Segregated cycleway, upgraded crossing, wider footway, priority side road crossings.	0.29	11	29	Medium	£1,580,000	Medium-term	Y
	G	Harborough Road, A6	Sainsbury's access junction to Gorse Lane. Segregated cycleway, upgraded segregated crossings, priority side road crossings, bus stop with cycle bypass, bus shelters.	1.23	13.5	18	High	£3,910,000	Medium-term	Y

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

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist
7	Leicester Road / Long Street	Long Street junction with Moat Street to B4518 Wakes Road. Mixed traffic cycling on quiet residential roads and High Street Leicester Road, compact roundabouts, side road junction treatments, pocket parks and benches.	1.00	16	8	High	£4,410,000	Medium-term	N
12	A Warwick Road	Cambridge Road / Warwick Road roundabout to Narborough railway station. Segregated cycleway, mixed traffic cycling on 20mph roads, parallel crossing.	0.29	9.5	33	Low	£660,000	Long-term	Y
	B Warwick Road		1.81	19	2	Very High	£5,790,000	Medium-term	Y
15	A Cambridge Road	Cambridge Road / Grove Road roundabout only. Segregated cycleway, parallel crossing, Dutch-style roundabout.	0.09	12.8	21	Medium	£450,000	Medium-term	N
	B Park Road	Croft Road to Narborough Road mini roundabout. Segregated cycleway, limiting on-street parking.	0.44	11.3	26	Medium	£1,970,000	Medium-term	N
	C Cambridge Road	Narborough Road / Cambridge Road mini roundabout only. Parallel crossing, Dutch-style roundabout.	0.07	13.3	20	High	£310,000	Medium-term	N

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

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales	Shortlist	
15	D	Cambridge Road	Narborough Road / Cambridge Road mini roundabout to start of 40mph posted speed limit. Segregated cycleway, priority raised table crossing, upgraded toucan crossing.	0.37	11.3	26	Medium	£1,650,000	Medium-term	N
	E	Cambridge Road	Cambridge Road start of 40mph posted speed limit to M1 underpass. Segregated cycleway with some shared footway, lower speed limit to 30mph, traffic calming measures.	0.50	10.8	30	Medium	£2,240,000	Medium-term	N
	F	Cambridge Road	M1 Underpass to Cambridge Road / Grove Road roundabout. Mixed traffic cycling on 20mph roads, priority junction, junction improvements, lower speed limit to 30mph, traffic calming measures.	1.00	17.8	5	Very High	£4,710,000	Medium-term	N
24	A	Station Street / Kirkdale Road / Marstown Avenue	Mixed Traffic cycling on quiet residential roads, modal filters at the South Wigston station footbridge, side road junction treatments, priority raised table crossing.	0.82	15	13	High	£3,800,000	Medium-term	N
<b>Total cost</b>							<b>£106,900,000</b>			



# 10. Stage 6 - Integration and application

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## 10.1 Funding

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

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

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



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



## 10.2 Integration with other policies

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

## 10.3 Choose How You Move



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

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

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

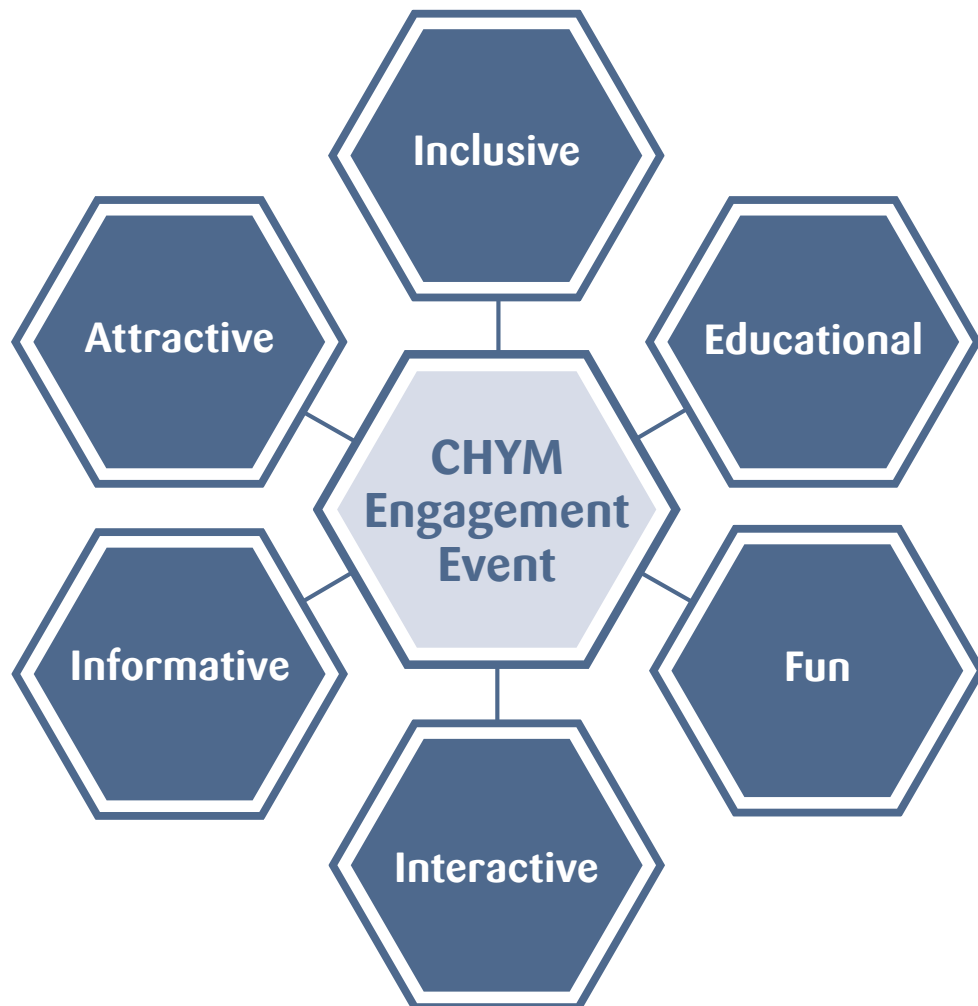


We also have a successful programme of School Streets, supporting schools, residents, parents, and children. School Streets is an initiative that covers roads outside schools which have a temporary restriction on motorised school and through traffic at school drop-off and pick-up times. The aim is to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



### 10.3.1 CHYM Ongoing community engagement

Figure 10.2 - Engagement event characteristics



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

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

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



## 10.4 Working with other authorities

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

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

## 10.5 LCWIP continuous engagement

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

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

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

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

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

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

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

# 11. Monitoring and evaluation

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

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

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

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

