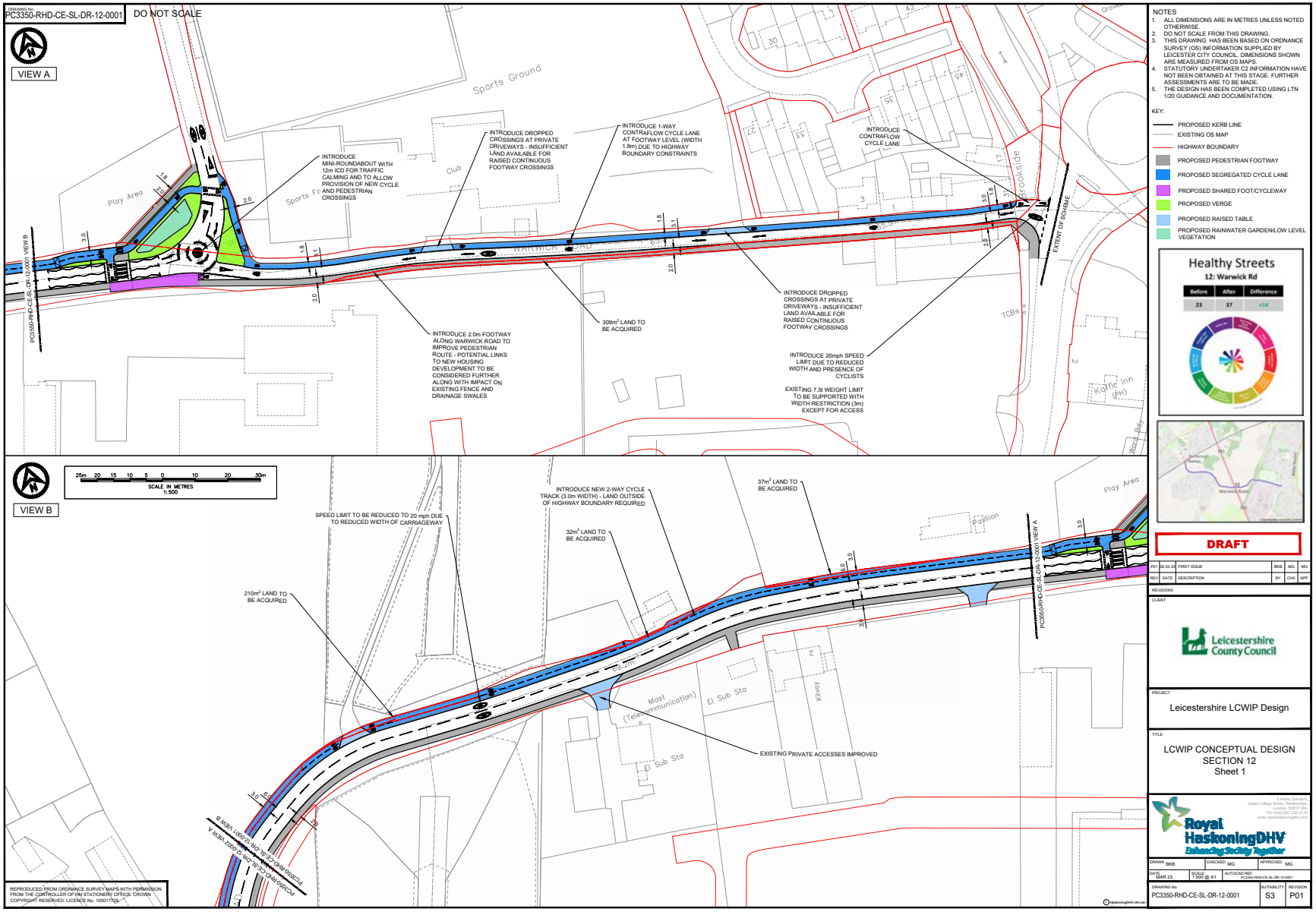


Figure 7.5 – Concept design for route section 12 (Warwick Road)

7.6.2 Rainwater gardens

Rainwater gardens provide attractive, low maintenance areas which help to manage rainwater run-off on hard surfaces such as pavements. They are generally planted with low lying, wildlife-friendly plants which can withstand being waterlogged for up to 48 hours at a time. Rainwater gardens can absorb up to 30% more water than the equivalent area of lawn.[23]

As well as the aesthetic benefits, rainwater gardens remove a slip hazard for cyclists and pedestrians by absorbing water that may otherwise settle on the pavement.

Examples where rainwater gardens and low vegetation have been included in the concept designs: A5199 Leicester Road/Bull Head Street (corridor 2), B582 Station Road / Enderby Road / Blaby Road (corridor 3), A6 Leicester Road / Harborough Road (corridor 4), Warwick Road (corridor 12).

Figure 7.6 – Example of a rainwater garden in Vancouver, Canada

(Source: City of Courtenay)

[23] Rain gardens, Royal Horticultural Society.

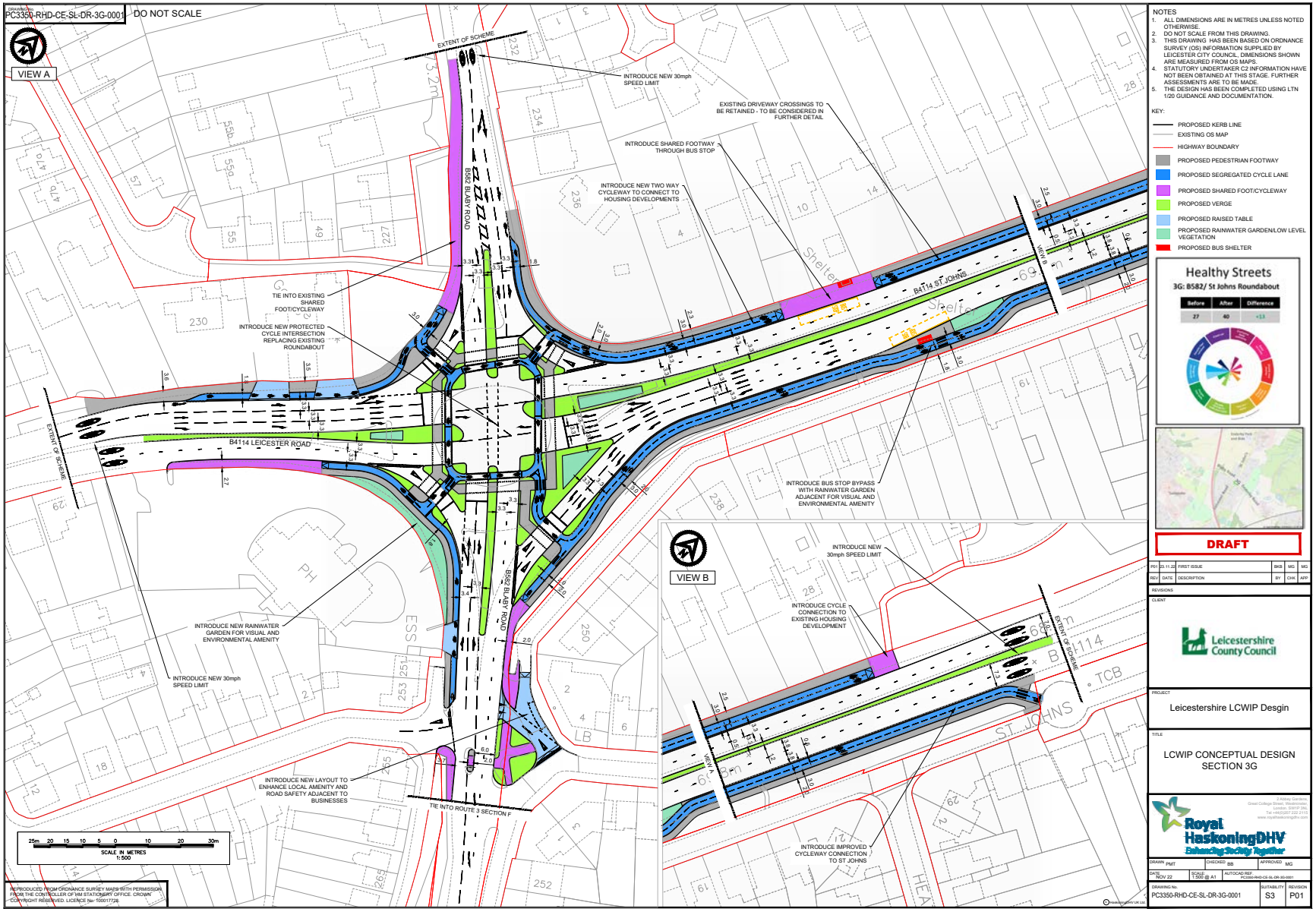


Figure 7.7 – Concept design for route section 3G (Foxhunter roundabout)

7.6.3 Priority raised table crossing

Providing cyclists with priority at side road crossings enables them to cross side road junctions safely without losing momentum, supporting the core LTN 1/20 design outcomes of safety, directness, and comfort. Raised crossings reduce the need for them to brake to travel down and up dropped kerbs, as well as making travel easier for people using wheeled mobility aids or travelling with prams or pushchairs. They also encourage motor traffic to slow on the approach to the crossing.

Figure 7.8 – Example of a raised crossing in Hackney

(Source: LTN 1/20)

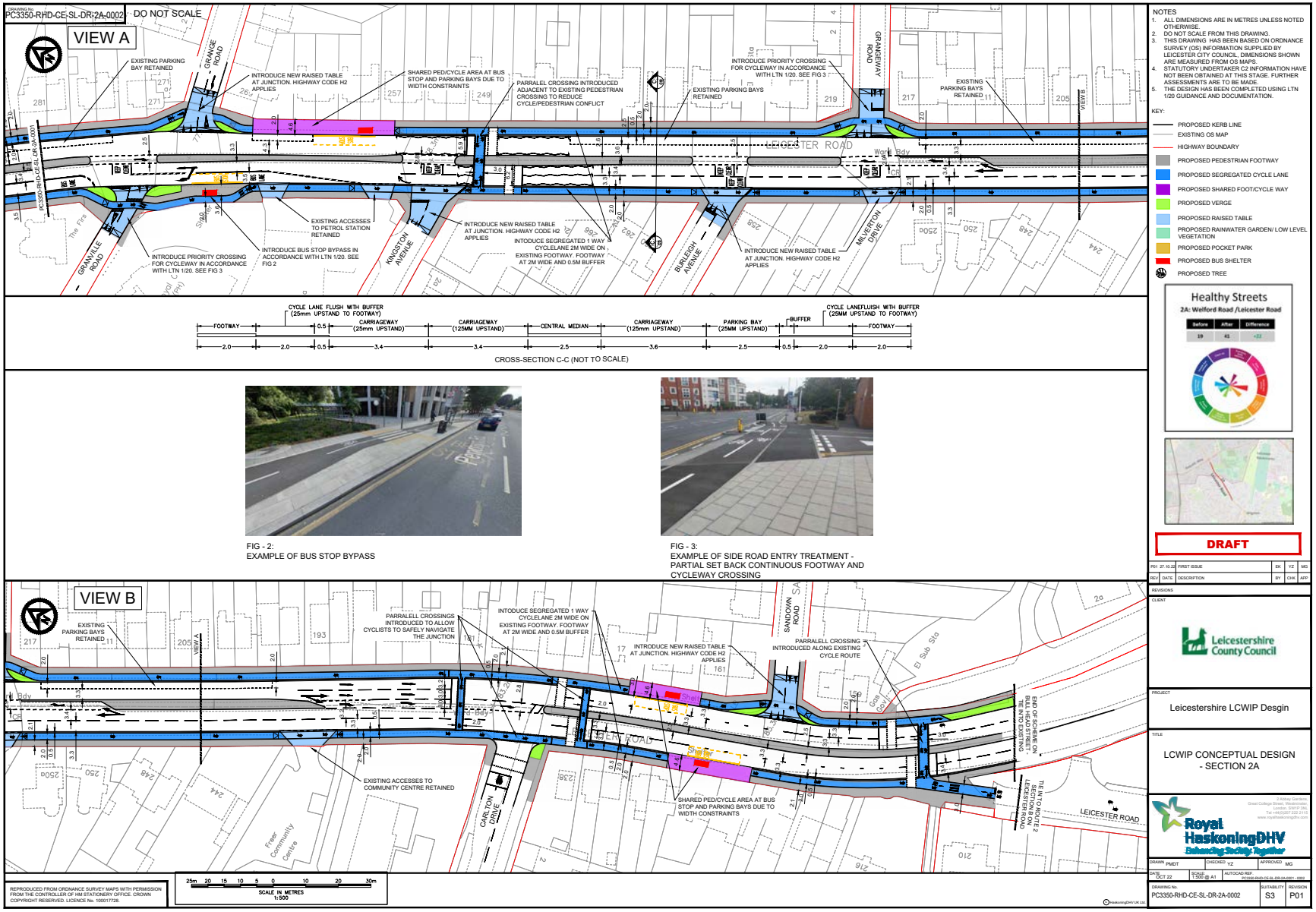


FIG - 2:
EXAMPLE OF BUS STOP BYPASS

FIG - 3:
EXAMPLE OF SIDE ROAD ENTRY TREATMENT - PARTIAL SET BACK CONTINUOUS FOOTWAY AND CYCLEWAY CROSSING

Figure 7.9 – Concept design for route section 2A (Leicester Road / Bull Head Street)

7.6.4 Pocket parks

Pocket parks enable local residents, particularly those who do not have gardens at home, to enjoy the benefits of green areas such as experiencing nature and wildlife in an urban setting. As well as encouraging greater use of outdoor spaces as somewhere to socialise or relax, pocket parks also enable people to make longer journeys by cycling, walking and wheeling by providing somewhere for them to break their journeys, sit, and rest.

Examples of where pocket parks have been included in LCWIP concept designs: A5199 Leicester Road / Bull Head Street (corridor 2), A6 Leicester Road /Harborough Road (corridor 4).

Figure 7.10 – Example of a pocket park in Fenham, Newcastle

(Source: Newcastle University; Photo credit: Daniel Mallo)

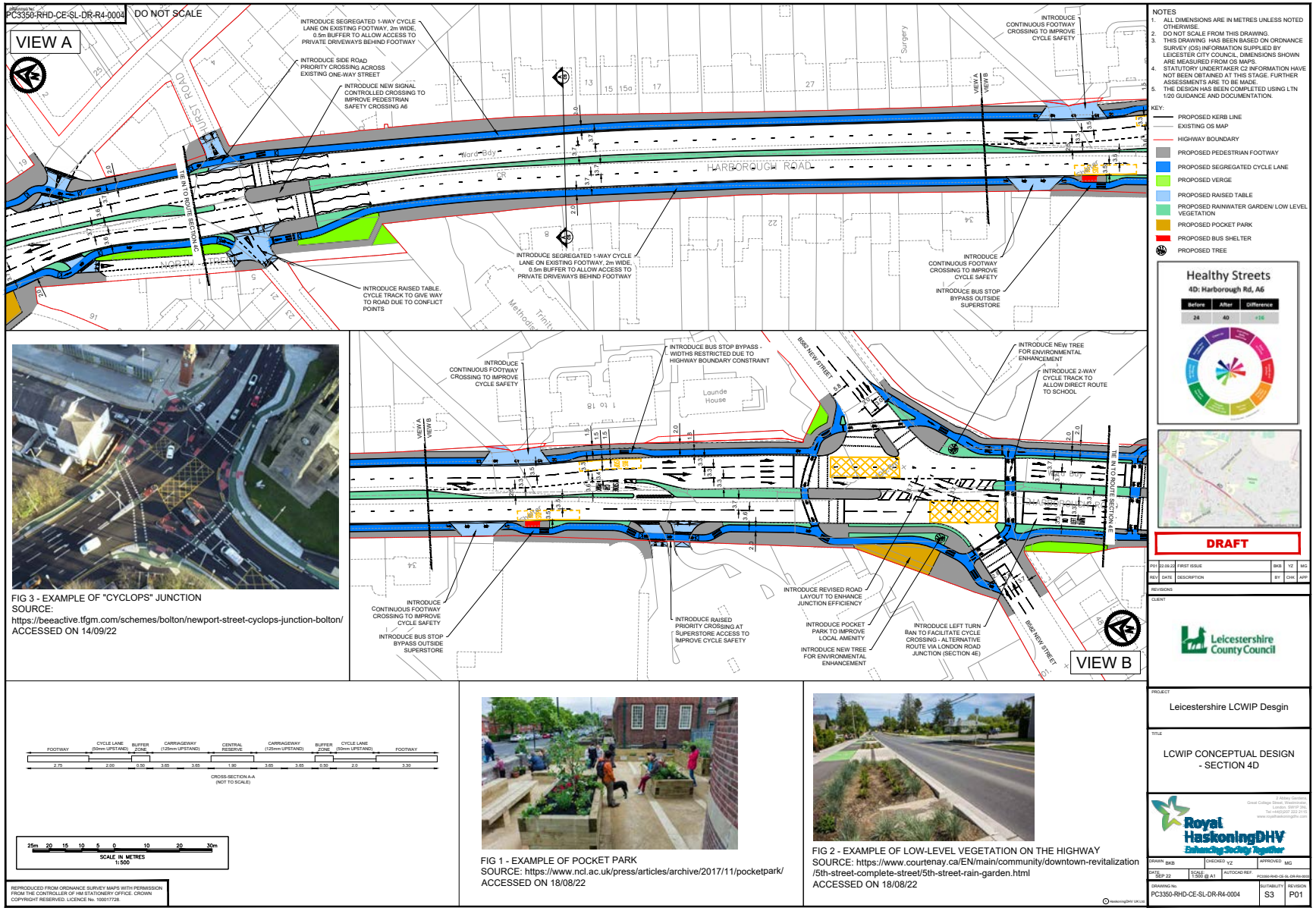


FIG 3 - EXAMPLE OF "CYCLOPS" JUNCTION
SOURCE:
https://beeactive.tfgm.com/schemes/bolton/newport-street-cyclops-junction-bolton/
ACCESSED ON 14/09/22

FIG 1 - EXAMPLE OF POCKET PARK
SOURCE: https://www.ncl.ac.uk/press/articles/archive/2017/11/pocketpark/
ACCESSED ON 18/08/22

FIG 2 - EXAMPLE OF LOW-LEVEL VEGETATION ON THE HIGHWAY
SOURCE: https://www.courtenay.ca/EN/main/community/downtown-revitalization/5th-street-complete-street/5th-street-rain-garden.html
ACCESSED ON 18/08/22

Figure 7.11 – Concept design for route section 4D (Harborough Road, A6)

7.6.5 Floating bus stops

Floating bus stops involve a cycleway/track running between a bus stop passenger boarding area and the footway. Pedestrians cross the cycleway/track to reach the bus stop shelter and waiting area, or to reach the footway when they disembark from the bus.

These layouts reduce conflict between buses and cycle traffic. For example, by removing the need for buses to cut in front of cyclists to stop at bus stops or for cyclists to move into the main carriageway to go around buses which are stopped to set down or pick up passengers.

Examples of where floating bus stops have been included in LCWIP concept designs: A5199 Leicester Road / Bull Head Street (corridor 2), A6 Leicester Road / Harborough Road (corridor 4).

Figure 7.12 – Example of a floating bus stop in Leicester

(Source: Leicester City Council)

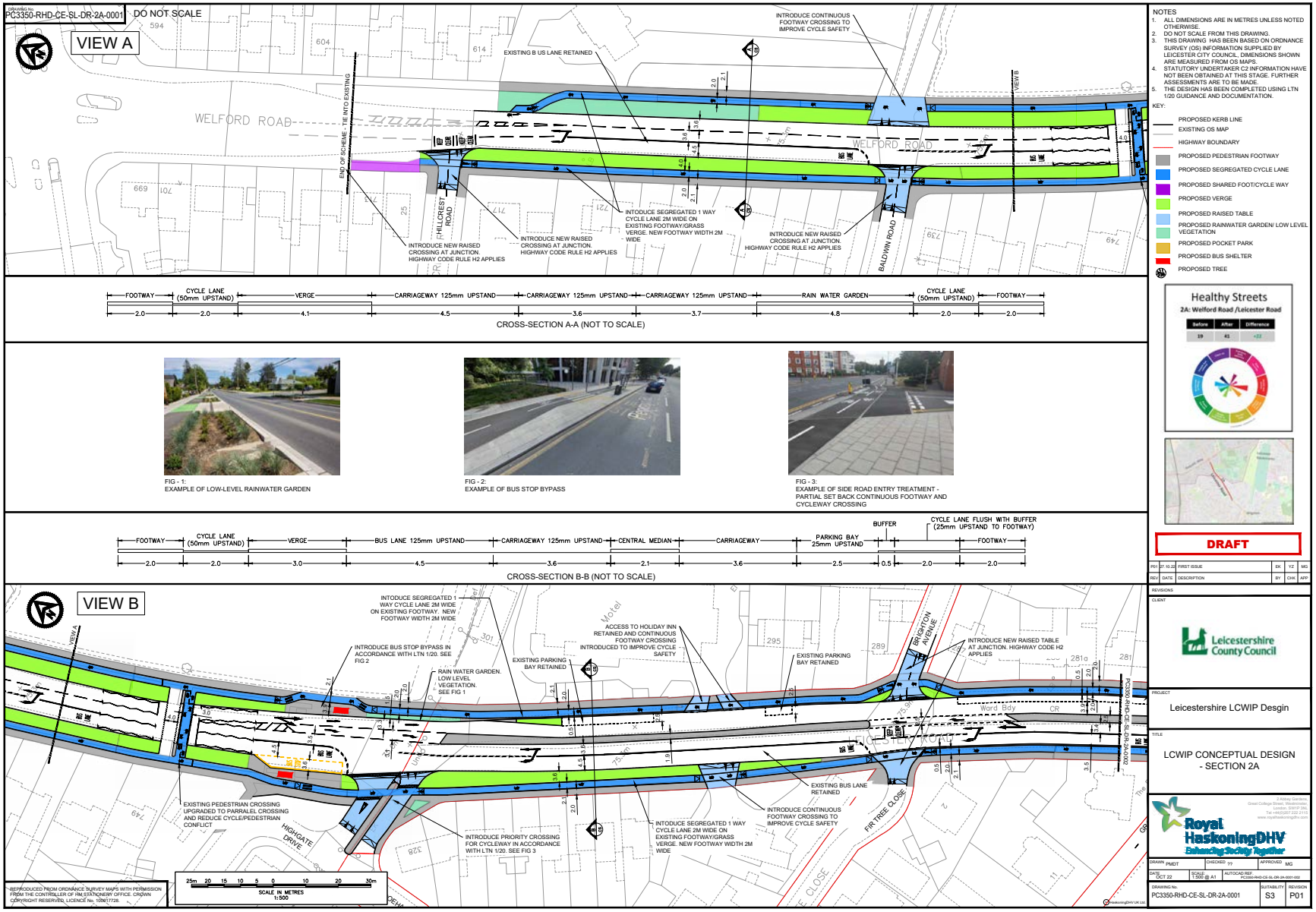


Figure 7.13 – Concept design for route section 2A (Leicester Road / Bull Head Street)

8. How we get from here to there

8.1 Funding

Government has been clear that it expects LCWIPs to form the basis of any bids for funding under the cycling and walking investment programme. Government funding will be administered primarily through Active Travel England. We will liaise with Active Travel England to maximise our ability to take advantage of funding opportunities, as they become available.

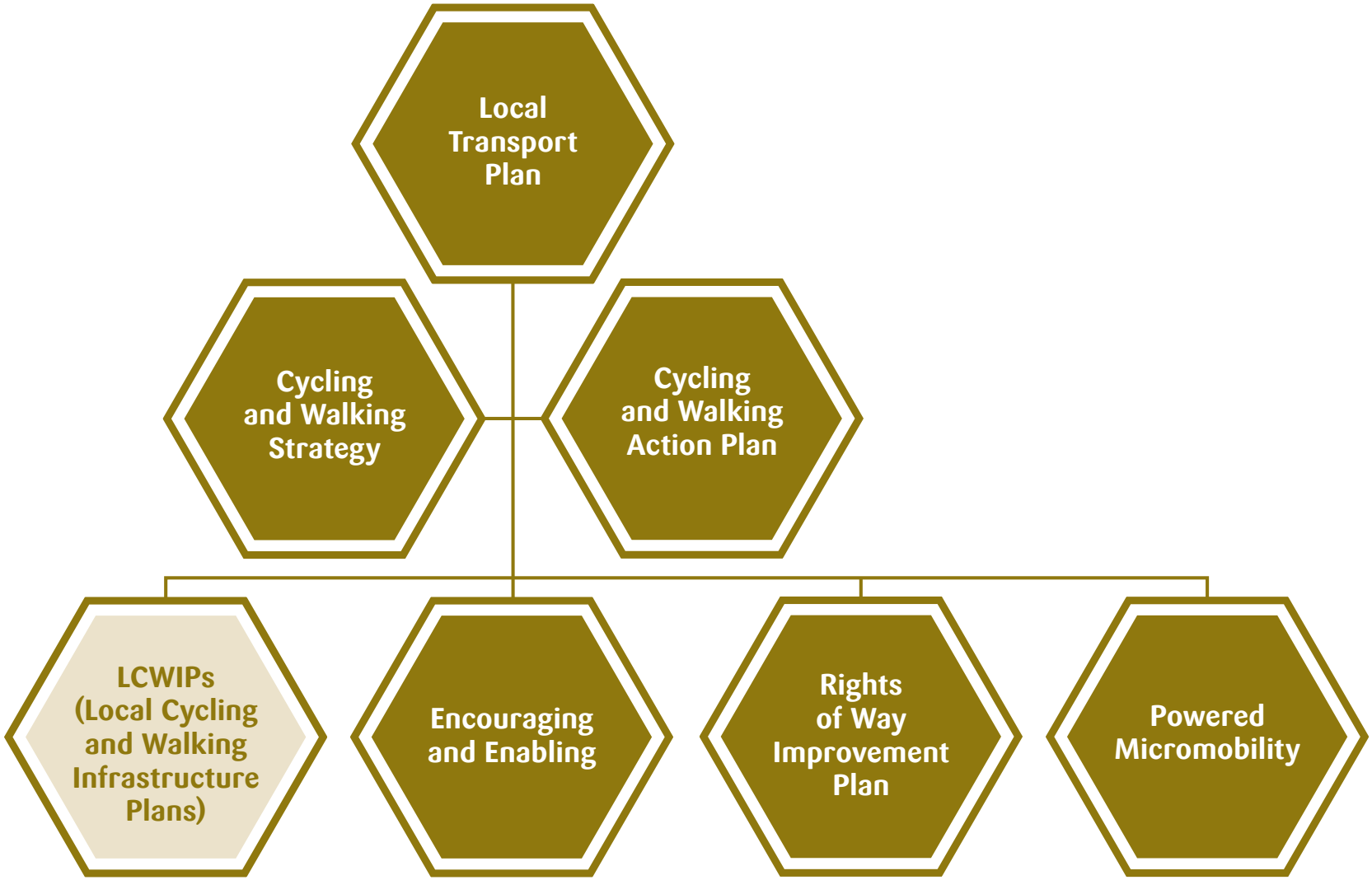
However, this does not mean that all LCWIP schemes will receive funding from Government, or that the cycling and walking investment programme will be the only available source of funding for LCWIP schemes. We will continuously work to identify potential Government and non-Government sources of funding to develop and deliver the LCWIPs.

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. This will be carried out according to the prioritisation table in chapter 7. We anticipate that some of this development work will be funded from our existing budgets and incorporated into our annual programme.

8.2 Embedding and integration with policies, strategies, and plans

Figure 8.1 – How the LCWIP sits in relation to our other policies and strategies



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.

8.2.1 Rights of Way Improvement Plan (RoWIP) and Public Rights of Way (PROW)

The LCWIP development process, as set out in Government guidance, has identified the priority cycling and walking network for improvement in our urban and suburban spaces, which includes some public rights of way (PROW). Whilst most of Leicestershire's population lives in urban and suburban areas, as a rural county, Leicestershire has a PROW network of over 3,000 kilometres which connects many village communities.

A key action in our CaWS is to have an up-to-date Rights of Way Improvement Plan (RoWIP). The RoWIP is the partnering document to our LCWIPs that helps connect our LCWIP cycling and walking networks in our urban and suburban spaces to the wider PROW network and rural settlements, encouraging and enabling greater use of Leicestershire's rural network.

8.3 Cross-boundary integration and working with other authorities

8.3.1 LCWIP integration

Each LCWIP will have its own priority list of schemes. It will be important to manage how the individual schemes are prioritised across Leicestershire, as the number of published LCWIPs increases. This will ensure that we deliver the most beneficial schemes, and that no individual area is prioritised over the rest of the County.

Our prioritisation will focus on:

- the criteria set out by Government for any funding opportunities administered by a government department such as the DfT, Active Travel England, or the Department for Levelling Up, Housing and Communities,
- planning applications for housing and employment development sites, and the potential for any developer funding or delivery of schemes, and
- the criteria associated with any other local funding opportunities, such as those which may be available through neighbouring planning and transport authorities.

As set out in section 2.2.2.2, some district councils may choose to develop their own LCWIPs in addition to ours. We will collaborate with them 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.

8.3.2 The planning process

We will work closely with district councils to deliver the LCWIP priority schemes. We anticipate that the majority of this collaboration will take place through the existing planning process.

When district councils are developing and updating their local plans, we will review their proposals to allocate sites for housing and employment against the priority schemes set out in the relevant LCWIP(s). If we identify that a site could be served by a route on the LCWIP network, we will engage with the district councils to ensure that the need for developer contributions is recorded in the Local Plan, as appropriate.

We are also a statutory consultee for planning applications. We will consider all planning applications which we receive carefully, to identify whether they are likely to affect, or be affected by, an LCWIP priority scheme. Where appropriate we will seek to apply planning obligations, such as Section 106 contributions, as a condition of planning permission.

8.4 Choose How You Move

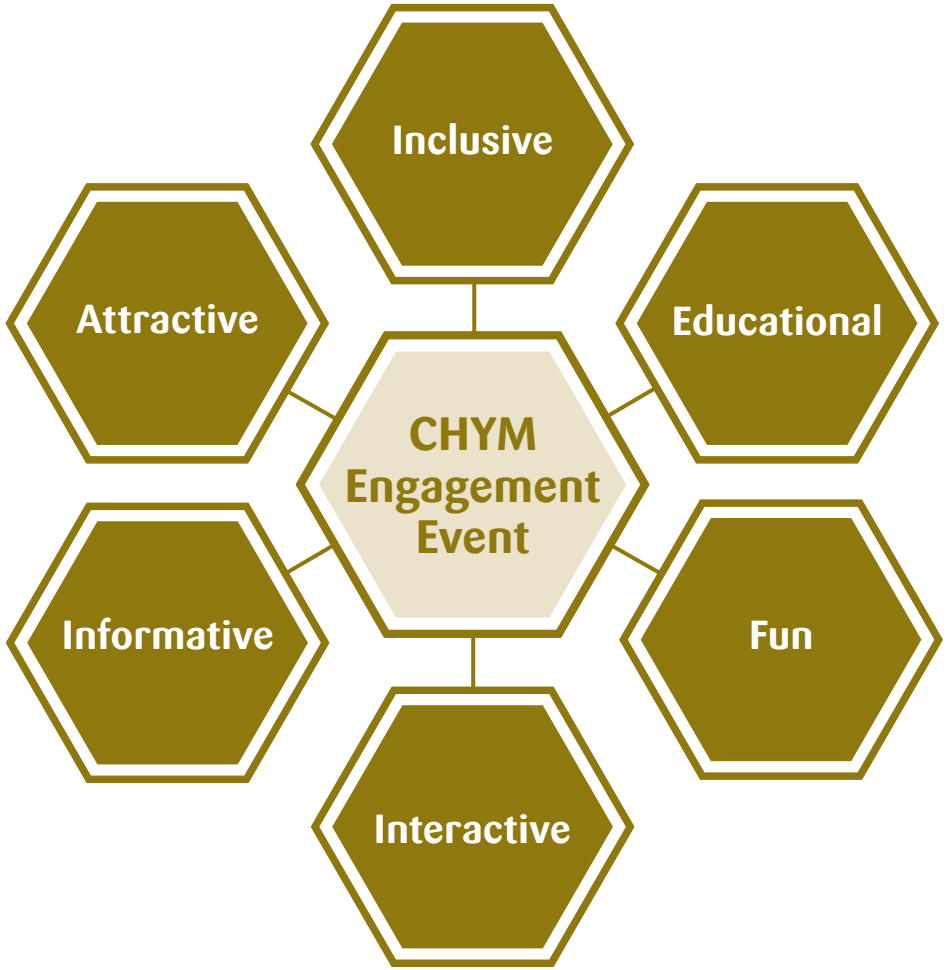
Our Choose How You Move (CHYM) is the brand for our programme of measures designed to encourage and enable people across Leicestershire to choose active and sustainable travel. The key aim is to create a culture shift in the county, taking a life-cycle approach that begins with children and includes all residents regardless of age or background, reducing single occupancy car use and for Leicestershire to become a county where cycling, walking and wheeling are safe, accessible, and obvious choices for short journeys, and a natural part of longer journeys.

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,
- 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.

8.4.1 Community engagement

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 be:



8.4.2 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 improve our work that helps all our communities travel actively for life.

8.4.3 Business Engagement programmes

Our CHYM Business Engagement programmes focuses on reducing reliance on single car occupancy commuting. Some of the ways we achieve this are:

8.4.3.1 Business grants scheme

Business grants of around £2,500 are available to employers across Leicestershire who wish to implement or enhance a specific cycling and/or walking and wheeling scheme, and are committed to helping their employee travel actively.

Since 2011 over £270,000 has been awarded in grants for a range of measures including: cycle parking, active travel lockers and storage equipment, showers, information stands, travel clinics, e-bike fleets, cycle training, electric vehicle charging, and cycle repair stands.

8.4.3.2 BetterPoints and the Choose How You Move Rewards Challenge

BetterPoints is a mobile app that combines tracking, motion sensing and user interaction to help track, record, and reward people for active travel activities.

The BetterPoints Choose How You Move Rewards Challenge is a joint initiative between Leicestershire County Council and Leicester City Council. The challenge aims to encourage modal shift from private/single occupancy car journeys to more sustainable forms of travel including walking and cycling, public transport, and car sharing. People using the BetterPoints app are rewarded with points when they travel within Leicestershire by active and sustainable modes. These points can be redeemed for high street vouchers or donated to charity.

The CHYM team engages with businesses to encourage employers to take up the challenge and promote it to their employees.

Previous promotions during a four-month period that boosted rewards for regular car drivers who switched to more sustainable modes, with the aim of reducing shorter car journeys, achieved 56% of regular car users who had signed up to the app saying that the promotion encouraged them to use their car less.

We also encourage workplaces to get competitive in friendly competition with similarly sized organisations in programmes like the 'Let's Go Workplace Challenge'. In our past challenges over 80 workplaces and 1,250 users engaged with the challenge to see which organisation could encourage the most people to travel sustainably. During the challenge more than 73,000 walking, cycling, and bus journeys were recorded and almost 500 new users signed up to the app.

Between January and December 2021, the BetterPoints 'Choose How You Move Rewards Challenge', achieved:

- 616,788 active journeys,
- potential reduction of 228 tonnes CO2, compared to if all journeys recorded in the app were made by private car,
- 689,443 miles travelled actively (e.g., walk, cycle, run),
- 37% of survey respondents reduced their car usage from baseline,
- 52% (4,669) of a sample of 8,970 sustainable journeys assessed were confirmed to have replaced a car journey, and
- 1,140 new users registered.

8.4.3.3 E-bikes and bike share

We run electric bike (e-bike) and bike share initiatives, including in partnership with Leicester City Council, with the objectives of:

- supporting the local economy by supporting access to new and existing employment, education, and training,
- actively promote increased levels of physical activity through walking and cycling,
- provide clear solutions to the problems of poor air quality and carbon emissions,
- reduce traffic congestion by providing people with travel choices,
- increase awareness of e-bikes for wider groups, including people from communities who don't regularly cycle such as older people, people with disabilities or health problems, women, people on lower incomes, and some ethnic minority groups,
- support mode shift from private vehicles, and
- provide the opportunity to explore outcomes and impacts to inform development of the national e-bike support programme.

We have a strong track record of securing Government funding to help run our e-bike and bike share initiatives, helping continue to reduce single occupancy car use.

8.4.4 Schools programme

8.4.4.1 School Streets

We 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.

School Streets involve the schools and local communities to help run the scheme, enabling them to get involved in improving their own local communities and helping instil active travel as the first choice for travel in children and wider community.

Participating schools and localities go through a robust set of assessments to ensure potential School Streets schemes are safe and appropriate. We consider:

- **road classification -** i.e., is it a main A road, or local residential unclassified road,
- **weight restrictions -** to ensure any HGVs can be re-routed during the street closure times,
- **type of street -** i.e., cul-de-sac or through route,
- **deliverability -** ensuring any constraints are assessed to maximise success,
- **park and stride options -** proximity of public parking in wider community,
- **trip attractors in addition to the school -** such as shops and local services,
- **number of affected households -** ensuring local residents benefit from the schemes, and
- **school and local community support -** ensuring the schemes have the best chance to succeed.

All School Streets trials are monitored and evaluated, to ensure the final ongoing scheme meets the needs of local communities, participating schools and the overall School Street aims.

8.4.4.2 Modeshift STARS

Modeshift STARS is an established Sustainable Travel Accreditation programme for primary schools across the UK. This is a national awards scheme to recognise schools demonstrating excellence in supporting cycling, walking and other forms of sustainable travel. Bronze, silver, or gold star accreditation are awarded to participating schools who implement sustainable travel initiatives that result in modal shift away from the car for school journeys.

8.4.4.3 Bikeability

Bikeability training is offered across the County, to help children gain practical cycling skills and learn how to cycle safely on Leicestershire's roads. Subject to continued Government funding support, we aim to train thousands more children to Level 1 or 2[24] standard. Our focus is on Year 6 primary school pupils, with an annual target to reach just over a third of all Year 6 pupils in Leicestershire.

[24] Level 1 involves learning in a traffic-free environment, while Level 2 takes place on quiet roads to introduce children to cycling with traffic.

8.5 Future engagement

Engagement is a key part of ensuring the LCWIP continues to meet the needs of oEngagement 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.

Building on engagement set out in section 5.2, we began our commitment to ongoing engagement with an online consultation on the final draft version of this LCWIP, 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, including 2 responses by email/letter. The response was mainly positive. However, many people stated that this full LCWIP report is too long to be digested easily. We have created Executive Summaries to accompany the full report, for easier reading.

This published version of the report incorporates appropriate changes following consideration of those which were suggested in responses to the consultation. 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 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.

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

We will carry out further public engagement when we review this LCWIP at 3, 5, and 10 years after publication. This will be in a more limited form than the extensive public consultation and engagement which was carried out to inform the development of the initial LCWIP, the priority cycling and walking network, and the improvement schemes and their prioritisation. It 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.

9. Monitoring and evaluation

Effective and robust monitoring and evaluation of our LCWIPs, and the data that informs their ongoing development and delivery, is key to understanding how people are travelling in our communities and how this changes over time, be it throughout the day, week, month, or year, and how to support the move to active travel. Better understanding of travel patterns and how people choose to travel at a local level will help ensure that the LCWIP improvement schemes will provide the right facilities to encourage and enable people to travel actively.

9.1 Data gathering

To build this better understanding of local travel habits we are installing a network of multi-modal counters. These counters use artificial intelligence to anonymously count how people travel - whether it's by cycling, walking, or by other modes, such as by car or bus. Investing in this type of technology now will help build an expanding knowledge base, which provides a picture of local travel and how best we can facilitate more active travel in our communities. 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 the majority of 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.

In most locations, cycling, walking and wheeling was less than 10% of all travel. The exception is near to Narborough railway station, where 16% of journeys were made by cycling, walking and wheeling, and London Road in Oadby, where it was 12%. In all locations, fewer than 1,500 journeys were made by cycling and walking over the monitoring period (August 2022 to May 2023). Numbers tended to be highest during the autumn academic term and lower in winter. In some areas, numbers were also low in August, during the school summer holidays, supporting the analysis that most trips are associated with travel to education.

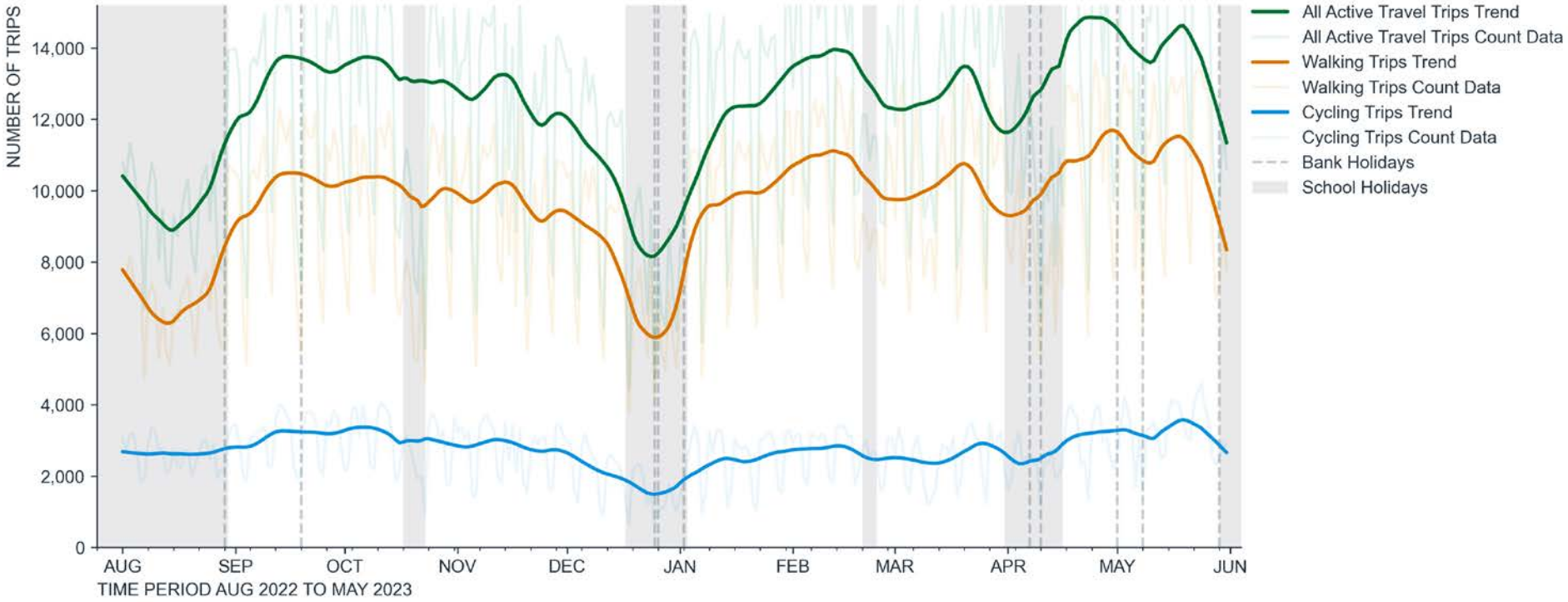
Table 9.1 – How people travel in the South of Leicester LCWIP area and the wider County

Transport modal data for period Aug 2022 – May 2023														
	Pedestrian		Cyclist		Motorbike		Car		LGV		HGV		Bus	
	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count
All sites	4.32	7,763,839	1.12	2,005,522	0.47	836,396	82.6	148,397,952	9.21	16,547,702	1.57	2,814,762	0.72	1,301,511
South of Leicester LCWIP area	2.87	2,840,357	0.83	816,310	0.46	459,117	83.95	83,063,533	9.73	9,632,317	1.52	1,502,748	0.64	631,935
Education	5.91	5,014,205	1.34	1,132,792	0.49	414,731	80.97	68,654,758	9.07	7,694,248	1.45	1,231,146	0.77	648,966
Employment	3.19	2,304,089	1.15	832,753	0.48	343,618	82.42	59,519,770	10.01	7,230,852	2.01	1,454,092	0.74	533,797

The above table 9.1 gives an early indication of how people are travelling in the LCWIP area and county wide. The table shows the overall percentages of all journeys counted, for each mode; walking/wheeling (pedestrians), cycling, car, bus, and goods vehicles.

Based on this emerging data, we can begin to see current trends for active travel in the LCWIP area, and in the wider county. The indicative daily active travel trends are shown below in figure 9.1.

Figure 9.1 – Indicative active travel trends in the South of Leicester LCWIP area



It is important to note that this is early data and analysis, and as we collect more data and determine the best way to analyse and set baselines from which to measure improvement, we will be able to ensure this empirical data is put to best use for the benefit of our communities.

9.2 Active travel scheme delivery monitoring and evaluation

As the active travel improvement schemes identified in this LCWIP are delivered, we will undertake specific monitoring and evaluation at a scheme delivery level to monitor the before and after impacts of a scheme. This will help to determine the benefits and value for money in having the scheme in place. The results of these monitoring and evaluation approaches will be invaluable in helping inform the review of LCWIPs at 3, 5, and 10 years after 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.

10. Appendix A – LCWIP technical guidance core design principles

Coherent

The network must be coherent; it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users.

Attractive

Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

Safe

Cycle networks must not only improve cyclists' safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The need for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.

Comfortable

Smooth surfaces, with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with other users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.

Direct

Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct - and preferably more direct - than that available for private motor vehicles.

An indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.

LCWIP Technical Guidance (Figure 8, page 24), Department for Transport, 2017

11. Appendix B – AMAT user interface inputs

Inputs	Method
General:	
Intervention name	Scheme name
Intervention promoter	Leicestershire County Council
Appraisal year	2022
Intervention opening year	The opening year is assumed to be 2026 for all schemes
Last year of funding	2043 or 2063 depending on the appraisal period
Appraisal period	20 years and 40 years appraised for each scheme
Local area type	Determined using the AMAT spreadsheet 'Area Lookup' sheet
Cycling:	
Number of trips without the proposed intervention	Cycling flows from the Propensity to Cycle Tool (PCT) Census 2011 commuting Route Network (LSOA) dataset, uplifted to account for all trip purposes and return journeys.
Number of trips with the proposed intervention	Central cycling potential estimates from Active Travel England's (ATE) Active Travel Uplifts Tool and Cost Benchmarks spreadsheet.
The average proportion of a trip which used the scheme infrastructure	Calculated by dividing the length of the scheme by the length of an average cycling trip (as stated in the AMAT spreadsheet).

Inputs	Method
Cycling cont'd:	
Current cycling infrastructure for this route	Selected the type of infrastructure currently in place along the route from the dropdown. Where there are more than one infrastructure type present along a route, the type was assigned based on which covers more of the route.
Proposed new cycling infrastructure for this route	Selected the type of infrastructure being proposed from the dropdown. Where more than one infrastructure type was being proposed (for >25% of the total scheme length) separate AMATs were completed for each infrastructure type.
Are any additional shower facilities being added?	Shower facilities are not being proposed for any of the schemes.
Are any additional secure storage facilities being added?	Secure storage facilities are not being proposed for any of the schemes.
Walking:	
Number of trips without the proposed intervention	Census 2011 data on commuters by Lower Super Output Area from the DataShine Tool, uplifted to account for all trip purposes and return journeys. Proportion of total network as compared to proposed network was applied to the walking trips by LSOA in 2011.
Number of trips with the proposed intervention	Central walking potential estimates from Active Travel England's (ATE) Active Travel Uplifts Tool and Cost Benchmarks spreadsheet.
The average proportion of a trip which used the scheme infrastructure	Calculated by dividing the length of the scheme by the length of an average walking trip (as stated in the AMAT spreadsheet).
Current walking infrastructure for this route	Selected the type of infrastructure currently in place along the route from the options listed.
Proposed new walking infrastructure for this route	Selected the type of infrastructure being proposed from the options listed.

12. Appendix C – Proposed cycling and walking routes

			20-Year Appraisal			40-Year Appraisal		
Corridor No.	**Corridor Segment**	**Brief Description of Scheme**	**PCT 2011 Census**	**Govt. Target Scenario**	**Go Dutch Scenario**	**PCT 2011 Census**	**Govt. Target Scenario**	**Go Dutch Scenario**
1	1A	This scheme aims to connect East-west. This section stops at east of Shenley Rd mini roundabout.	0.72	1.13	6.57	1.35	2.12	12.41
	1B	This scheme aims to connect East-west. This section stops at west of Wigston Rd / Brabazon Rd junction.	0.77	1.04	7.24	1.44	1.94	13.58
	1C	This scheme aims to connect East-west. This section stops at east of B582 / Rosemead Dr mini roundabout.	0.87	1.29	9.98	1.63	2.41	18.67
	1D	This scheme aims to connect East-west. This section stops at B582 / London Rd mini roundabout.	0.88	0.66	3.17	1.66	1.24	5.99
2	2A	This scheme goes from the northern end of SELT corridor on Leicester Rd and travels south to the B582 roundabout. It aims to upgrade existing footways to segregated cycle lanes and existing signalised crossings to segregated crossings.	0.73	1.26	5.02	1.36	2.36	9.46
	2B	Upgrade the existing signalised roundabout at Wakes Rd/ Bull Head St/ B582 and to reconfigure running lanes and provide safer cycle lanes to LTN1-20 'Dutch Style' roundabout arrangement.	1.04	2.54	12.7	1.94	4.74	23.78

			20-Year Appraisal			40-Year Appraisal		
Corridor No.	Corridor Segment	Brief Description of Scheme	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
2	2C	This scheme aims to provide segregated cycle tracks for both directions along Bull Head St, upgrading existing crossings to segregated Toucan crossings, turning side road junctions into priority raised crossings, accommodating cycle bypass at bus stops.	0.69	1.04	5.71	1.30	1.95	10.79
	2D	This scheme aims to provide segregated cycle crossings at this busy junction. Rearranging the junction layout by introducing 2-stage right turn to allow cyclists to join the route and cross the junction safely.	0.98	2.61	14.98	1.82	4.88	28.15
	2E	This scheme continues the route south on A5199 Welford Rd, the verge can be converted into footway and 1.5m segregated cycle tracks. The roundabout at Guthlaxton Way is to be upgraded to signalised roundabout to allow for signalised segregated crossings for pedestrians and cyclists.	0.64	0.35	0.49	1.20	0.67	0.92
	2F	This scheme continues the route south on A5199 Welford Rd, the verge and footway on either side can be converted into footway and 1.5m segregated cycle tracks. This scheme connects users to Kilby Bridge and the Grand Union Canal path and a segregated signalised crossing near the canal path can provide safe connections for users.	0.37	0.19	0.24	0.70	0.36	0.45

			20-Year Appraisal			40-Year Appraisal		
Corridor No.	Corridor Segment	Brief Description of Scheme	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
3	3A	This scheme forms part of the East-west corridor and connects to the Tesco Superstore for users.	0.04	0.53	3.54	0.08	1.00	6.72
	3B	This scheme forms part of the East-west corridor and connects to the non-motorised road of The Ford.	0.16	0.87	4.13	0.29	1.62	7.78
	3C	This scheme utilises the non-motorised path of The Ford to connect roads on the East-West corridor.	0.30	0.49	2.05	0.57	0.92	3.89
	3D	This scheme upgrades some existing cycle facilities to connect the East-West Corridor.	0.86	2.23	10.20	1.60	4.19	19.22
	3E	This scheme carries the East-West corridor further west and north west. Connecting with major North-South corridors in the western region. This section is at Blaby roundabout.	0.45	0.85	4.20	0.84	1.60	7.88
	3F	This scheme carries the East-West corridor further west and north west. Connecting with major North-South corridors in the western region.	0.30	1.33	6.48	0.56	2.49	12.15
	3G	This scheme focuses on the large roundabout at St Johns B4114 intersection. This section is at St Johns / Blaby Rd roundabout.	0.47	2.26	11.12	0.88	4.26	21.01
	3H	This scheme carries the East-West corridor to the furthest point on the LCWIP region, completing the corridor.	0.44	1.62	8.58	0.83	3.08	16.35

Corridor No.	Corridor Segment	Brief Description of Scheme	20-Year Appraisal			40-Year Appraisal		
			PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
4	4A	Leicester Rd / Palmerston Way roundabout (start of cycle corridor). To upgrade an existing 8-arm roundabout by introducing signals to LTN 1/20 and to tie into the existing cycle route on the eastern and western footway near Glebe Rd.	0.78	2.21	12.20	1.46	4.13	22.84
	4B	From Leicester Rd / Palmerston Way roundabout to Oadby Hill Drive to provide a segregated cycle line for both north and southbound on Leicester Rd.	0.77	1.41	7.62	1.45	2.66	14.43
	4C	Brabazone Rd signalised junction (ASDA) to Regent St signalised junction. To provide segregated cycle lanes for both north and southbound direction and to provide links to ASDA from the surrounding areas for both cyclists and pedestrians to improve active travel.	1.25	1.84	8.64	2.32	3.43	16.25
	4D	The scheme starts at the junction with Stoughton Rd and ends at the junction with the New St B582. The scheme consists of 1-way segregated cycleways along the length of Harborough Road in each for both north and southbound directions. Existing crossing points will be upgraded. Sections of central reservation can be reduced to allow space for the scheme.	0.68	0.97	4.25	1.29	1.83	8.04
	4E	Upland Rd to Waldron Drive/ London Road junction on Harborough Rd A6. The route is to provide segregated cycle lanes for both north and southbound footways.	0.60	0.74	3.11	1.13	1.39	5.91

Corridor No.	Corridor Segment	Brief Description of Scheme	20-Year Appraisal			40-Year Appraisal		
			PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
4	4F	Waldron Drive/ London Road junction on Harborough Rd A6 to Sainsbury's signalised junction. The route has two existing signalised junctions.	0.84	0.50	3.01	1.57	0.93	5.64
	4G	Scheme 3 continues down Sainsbury's signalised junction over the Florence Wragg way roundabout. It then integrates with the existing cycle schemes to the south of Oadby adjacent to the Glen Gorse Golf course. The proposal for this route is to provide a segregated 1-way cycleway on both footways, junction and crossing improvements and to upgrade the existing segregated cycle infrastructure to LTN1/20. This scheme ends near the junction with Gorse Ln where London Rd branches off from the A6.	0.50	0.63	2.16	0.95	1.19	4.09
7	7	This scheme aims to connect between the Wakes Rd roundabout in Wigston and the A6 in Oadby, the major East-West corridor. It also provides connection to local highstreet.	0.46	0.90	4.57	0.88	1.71	8.70
12	12A	This scheme aims to provide connection west towards Narborough train station, utilising some existing cycle infrastructures as a basis for improvements.	0.85	0.96	6.20	1.61	1.82	11.77
	12B	This scheme aims to provide connection west towards Narborough train station, utilising some existing cycle infrastructures as a basis for improvements.	0.17	0.47	2.18	0.32	0.90	4.13

Corridor No.	Corridor Segment	Brief Description of Scheme	20-Year Appraisal			40-Year Appraisal		
			PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
15	15A	This scheme reaches the southwestern corner of the LCWIP region, connecting to the major East-West Corridor. This is Cambridge Rd/ Grove Rd roundabout.	0.86	4.65	27.74	1.63	8.73	52.52
	15B	This scheme reaches the southwestern corner of the LCWIP region, connecting to the major East-West Corridor. This goes from the Entrance of Park Rd from Croft Rd.	0.67	0.87	4.08	1.27	1.66	7.80
	15C	Park Rd / Main street junction and Cambridge Rd / Narborough road roundabout. This is Narborough Rd Mini-roundabout.	3.45	5.10	39.81	6.57	9.72	76.70
	15D	Cambridge road junction - Stevenson Gardens.	0.71	0.85	3.76	1.36	1.63	7.18
	15E	North side of Cosby - 40mph road underneath the M1.	0.59	0.67	2.86	1.11	1.27	5.45
	15F	Around Dog and Gun Lane the route is eligible and permits LTN 1-20 improvements.	0.72	0.97	3.66	1.35	1.83	6.95
24A	24A	This scheme connects the major East-West corridor with the major destination of South Wigston train station	0.61	0.92	3.73	1.15	1.73	7.03

13. Appendix D – South of Leicester area LCWIP prioritisation table

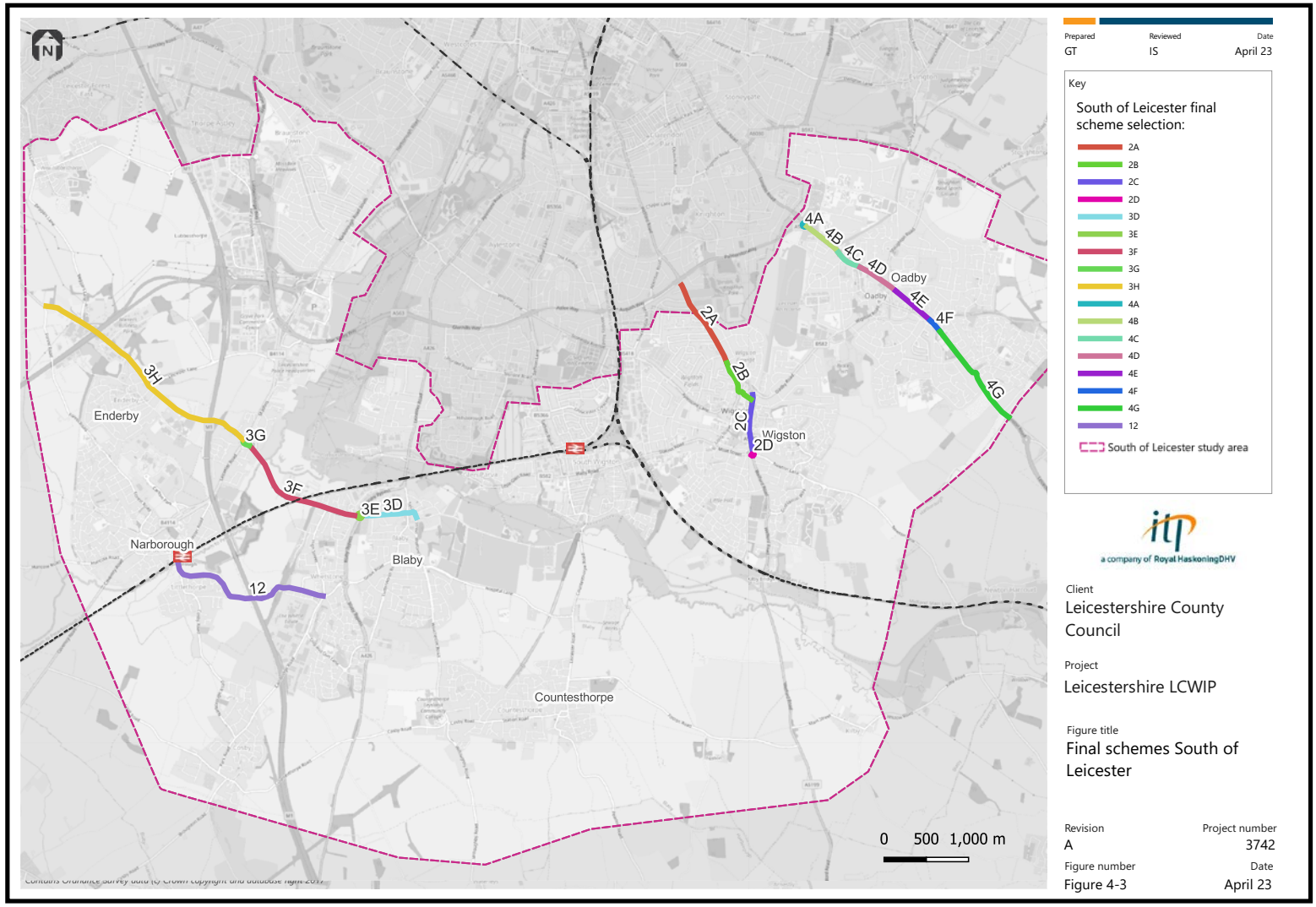
	Effectiveness				Attractiveness	Policy							Economic		Deliverability	Prioritisation	
Scheme	1a. Potential to encourage new walking trips	1b. Potential to encourage new cycling trips	2. Population who directly benefit from the intervention	3. Potential to improve road safety	4. Healthy Streets score	5a. Improvement in air quality -proximity to an AQMA area	5b. Improvement in air quality - PBCC car emissions	5. Air Quality (5a and 5b Average)	6. Links to / through an area of deprivation	7. Proximity to schools / education	8. Priority / importance of the intervention as defined through the engagement process	9. Improved multimodal transport connections	10. Value for money	11. Proximity to a major growth site	12. Scheme feasibility	Total Score	Rank
1A	1	2	2	2	2	0	1	0.5	0	2	0	0	1	1	3	16.5	7
1B	0	1	1	1	2	0	1	0.5	0	2	0	0	1	0	3	11.5	24
1C	1	1	0	2	2	0	0	0	2	2	0	0	2	0	3	15.0	13
1D	1	0	1	1	2	0	0	0	2	1	0	0	2	0	0	10.0	32
2A	1	3	3	1	2	0	2	1	0	0	0	0	1	1	3	16.0	8
2B	1	3	0	0	2	0	2	1	2	0	0	0	2	1	3	15.0	13
2C	1	3	1	2	2	0	0	0	2	1	0	0	1	1	0	14.0	17
2D	1	1	1	0	2	0	1	0.5	1	0	0	0	2	0	3	11.5	24
2E	0	1	1	1	3	0	1	0.5	1	0	0.1	0	1	1	3	12.6	22
2F	0	1	0	1	3	0	1	0.5	0	1	0.1	0	0	2	0	8.6	34
3A	3	2	1	1	2	0	0	0	2	3	0	1	0	1	0	16.0	8
3B	2	2	2	3	2	0	0	0	2	3	0.1	2	0	1	0	19.1	1

	Effectiveness				Attractiveness	Policy							Economic		Deliverability	Prioritisation	
Scheme	1a. Potential to encourage new walking trips	1b. Potential to encourage new cycling trips	2. Population who directly benefit from the intervention	3. Potential to improve road safety	4. Healthy Streets score	5a. Improvement in air quality -proximity to an AQMA area	5b. Improvement in air quality - PBCC car emissions	5. Air Quality (5a and 5b Average)	6. Links to / through an area of deprivation	7. Proximity to schools / education	8. Priority / importance of the intervention as defined through the engagement process	9. Improved multimodal transport connections	10. Value for money	11. Proximity to a major growth site	12. Scheme feasibility	Total Score	Rank
3C	2	0	1	1	2	0	1	0.5	1	0	0.3	0	0	0	0	7.8	35
3D	3	1	1	1	2	0	1	0.5	1	1	0.3	0	2	0	3	15.8	11
3E	1	1	0	2	1	0	1	0.5	1	1	0.3	0	0	0	3	10.8	31
3F	1	2	1	2	2	3	1	2	2	0	1	0	0	1	3	17.0	6
3G	0	3	0	1	2	0	0	0	1	0	0.3	0	0	1	3	11.3	26
3H	2	2	1	2	3	3	1	2	1	3	0.4	0	0	2	0	18.4	4
4A	0	3	0	2	1	0	1	0.5	1	0	0.1	0	1	0	3	11.6	23
4B	1	3	0	3	3	0	1	0.5	1	0	0	0	1	0	3	15.5	12
4C	2	3	0	3	2	0	1	0.5	1	1	0	0	3	0	3	18.5	3
4D	2	1	1	0	2	0	1	0.5	1	2	0	0	1	0	3	13.5	18
4E	1	1	1	3	2	0	1	0.5	0	2	0	0	1	0	3	14.5	16
4F	0	1	1	0	2	0	2	1	1	0	0	0	2	0	3	11.0	29
4G	1	1	1	2	2	0	1	0.5	0	1	0	0	0	2	3	13.5	18
7	3	2	1	3	2	0	0	0	2	2	0	0	0	1	0	16.0	8

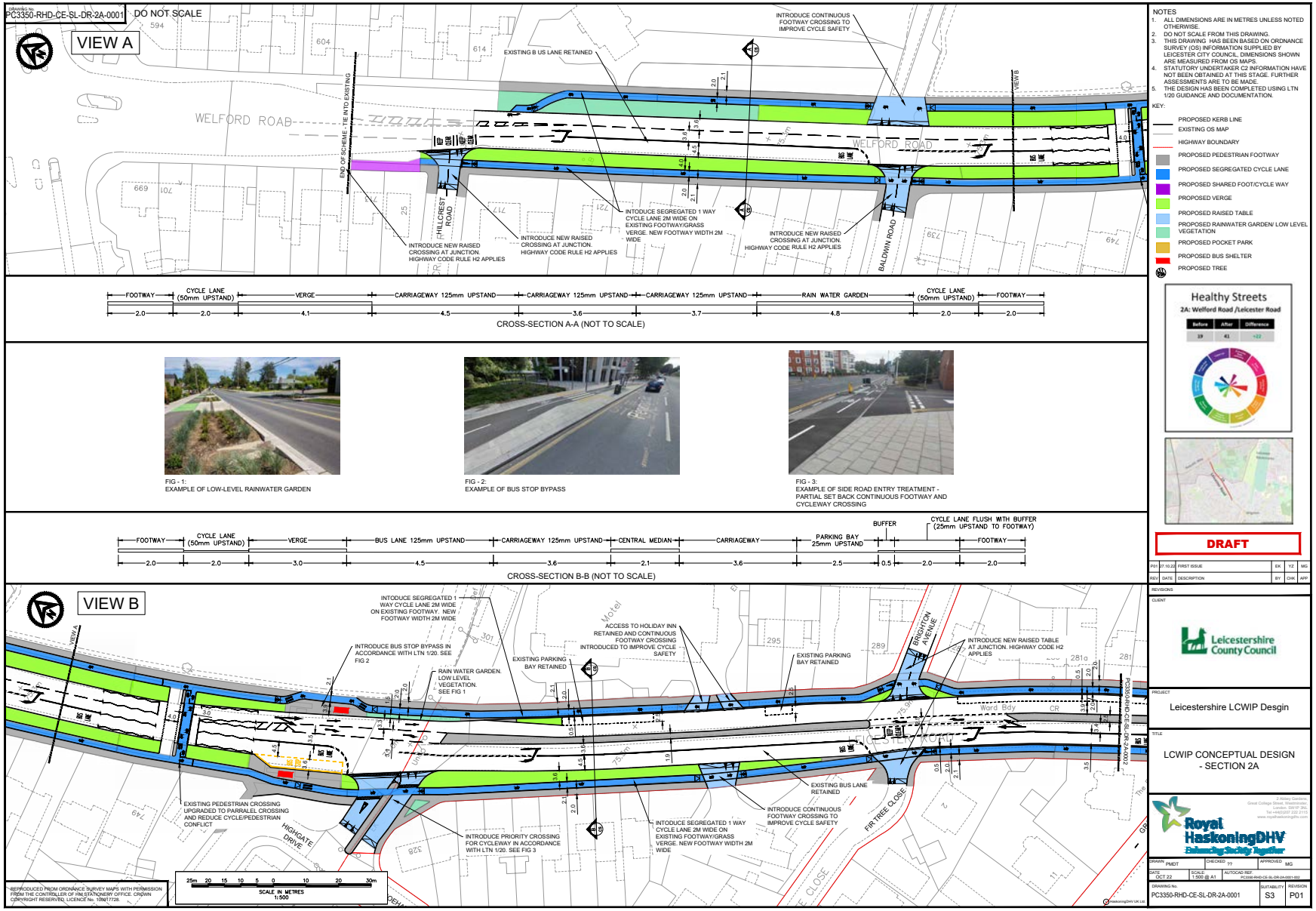
	Effectiveness				Attractiveness	Policy							Economic		Deliverability	Prioritisation	
Scheme	1a. Potential to encourage new walking trips	1b. Potential to encourage new cycling trips	2. Population who directly benefit from the intervention	3. Potential to improve road safety	4. Healthy Streets score	5a. Improvement in air quality -proximity to an AQMA area	5b. Improvement in air quality - PBCC car emissions	5. Air Quality (5a and 5b Average)	6. Links to / through an area of deprivation	7. Proximity to schools / education	8. Priority / importance of the intervention as defined through the engagement process	9. Improved multimodal transport connections	10. Value for money	11. Proximity to a major growth site	12. Scheme feasibility	Total Score	Rank
12A	1	1	0	0	2	0	1	0.5	1	0	2	0	2	0	0	9.5	33
12B	3	1	1	1	2	0	2	1	0	1	2	3	0	1	3	19.0	2
15A	1	2	0	2	2	0	1	0.5	0	0	0.3	0	2	0	3	12.8	21
15B	2	1	0	0	2	0	2	1	1	0	0.3	0	1	0	3	11.3	26
15C	2	1	0	0	2	0	2	1	1	0	0.3	0	3	0	3	13.3	20
15D	1	0	1	0	2	0	2	1	0	1	0.3	0	1	1	3	11.3	26
15E	1	0	0	0	2	0	1	0.5	0	1	0.3	0	1	2	3	10.8	30
15F	3	1	1	3	3	0	1	0.5	0	1	0.3	0	1	1	3	17.8	5
24A	3	0	1	1	1	0	0	0	2	1	0	3	1	2	0	15.0	13

* The scores for criteria 8 and the total scores have been rounded to 1 d.p.

14. Appendix E – Concept designs



The concept drawings included below are shown for illustrative purposes only. They are intended purely to show how aspects of the latest design standards, such as LTN1/20, 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.


PC3350-RHD-CE-SL-DR-2A-0001
DO NOT SCALE
VIEW A
WELFORD ROAD
INTRODUCE CONTINUOUS FOOTWAY CROSSING TO IMPROVE CYCLE SAFETY
EXISTING B US LANE RETAINED
END OF SCHEME - TIE INTO EXISTING
HILLCREST ROAD
INTRODUCE NEW RAISED CROSSING AT JUNCTION. HIGHWAY CODE RULE H2 APPLIES
INTRODUCE NEW RAISED CROSSING AT JUNCTION. HIGHWAY CODE RULE H2 APPLIES
INTODUCE SEGREGATED 1 WAY CYCLE LANE 2M WIDE ON EXISTING FOOTWAY/GRASS VERGE. NEW FOOTWAY WIDTH 2M WIDE
INTRODUCE NEW RAISED CROSSING AT JUNCTION. HIGHWAY CODE RULE H2 APPLIES
BALDWIN ROAD
VIEW B
FOOTWAY 2.0
CYCLE LANE (50mm UPSTAND) 2.0
VERGE 4.1
CARRIAGEWAY 125mm UPSTAND 4.5
CARRIAGEWAY 125mm UPSTAND 3.6
CARRIAGEWAY 125mm UPSTAND 3.7
RAIN WATER GARDEN 4.8
CYCLE LANE (50mm UPSTAND) 2.0
FOOTWAY 2.0
CROSS-SECTION A-A (NOT TO SCALE)
FIG - 1: EXAMPLE OF LOW-LEVEL RAINWATER GARDEN
FIG - 2: EXAMPLE OF BUS STOP BYPASS
FIG - 3: EXAMPLE OF SIDE ROAD ENTRY TREATMENT - PARTIAL SET BACK CONTINUOUS FOOTWAY AND CYCLEWAY CROSSING
FOOTWAY 2.0
CYCLE LANE (50mm UPSTAND) 2.0
VERGE 3.0
BUS LANE 125mm UPSTAND 4.5
CARRIAGEWAY 125mm UPSTAND 3.6
CENTRAL MEDIAN 2.1
CARRIAGEWAY 3.6
PARKING BAY 25mm UPSTAND 2.5
BUFFER 0.5
CYCLE LANE FLUSH WITH BUFFER (25mm UPSTAND TO FOOTWAY) 2.0
FOOTWAY 2.0
CROSS-SECTION B-B (NOT TO SCALE)
VIEW B
INTODUCE SEGREGATED 1 WAY CYCLE LANE 2M WIDE ON EXISTING FOOTWAY. NEW FOOTWAY WIDTH 2M WIDE
INTRODUCE BUS STOP BYPASS IN ACCORDANCE WITH LTN 1/20. SEE FIG 2
RAIN WATER GARDEN. LOW LEVEL VEGETATION. SEE FIG 1
ACCESS TO HOLIDAY INN RETAINED AND CONTINUOUS FOOTWAY CROSSING INTRODUCED TO IMPROVE CYCLE SAFETY
EXISTING PARKING BAY RETAINED
EXISTING PARKING BAY RETAINED
INTRODUCE NEW RAISED TABLE AT JUNCTION. HIGHWAY CODE H2 APPLIES
BRIGHTON AVENUE
EXISTING PEDESTRIAN CROSSING UPGRADED TO PARRALEL CROSSING AND REDUCE CYCLE/PEDESTRIAN CONFLICT
HIGHGATE DRIVE
INTRODUCE PRIORITY CROSSING FOR CYCLEWAY IN ACCORDANCE WITH LTN 1/20. SEE FIG 3
INTODUCE SEGREGATED 1 WAY CYCLE LANE 2M WIDE ON EXISTING FOOTWAY/GRASS VERGE. NEW FOOTWAY WIDTH 2M WIDE
EXISTING BUS LANE RETAINED
INTRODUCE CONTINUOUS FOOTWAY CROSSING TO IMPROVE CYCLE SAFETY
FIR TREE CLOSE
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100017728.
25m 20 15 10 5 0 10 20 30m
SCALE IN METRES 1:500
NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. DO NOT SCALE FROM THIS DRAWING.
3. THIS DRAWING HAS BEEN BASED ON ORDNANCE SURVEY (OS) INFORMATION SUPPLIED BY LEICESTER CITY COUNCIL. DIMENSIONS SHOWN ARE MEASURED FROM OS MAPS.
4. STATUTORY UNDERTAKER C2 INFORMATION HAVE NOT BEEN OBTAINED AT THIS STAGE. FURTHER ASSESSMENTS ARE TO BE MADE.
5. THE DESIGN HAS BEEN COMPLETED USING LTN 1/20 GUIDANCE AND DOCUMENTATION.
KEY:
PROPOSED KERB LINE
EXISTING OS MAP
HIGHWAY BOUNDARY
PROPOSED PEDESTRIAN FOOTWAY
PROPOSED SEGREGATED CYCLE LANE
PROPOSED SHARED FOOT/CYCLE WAY
PROPOSED VERGE
PROPOSED RAISED TABLE
PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
PROPOSED POCKET PARK
PROPOSED BUS SHELTER
PROPOSED TREE
Healthy Streets
2A: Welford Road /Leicester Road
Before 19
After 41
Difference +22
DRAFT
P01 07.10.22 FIRST ISSUE EK YZ MG
REV DATE DESCRIPTION BY CHK APP
REVISIONS
CLIENT
Leicestershire County Council
PROJECT
Leicestershire LCWIP Desgin
TITLE
LCWIP CONCEPTUAL DESIGN - SECTION 2A
Royal HaskoningDHV
Balancing Society Together
DRAWN PMDT CHECKED ?? APPROVED MG
DATE OCT 22 SCALE 1:500 @ A1
DRAWING No. PC3350-RHD-CE-SL-DR-2A-0001
SUITABILITY S3 REVISION P01

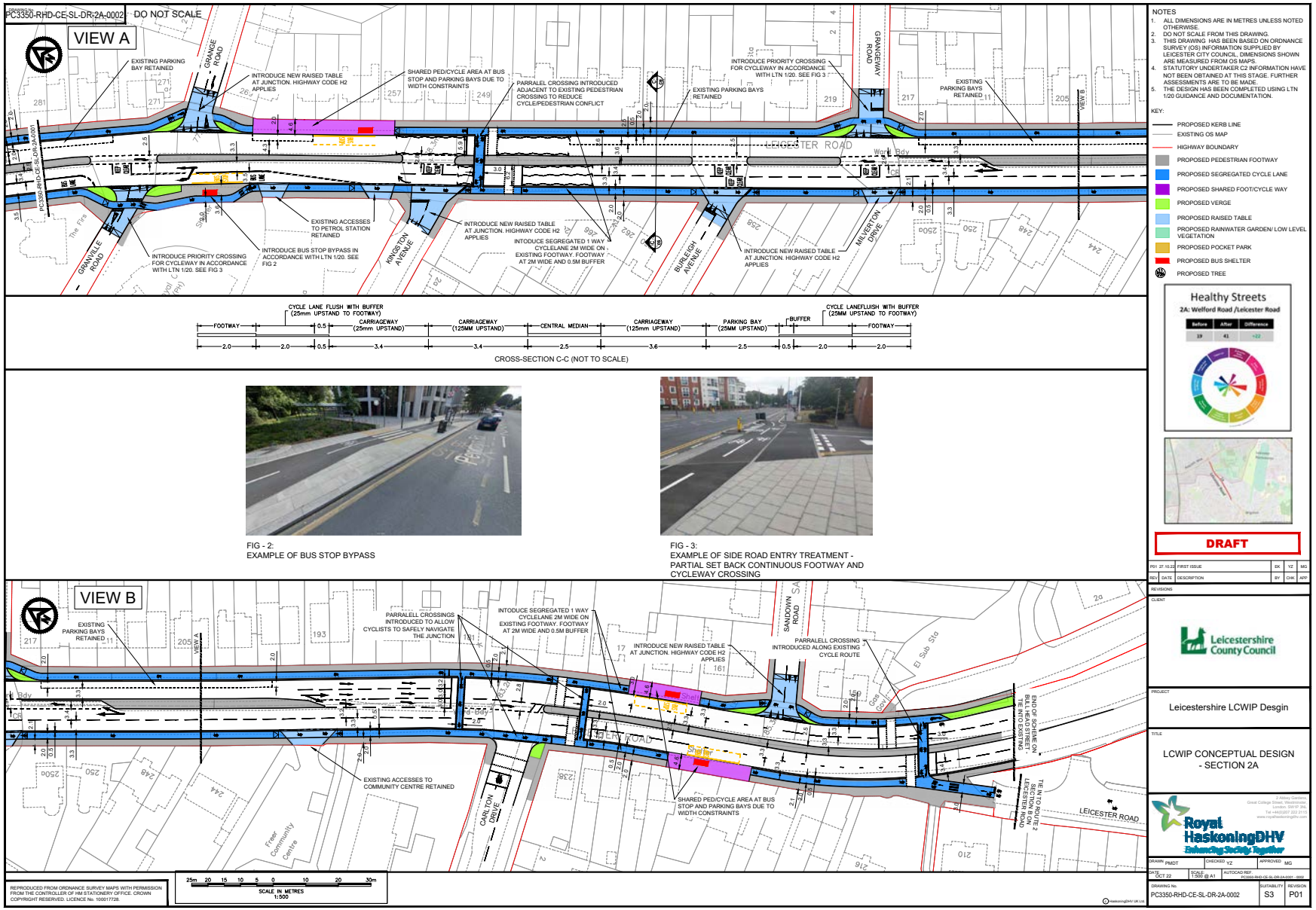
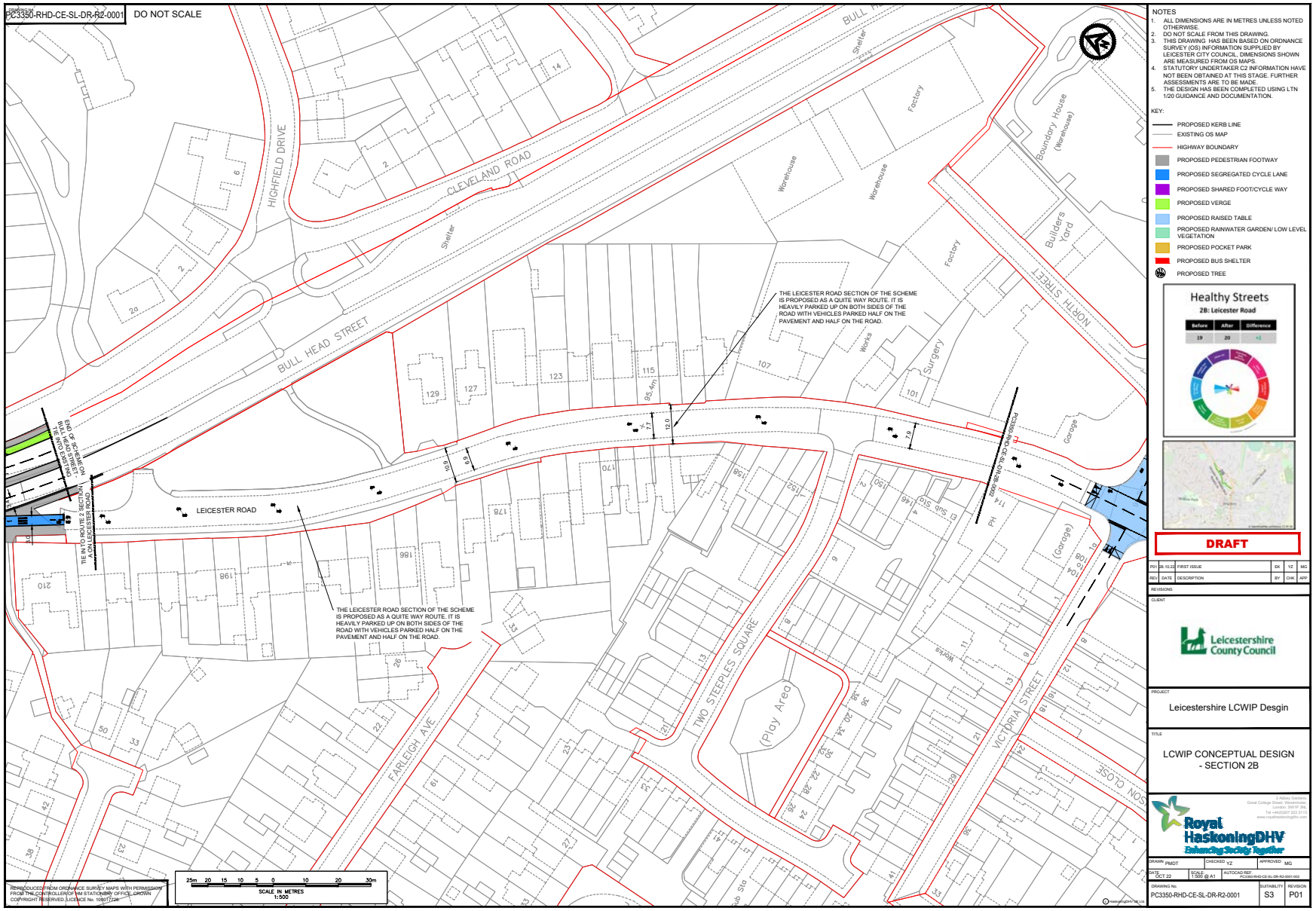


FIG - 2:
EXAMPLE OF BUS STOP BYPASS

FIG - 3:
EXAMPLE OF SIDE ROAD ENTRY TREATMENT - PARTIAL SET BACK CONTINUOUS FOOTWAY AND CYCLEWAY CROSSING


PC3350-RHD-CE-SL-DR-R2-0001
DO NOT SCALE
HIGHFIELD DRIVE
CLEVELAND ROAD
BULL HEAD STREET
NORTH STREET
LEICESTER ROAD
TWO STEEPLES SQUARE
FARLEIGH AVE
VICTORIA STREET
Boundary House (Warehouse)
Builders Yard
Factory
Warehouse
Surgery
Garage
(Ploy Area)
THE LEICESTER ROAD SECTION OF THE SCHEME IS PROPOSED AS A QUITE WAY ROUTE. IT IS HEAVILY PARKED UP ON BOTH SIDES OF THE ROAD WITH VEHICLES PARKED HALF ON THE PAVEMENT AND HALF ON THE ROAD.
END OF SEGREGATION ON BULL HEAD STREET TIE INTO EXISTING
TIE IN TO ROUTE 2 SECTION ON LEICESTER ROAD
PROPOSED ONE WAY CARRIAGEWAY
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100017228
25m 20 15 10 5 0 10 20 30m
SCALE IN METRES 1:500
NOTES
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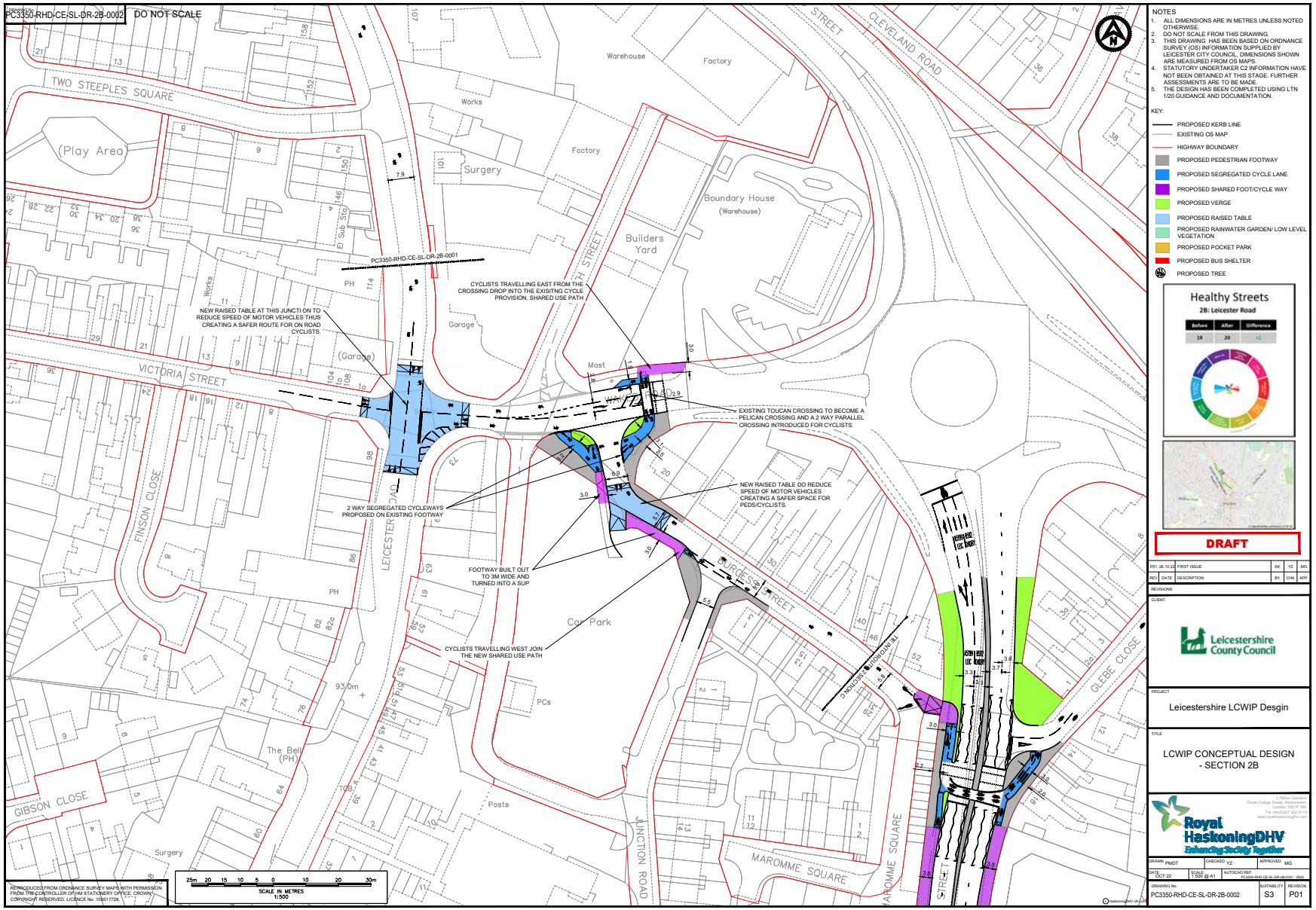
4. STATUTORY UNDERTAKER C2 INFORMATION HAVE NOT BEEN OBTAINED AT THIS STAGE. FURTHER ASSESSMENTS ARE TO BE MADE.
5. THE DESIGN HAS BEEN COMPLETED USING LTN 1/20 GUIDANCE AND DOCUMENTATION.
KEY:
PROPOSED KERB LINE
EXISTING OS MAP
HIGHWAY BOUNDARY
PROPOSED PEDESTRIAN FOOTWAY
PROPOSED SEGREGATED CYCLE LANE
PROPOSED SHARED FOOT/CYCLE WAY
PROPOSED VERGE
PROPOSED RAISED TABLE
PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
PROPOSED POCKET PARK
PROPOSED BUS SHELTER
PROPOSED TREE
Healthy Streets
2B: Leicester Road
Before
After
Difference
19
20
+1
DRAFT
REVISIONS
CLIENT
Leicestershire County Council
PROJECT
Leicestershire LCWIP Desgin
TITLE
LCWIP CONCEPTUAL DESIGN - SECTION 2B
Royal HaskoningDHV
Enhancing Society Together
DRAWN PMDT
CHECKED YZ
APPROVED MG
DATE OCT 22
SCALE 1:500 @ A1
DRAWING No. PC3350-RHD-CE-SL-DR-R2-0001
SUITABILITY S3
REVISION P01


PC3350-RHD-CE-SL-DR-2B-0002
DO NOT SCALE
TWO STEEPLES SQUARE
(Play Area)
Surgery
Factory
Warehouse
Works
Boundary House
(Warehouse)
Builders Yard
CLEVELAND ROAD
VICTORIA STREET
FINSON CLOSE
LEICESTER ROAD
PC3350-RHD-CE-SL-DR-2B-0001
CYCLISTS TRAVELLING EAST FROM THE CROSSING DROP INTO THE EXISITNG CYCLE PROVISION, SHARED USE PATH
NEW RAISED TABLE AT THIS JUNCTION TO REDUCE SPEED OF MOTOR VEHICLES THUS CREATING A SAFER ROUTE FOR ON ROAD CYCLISTS.
EXISTING TOUCAN CROSSING TO BECOME A PELICAN CROSSING AND A 2 WAY PARALLEL CROSSING INTRODUCED FOR CYCLISTS.
NEW RAISED TABLE DO REDUCE SPEED OF MOTOR VEHICLES CREATING A SAFER SPACE FOR PEDS/CYCLISTS.
2 WAY SEGREGATED CYCLEWAYS PROPOSED ON EXISTING FOOTWAY
FOOTWAY BUILT OUT TO 3M WIDE AND TURNED INTO A SUP
CYCLISTS TRAVELLING WEST JOIN THE NEW SHARED USE PATH
Car Park
PCs
The Bell (PH)
GIBSON CLOSE
JUNCTION ROAD
MAROMME SQUARE
GLEBE CLOSE
93.0m
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100017728
SCALE IN METRES 1:500
NOTES
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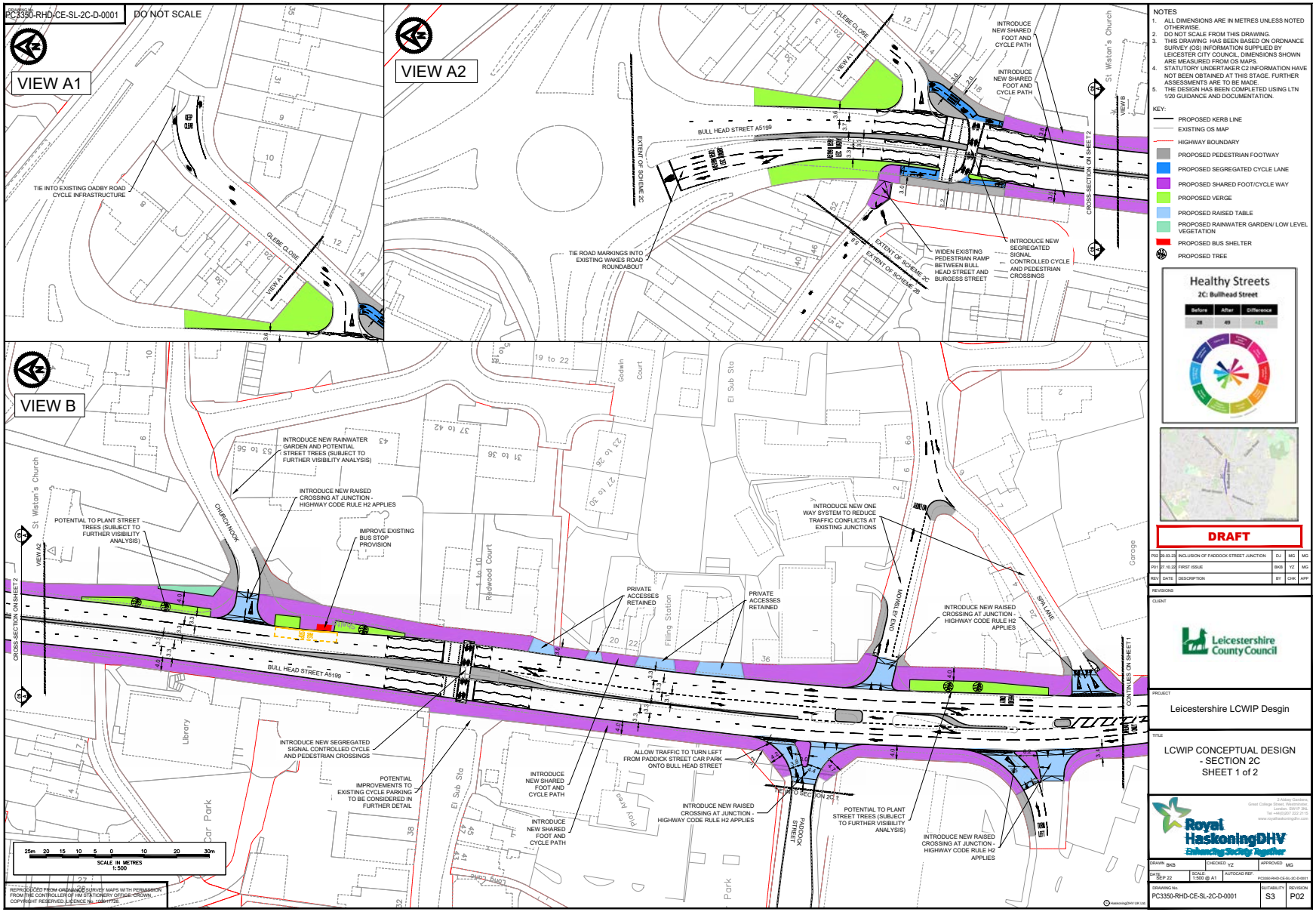
2. DO NOT SCALE FROM THIS DRAWING.
3. THIS DRAWING HAS BEEN BASED ON ORDNANCE SURVEY (OS) INFORMATION SUPPLIED BY LEICESTER CITY COUNCIL. DIMENSIONS SHOWN ARE MEASURED FROM OS MAPS.
4. STATUTORY UNDERTAKER C2 INFORMATION HAVE NOT BEEN OBTAINED AT THIS STAGE. FURTHER ASSESSMENTS ARE TO BE MADE.
5. THE DESIGN HAS BEEN COMPLETED USING LTN 1/20 GUIDANCE AND DOCUMENTATION.
KEY:
PROPOSED KERB LINE
EXISTING OS MAP
HIGHWAY BOUNDARY
PROPOSED PEDESTRIAN FOOTWAY
PROPOSED SEGREGATED CYCLE LANE
PROPOSED SHARED FOOT/CYCLE WAY
PROPOSED VERGE
PROPOSED RAISED TABLE
PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
PROPOSED POCKET PARK
PROPOSED BUS SHELTER
PROPOSED TREE
Healthy Streets
2B: Leicester Road
Before
After
Difference
19
20
+1
DRAFT
P01 26.10.22 FIRST ISSUE
REVISIONS
CLIENT
Leicestershire County Council
PROJECT
Leicestershire LCWIP Desgin
TITLE
LCWIP CONCEPTUAL DESIGN - SECTION 2B
Royal HaskoningDHV
Enhancing Society Together
DRAWN PMDT
CHECKED YZ
APPROVED MG
DATE OCT 22
SCALE 1:500 @ A1
DRAWING No. PC3350-RHD-CE-SL-DR-2B-0002
SUITABILITY S3
REVISION P01


DRAWING No. PC3350-RHD-CE-SL-2C-D-0001
DO NOT SCALE
VIEW A1
VIEW A2
VIEW B
TIE INTO EXISTING OADBY ROAD CYCLE INFRASTRUCTURE
GLEBE CLOSE
BULL HEAD STREET A5199
EXTENT OF SCHEME 2C
TIE ROAD MARKINGS INTO EXISTING WAKES ROAD ROUNDABOUT
INTRODUCE NEW SHARED FOOT AND CYCLE PATH
WIDEN EXISTING PEDESTRIAN RAMP BETWEEN BULL HEAD STREET AND BURGESS STREET
INTRODUCE NEW SEGREGATED SIGNAL CONTROLLED CYCLE AND PEDESTRIAN CROSSINGS
CROSS-SECTION ON SHEET 2
St Wilston's Church
INTRODUCE NEW RAINWATER GARDEN AND POTENTIAL STREET TREES (SUBJECT TO FURTHER VISIBILITY ANALYSIS)
INTRODUCE NEW RAISED CROSSING AT JUNCTION - HIGHWAY CODE RULE H2 APPLIES
POTENTIAL TO PLANT STREET TREES (SUBJECT TO FURTHER VISIBILITY ANALYSIS)
IMPROVE EXISTING BUS STOP PROVISION
CHURCH NOOK
INTRODUCE NEW ONE WAY SYSTEM TO REDUCE TRAFFIC CONFLICTS AT EXISTING JUNCTIONS
PRIVATE ACCESSES RETAINED
HIGHWAY END
SPA LANE
CONTINUES ON SHEET 2
INTRODUCE NEW SEGREGATED SIGNAL CONTROLLED CYCLE AND PEDESTRIAN CROSSINGS
POTENTIAL IMPROVEMENTS TO EXISTING CYCLE PARKING TO BE CONSIDERED IN FURTHER DETAIL
INTRODUCE NEW SHARED FOOT AND CYCLE PATH
ALLOW TRAFFIC TO TURN LEFT FROM PADDICK STREET CAR PARK ONTO BULL HEAD STREET
PADDICK STREET
HEADING SECTION 2C1
POTENTIAL TO PLANT STREET TREES (SUBJECT TO FURTHER VISIBILITY ANALYSIS)
SCALE IN METRES 1:500
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100019725
NOTES
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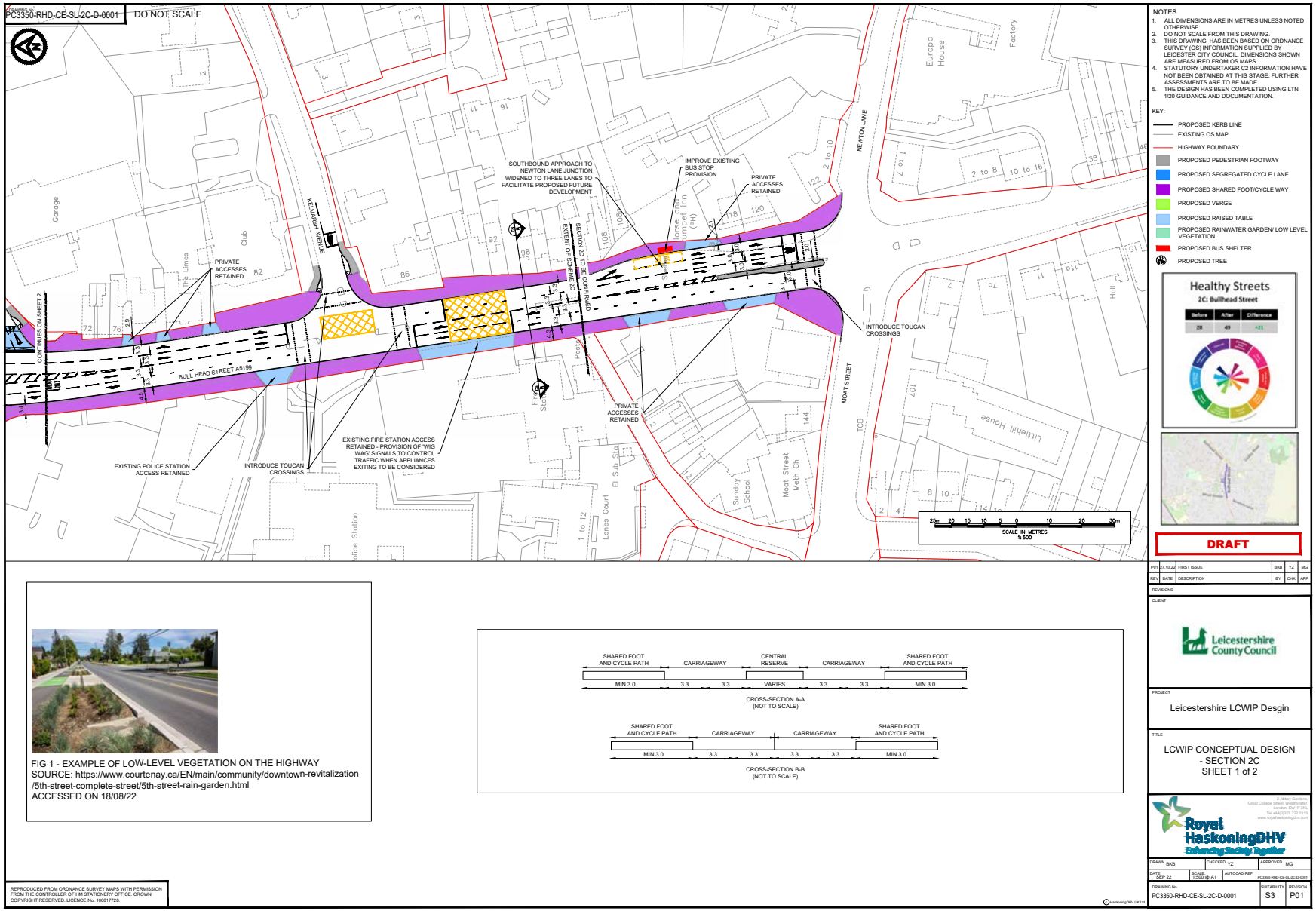
5. THE DESIGN HAS BEEN COMPLETED USING LTN 1/20 GUIDANCE AND DOCUMENTATION.
KEY:
PROPOSED KERB LINE
EXISTING OS MAP
HIGHWAY BOUNDARY
PROPOSED PEDESTRIAN FOOTWAY
PROPOSED SEGREGATED CYCLE LANE
PROPOSED SHARED FOOT/CYCLE WAY
PROPOSED VERGE
PROPOSED RAISED TABLE
PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
PROPOSED BUS SHELTER
PROPOSED TREE
Healthy Streets
2C: Bullhead Street
Before
After
Difference
28
49
+21
DRAFT
P02 09.03.22 INCLUSION OF PADDOCK STREET JUNCTION DJ MG MG
P01 07.10.22 FIRST ISSUE BKB YZ MG
REV. DATE DESCRIPTION BY CHK APP
REVISIONS
CLIENT
Leicestershire County Council
PROJECT
Leicestershire LCWIP Desgin
TITLE
LCWIP CONCEPTUAL DESIGN - SECTION 2C SHEET 1 of 2
Royal HaskoningDHV
Enhancing Society Together
DRAWN BKB
CHECKED YZ
APPROVED MG
DATE SEP 22
SCALE 1:500 @ A1
AUTOCAD REF. PC3350-RHD-CE-SL-2C-D-0001
DRAWING No. PC3350-RHD-CE-SL-2C-D-0001
SUITABILITY S3
REVISION P02



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5. THE DESIGN HAS BEEN COMPLETED USING LTN 1/20 GUIDANCE AND DOCUMENTATION.

KEY:
- PROPOSED KERB LINE
- EXISTING OS MAP
- HIGHWAY BOUNDARY
- PROPOSED PEDESTRIAN FOOTWAY
- PROPOSED SEGREGATED CYCLE LANE
- PROPOSED SHARED FOOT/CYCLE WAY
- PROPOSED VERGE
- PROPOSED RAISED TABLE
- PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
- PROPOSED BUS SHELTER
- PROPOSED TREE

DRAFT

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	07.10.22	FIRST ISSUE	BKB	YZ	MG

REVISIONS

CLIENT: Leicestershire County Council

PROJECT: Leicestershire LCWIP Desgin

TITLE: LCWIP CONCEPTUAL DESIGN - SECTION 2C SHEET 1 of 2

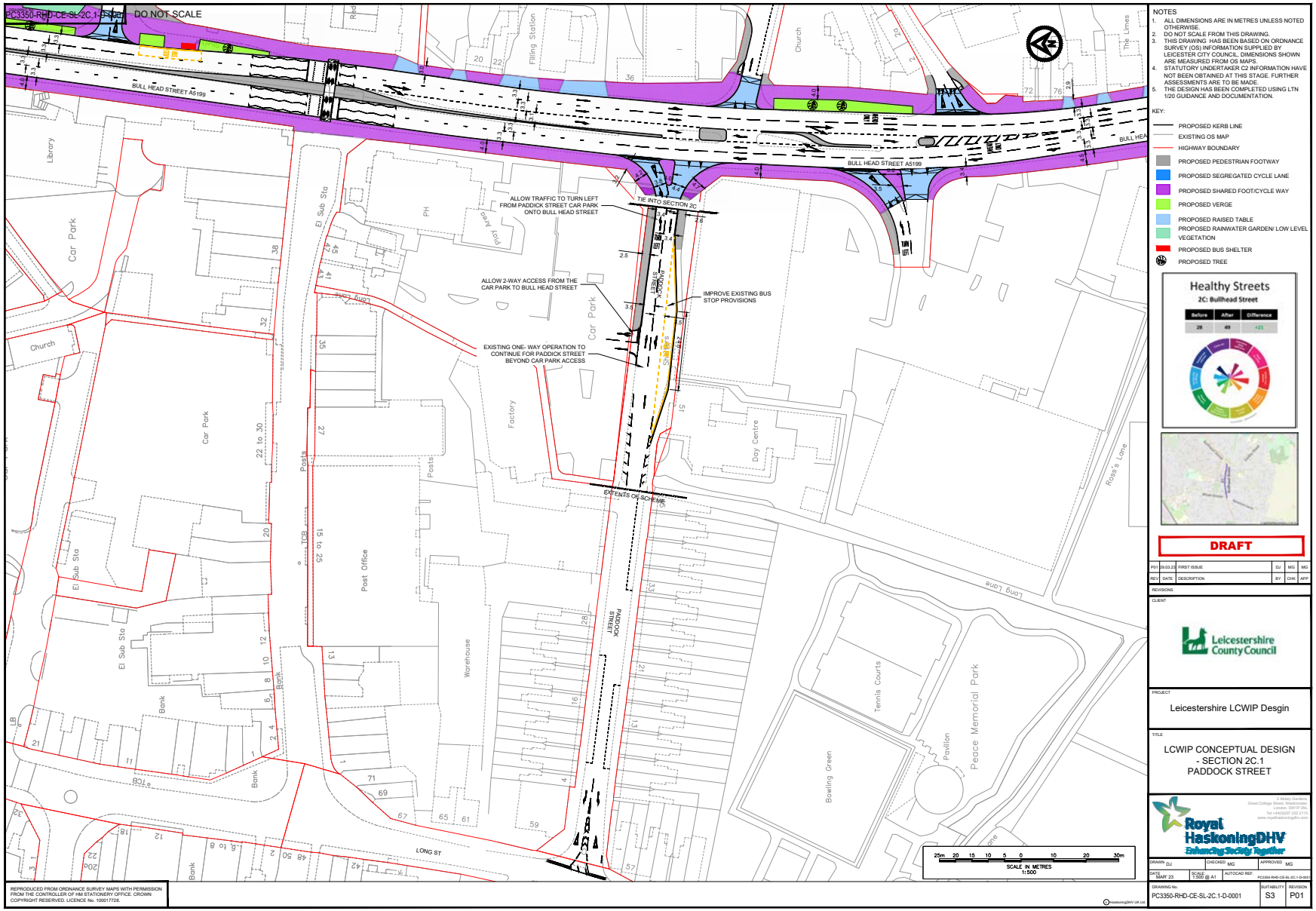
Royal HaskoningDHV
Enhancing Society Together

DRAWN	CHECKED	APPROVED
BKB	YZ	MG

DATE	SCALE	AUTOCAD REF.
SEP 22	1:500 @ A1	PC3350-RHD-CE-SL-2C-D-0001

DRAWING No.	SUITABILITY	REVISION
PC3350-RHD-CE-SL-2C-D-0001	S3	P01

FIG 1 - EXAMPLE OF LOW-LEVEL VEGETATION ON THE HIGHWAY
SOURCE: https://www.courtenay.ca/EN/main/community/downtown-revitalization/5th-street-complete-street/5th-street-rain-garden.html
ACCESSED ON 18/08/22


PC3350-RHD-CE-SL-2C.1-S-D001 DO NOT SCALE
BULL HEAD STREET A5199
ALLOW TRAFFIC TO TURN LEFT FROM PADDOCK STREET CAR PARK ONTO BULL HEAD STREET
TIE INTO SECTION 2C
ALLOW 2-WAY ACCESS FROM THE CAR PARK TO BULL HEAD STREET
IMPROVE EXISTING BUS STOP PROVISIONS
EXISTING ONE- WAY OPERATION TO CONTINUE FOR PADDICK STREET BEYOND CAR PARK ACCESS
EXTENTS OF SCHEME
PADDOCK STREET
LONG ST
Car Park
Church
Library
Post Office
Factory
Warehouse
Day Centre
Tennis Courts
Bowling Green
Pavilion
Peace Memorial Park
Ross's Lane
Long Lane
SCALE IN METRES
1:500
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NOTES
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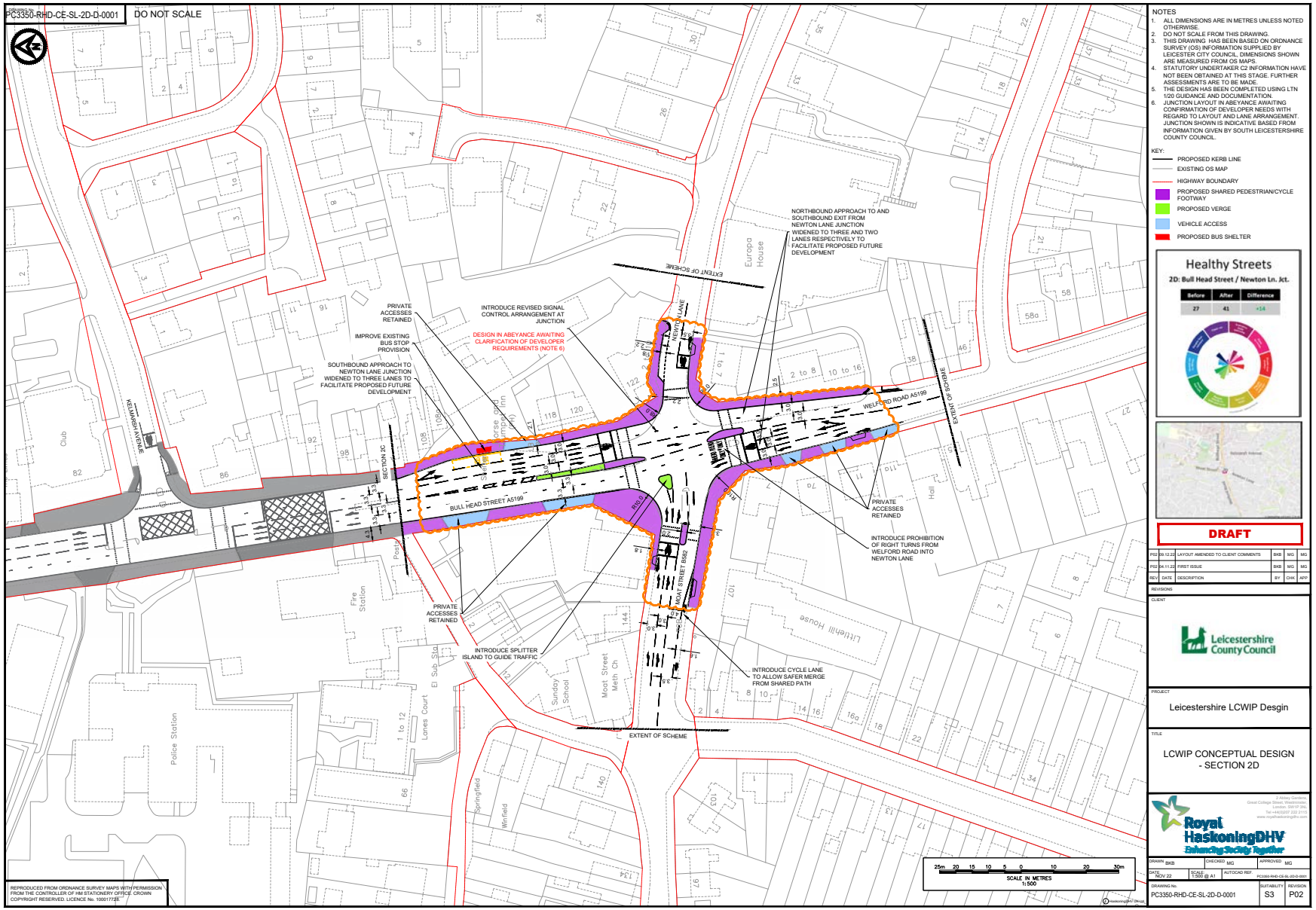
EXISTING OS MAP
HIGHWAY BOUNDARY
PROPOSED PEDESTRIAN FOOTWAY
PROPOSED SEGREGATED CYCLE LANE
PROPOSED SHARED FOOT/CYCLE WAY
PROPOSED VERGE
PROPOSED RAISED TABLE
PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
PROPOSED BUS SHELTER
PROPOSED TREE
Healthy Streets
2C: Bullhead Street
Before
After
Difference
DRAFT
REVISIONS
CLIENT
Leicestershire County Council
PROJECT
Leicestershire LCWIP Desgin
TITLE
LCWIP CONCEPTUAL DESIGN - SECTION 2C.1 PADDOCK STREET
Royal HaskoningDHV
Enhancing Society Together
DRAWN DJ
CHECKED MG
APPROVED MG
DATE MAR' 23
SCALE 1:500 @ A1
AUTOCAD REF. PC3350-RHD-CE-SL-2C.1-D-0001
DRAWING No. PC3350-RHD-CE-SL-2C.1-D-0001
SUITABILITY S3
REVISION P01


DRAWING No. PC3350-RHD-CE-SL-2D-D-0001
DO NOT SCALE
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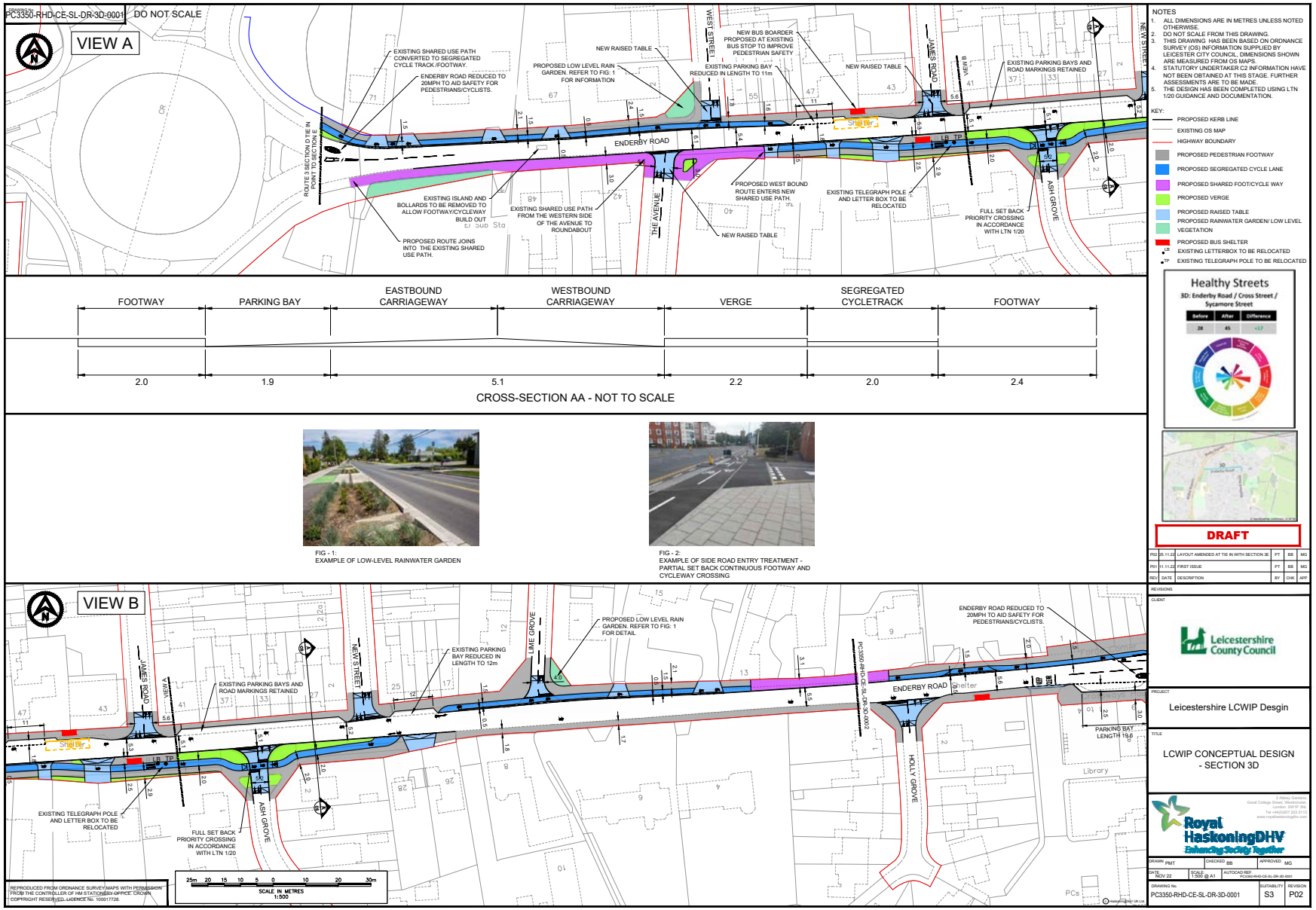
5. THE DESIGN HAS BEEN COMPLETED USING LTN 1/20 GUIDANCE AND DOCUMENTATION.
6. JUNCTION LAYOUT IN ABEYANCE AWAITING CONFIRMATION OF DEVELOPER NEEDS WITH REGARD TO LAYOUT AND LANE ARRANGEMENT. JUNCTION SHOWN IS INDICATIVE BASED FROM INFORMATION GIVEN BY SOUTH LEICESTERSHIRE COUNTY COUNCIL.
KEY:
PROPOSED KERB LINE
EXISTING OS MAP
HIGHWAY BOUNDARY
PROPOSED SHARED PEDESTRIAN/CYCLE FOOTWAY
PROPOSED VERGE
VEHICLE ACCESS
PROPOSED BUS SHELTER
Healthy Streets
2D: Bull Head Street / Newton Ln. Jct.
Before
After
Difference
27
41
+14
NORTHBOUND APPROACH TO AND SOUTHBOUND EXIT FROM NEWTON LANE JUNCTION WIDENED TO THREE AND TWO LANES RESPECTIVELY TO FACILITATE PROPOSED FUTURE DEVELOPMENT
EXTENT OF SCHEME
PRIVATE ACCESSES RETAINED
INTRODUCE REVISED SIGNAL CONTROL ARRANGEMENT AT JUNCTION
DESIGN IN ABEYANCE AWAITING CLARIFICATION OF DEVELOPER REQUIREMENTS (NOTE 6)
IMPROVE EXISTING BUS STOP PROVISION
SOUTHBOUND APPROACH TO NEWTON LANE JUNCTION WIDENED TO THREE LANES TO FACILITATE PROPOSED FUTURE DEVELOPMENT
KELMARSH AVENUE
BULL HEAD STREET A5199
WELFORD ROAD A5199
MOAT STREET B580
NEWTON LANE
PRIVATE ACCESSES RETAINED
INTRODUCE PROHIBITION OF RIGHT TURNS FROM WELFORD ROAD INTO NEWTON LANE
PRIVATE ACCESSES RETAINED
INTRODUCE SPLITTER ISLAND TO GUIDE TRAFFIC
INTRODUCE CYCLE LANE TO ALLOW SAFER MERGE FROM SHARED PATH
EXTENT OF SCHEME
Europa House
Fire Station
Police Station
Lanes Court
Sunday School
Moat Street Meth Ch
Lutterell House
SECTION 2D
DRAFT
REVISIONS
P02 06.12.22 LAYOUT AMENDED TO CLIENT COMMENTS BKB MG MG
P01 04.11.22 FIRST ISSUE BKB MG MG
REV DATE DESCRIPTION BY CHK APP
CLIENT
Leicestershire County Council
PROJECT
Leicestershire LCWIP Desgin
TITLE
LCWIP CONCEPTUAL DESIGN - SECTION 2D
Royal HaskoningDHV
Enhancing Society Together
DRAWN BKB
CHECKED MG
APPROVED MG
DATE NOV 22
SCALE 1:500 @ A1
AUTOCAD REF. PC3350-RHD-CE-SL-2D-D-0001
DRAWING No. PC3350-RHD-CE-SL-2D-D-0001
SUITABILITY S3
REVISION P02
25m 20 15 10 5 0 10 20 30m
SCALE IN METRES 1:500
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100017728.


PC3350-RHD-CE-SL-DR-3D-0001
DO NOT SCALE
VIEW A
EXISTING SHARED USE PATH CONVERTED TO SEGREGATED CYCLE TRACK /FOOTWAY.
ENDERBY ROAD REDUCED TO 20MPH TO AID SAFETY FOR PEDESTRIANS/CYCLISTS.
NEW RAISED TABLE
PROPOSED LOW LEVEL RAIN GARDEN. REFER TO FIG: 1 FOR INFORMATION
EXISTING PARKING BAY REDUCED IN LENGTH TO 11m
NEW BUS BOARDER PROPOSED AT EXISTING BUS STOP TO IMPROVE PEDESTRIAN SAFETY
NEW RAISED TABLE
EXISTING PARKING BAYS AND ROAD MARKINGS RETAINED
WEST STREET
JAMES ROAD
NEW STREET
ENDERBY ROAD
THE AVENUE
ASH GROVE
ROUTE SECTION SITE IN POINT TO SECTION AE
EXISTING ISLAND AND BOLLARDS TO BE REMOVED TO ALLOW FOOTWAY/CYCLEWAY BUILD OUT
EXISTING SHARED USE PATH FROM THE WESTERN SIDE OF THE AVENUE TO ROUNDABOUT
PROPOSED ROUTE JOINS INTO THE EXISTING SHARED USE PATH.
PROPOSED WEST BOUND ROUTE ENTERS NEW SHARED USE PATH.
NEW RAISED TABLE
EXISTING TELEGRAPH POLE AND LETTER BOX TO BE RELOCATED
FULL SET BACK PRIORITY CROSSING IN ACCORDANCE WITH LTN 1/20
FOOTWAY
PARKING BAY
EASTBOUND CARRIAGEWAY
WESTBOUND CARRIAGEWAY
VERGE
SEGREGATED CYCLETRACK
FOOTWAY
2.0
1.9
5.1
2.2
2.0
2.4
CROSS-SECTION AA - NOT TO SCALE
FIG - 1:
EXAMPLE OF LOW-LEVEL RAINWATER GARDEN
FIG - 2:
EXAMPLE OF SIDE ROAD ENTRY TREATMENT - PARTIAL SET BACK CONTINUOUS FOOTWAY AND CYCLEWAY CROSSING
VIEW B
PROPOSED LOW LEVEL RAIN GARDEN. REFER TO FIG: 1 FOR DETAIL
EXISTING PARKING BAY REDUCED IN LENGTH TO 12m
LIME GROVE
HOLLY GROVE
PARKING BAY LENGTH 19.6
EXISTING TELEGRAPH POLE AND LETTER BOX TO BE RELOCATED
FULL SET BACK PRIORITY CROSSING IN ACCORDANCE WITH LTN 1/20
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SCALE IN METRES 1:500
NOTES
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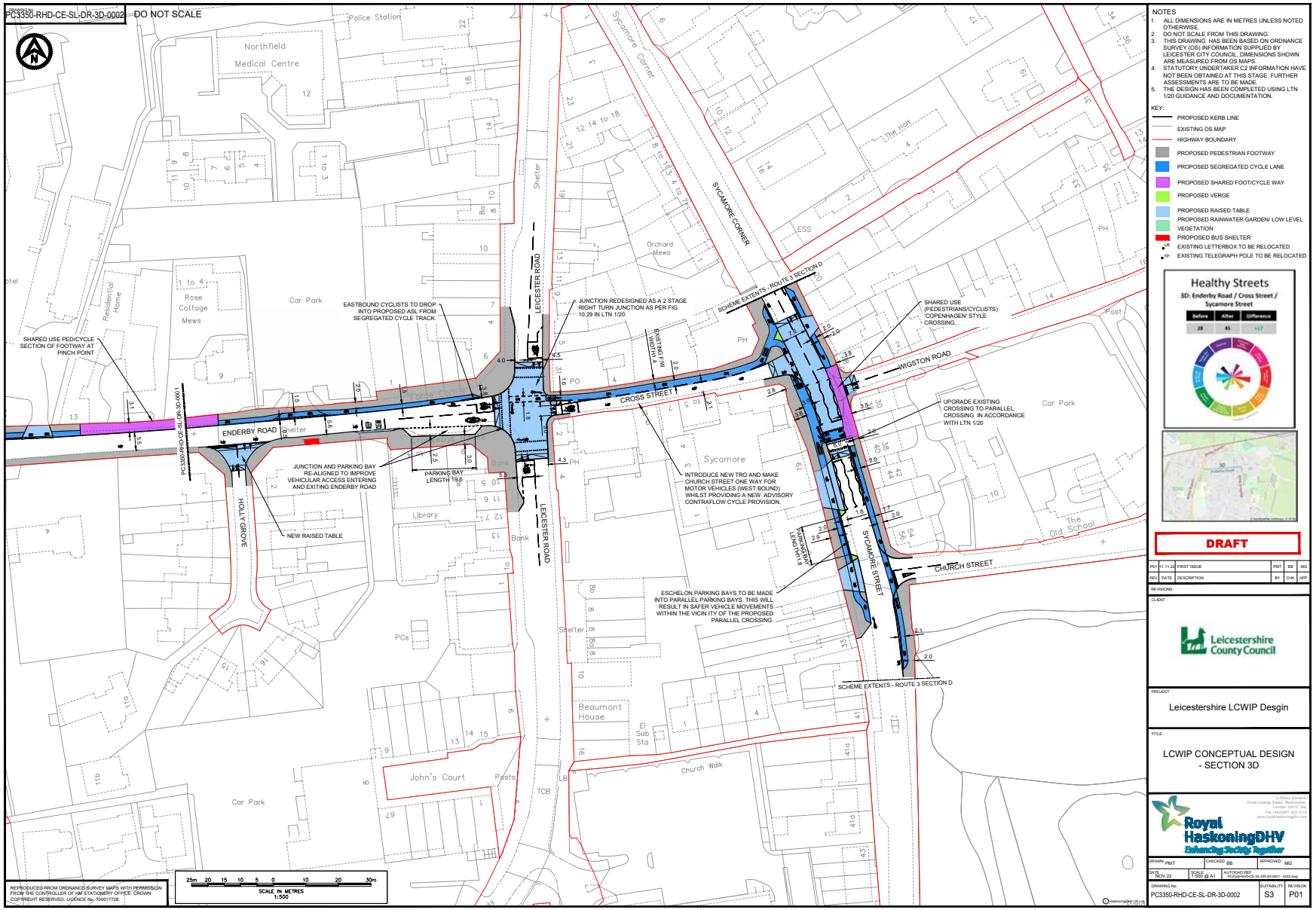
KEY:
PROPOSED KERB LINE
EXISTING OS MAP
HIGHWAY BOUNDARY
PROPOSED PEDESTRIAN FOOTWAY
PROPOSED SEGREGATED CYCLE LANE
PROPOSED SHARED FOOT/CYCLE WAY
PROPOSED VERGE
PROPOSED RAISED TABLE
PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
PROPOSED BUS SHELTER
EXISTING LETTERBOX TO BE RELOCATED
EXISTING TELEGRAPH POLE TO BE RELOCATED
Healthy Streets
3D: Enderby Road / Cross Street / Sycamore Street
Before 28
After 45
Difference +17
DRAFT
P02 05.11.22 LAYOUT AMENDED AT TIE IN WITH SECTION 3E PT BB MG
P01 01.11.22 FIRST ISSUE PT BB MG
REV DATE DESCRIPTION BY CHK APP
REVISIONS
CLIENT
Leicestershire County Council
PROJECT
Leicestershire LCWIP Desgin
TITLE
LCWIP CONCEPTUAL DESIGN - SECTION 3D
Royal HaskoningDHV
Enhancing Society Together
DRAWN PMT
CHECKED BB
APPROVED MG
DATE NOV 22
SCALE 1:500 @ A1
AUTOCAD REF. PC3350-RHD-CE-SL-DR-3D-0001
DRAWING No. PC3350-RHD-CE-SL-DR-3D-0001
SUITABILITY S3
REVISION P02


PC3350-RHD-CE-SL-DR-3D-0002 DO NOT SCALE
Police Station
Northfield Medical Centre
Sycamore Corner
Orchard Mews
The Holt
SYCAMORE CORNER
LEICESTER ROAD
Shelter
Residential Home
Rose Cottage Mews
Car Park
EASTBOUND CYCLISTS TO DROP INTO PROPOSED ASL FROM SEGREGATED CYCLE TRACK.
JUNCTION REDESIGNED AS A 2 STAGE RIGHT TURN JUNCTION AS PER FIG. 10.29 IN LTN 1/20
SCHEME EXTENTS - ROUTE 3 SECTION D
SHARED USE (PEDESTRIANS/CYCLISTS) 'COPENHAGEN' STYLE CROSSING.
SHARED USE PED/CYCLE SECTION OF FOOTWAY AT PINCH POINT
EXISTING FW WIDTH 4
WIGSTON ROAD
CROSS STREET
ENDERBY ROAD
PC3350-RHD-CE-SL-DR-3D-0001
UPGRADE EXISTING CROSSING TO PARALLEL CROSSING IN ACCORDANCE WITH LTN 1/20
Car Park
JUNCTION AND PARKING BAY RE-ALIGNED TO IMPROVE VEHICULAR ACCESS ENTERING AND EXITING ENDERBY ROAD
PARKING BAY LENGTH 19.6
Bank
Sycamore
INTRODUCE NEW TRO AND MAKE CHURCH STREET ONE WAY FOR MOTOR VEHICLES (WEST BOUND) WHILST PROVIDING A NEW ADVISORY CONTRAFLOW CYCLE PROVISION.
HOLLY GROVE
NEW RAISED TABLE
Library
The Old School
PARKING BAY LENGTH 18
SYCAMORE STREET
CHURCH STREET
ESCHELON PARKING BAYS TO BE MADE INTO PARALLEL PARKING BAYS. THIS WILL RESULT IN SAFER VEHICLE MOVEMENTS WITHIN THE VICINITY OF THE PROPOSED PARALLEL CROSSING.
PCs
Beaumont House
El Sub Sta
Church Walk
John's Court
Posts
TCB
LB
SCHEME EXTENTS - ROUTE 3 SECTION D
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100017728.
25m 20 15 10 5 0 10 20 30m
SCALE IN METRES 1:500
NOTES
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PROPOSED VERGE
PROPOSED RAISED TABLE
PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
PROPOSED BUS SHELTER
EXISTING LETTERBOX TO BE RELOCATED
EXISTING TELEGRAPH POLE TO BE RELOCATED
Healthy Streets
3D: Enderby Road / Cross Street / Sycamore Street
Before After Difference
28 45 +17
DRAFT
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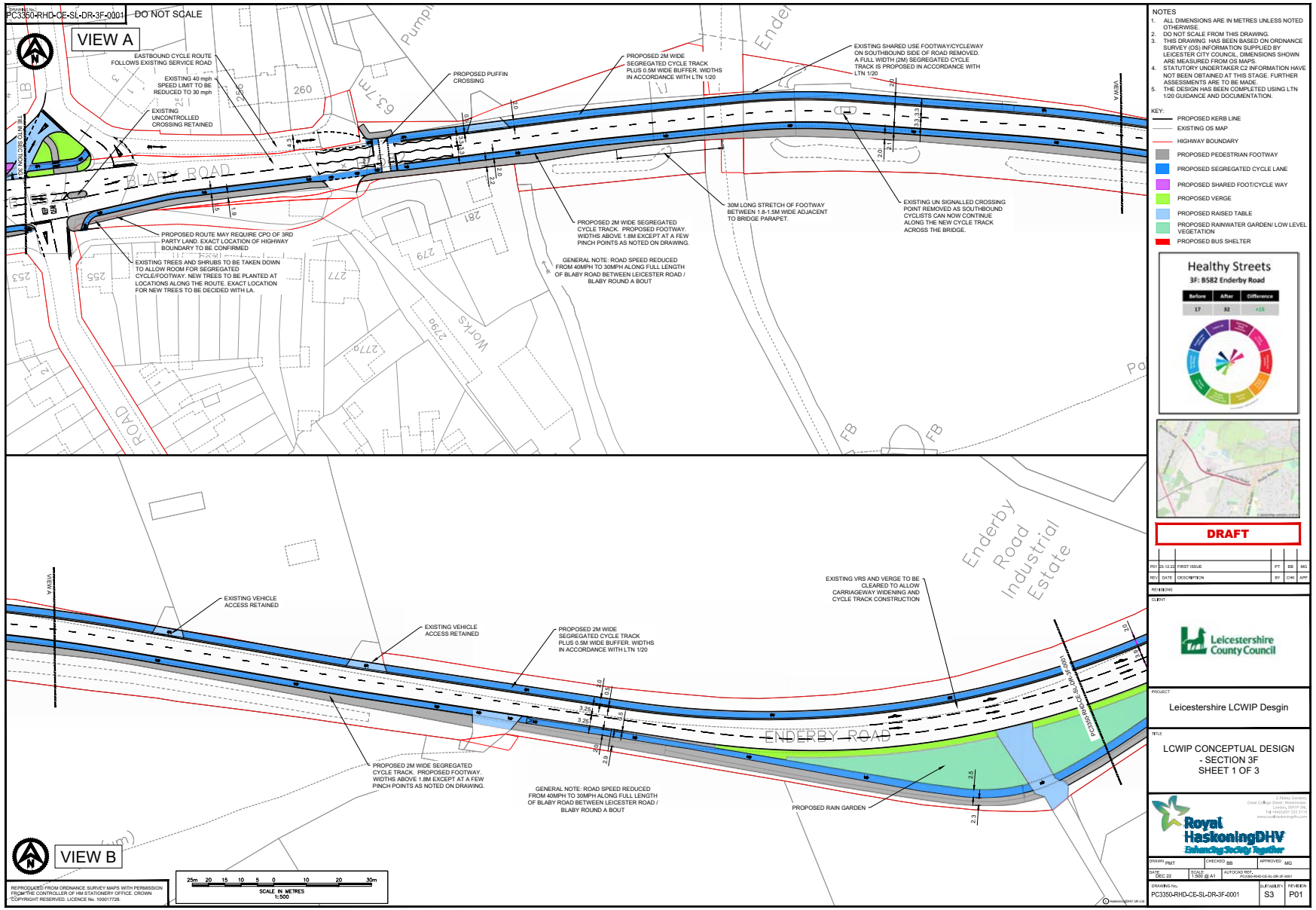
DRAWING No. PC3350-RHD-CE-SL-DR-3D-0002
SUITABILITY S3 REVISION P01

FIG - 1:
EXAMPLE OF LOW-LEVEL RAINWATER GARDEN


PC3350-RHD-CE-SL-DR-3F-0001
DO NOT SCALE
VIEW A
EASTBOUND CYCLE ROUTE FOLLOWS EXISTING SERVICE ROAD
EXISTING 40 mph SPEED LIMIT TO BE REDUCED TO 30 mph
EXISTING UNCONTROLLED CROSSING RETAINED
PROPOSED PUFFIN CROSSING
PROPOSED 2M WIDE SEGREGATED CYCLE TRACK PLUS 0.5M WIDE BUFFER. WIDTHS IN ACCORDANCE WITH LTN 1/20
EXISTING SHARED USE FOOTWAY/CYCLEWAY ON SOUTHBOUND SIDE OF ROAD REMOVED. A FULL WIDTH (2M) SEGREGATED CYCLE TRACK IS PROPOSED IN ACCORDANCE WITH LTN 1/20
BLABY ROAD
PROPOSED ROUTE MAY REQUIRE CPO OF 3RD PARTY LAND. EXACT LOCATION OF HIGHWAY BOUNDARY TO BE CONFIRMED
EXISTING TREES AND SHRUBS TO BE TAKEN DOWN TO ALLOW ROOM FOR SEGREGATED CYCLE/FOOTWAY. NEW TREES TO BE PLANTED AT LOCATIONS ALONG THE ROUTE. EXACT LOCATION FOR NEW TREES TO BE DECIDED WITH LA.
PROPOSED 2M WIDE SEGREGATED CYCLE TRACK. PROPOSED FOOTWAY. WIDTHS ABOVE 1.8M EXCEPT AT A FEW PINCH POINTS AS NOTED ON DRAWING.
GENERAL NOTE: ROAD SPEED REDUCED FROM 40MPH TO 30MPH ALONG FULL LENGTH OF BLABY ROAD BETWEEN LEICESTER ROAD / BLABY ROUND A BOUT
30M LONG STRETCH OF FOOTWAY BETWEEN 1.8-1.5M WIDE ADJACENT TO BRIDGE PARAPET.
EXISTING UN SIGNALLED CROSSING POINT REMOVED AS SOUTHBOUND CYCLISTS CAN NOW CONTINUE ALONG THE NEW CYCLE TRACK ACROSS THE BRIDGE.
VIEW B
EXISTING VEHICLE ACCESS RETAINED
EXISTING VEHICLE ACCESS RETAINED
PROPOSED 2M WIDE SEGREGATED CYCLE TRACK PLUS 0.5M WIDE BUFFER. WIDTHS IN ACCORDANCE WITH LTN 1/20
EXISTING VRS AND VERGE TO BE CLEARED TO ALLOW CARRIAGEWAY WIDENING AND CYCLE TRACK CONSTRUCTION
Enderby Road Industrial Estate
ENDERBY ROAD
PROPOSED 2M WIDE SEGREGATED CYCLE TRACK. PROPOSED FOOTWAY. WIDTHS ABOVE 1.8M EXCEPT AT A FEW PINCH POINTS AS NOTED ON DRAWING.
GENERAL NOTE: ROAD SPEED REDUCED FROM 40MPH TO 30MPH ALONG FULL LENGTH OF BLABY ROAD BETWEEN LEICESTER ROAD / BLABY ROUND A BOUT
PROPOSED RAIN GARDEN
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100017728.
SCALE IN METRES 1:500
NOTES
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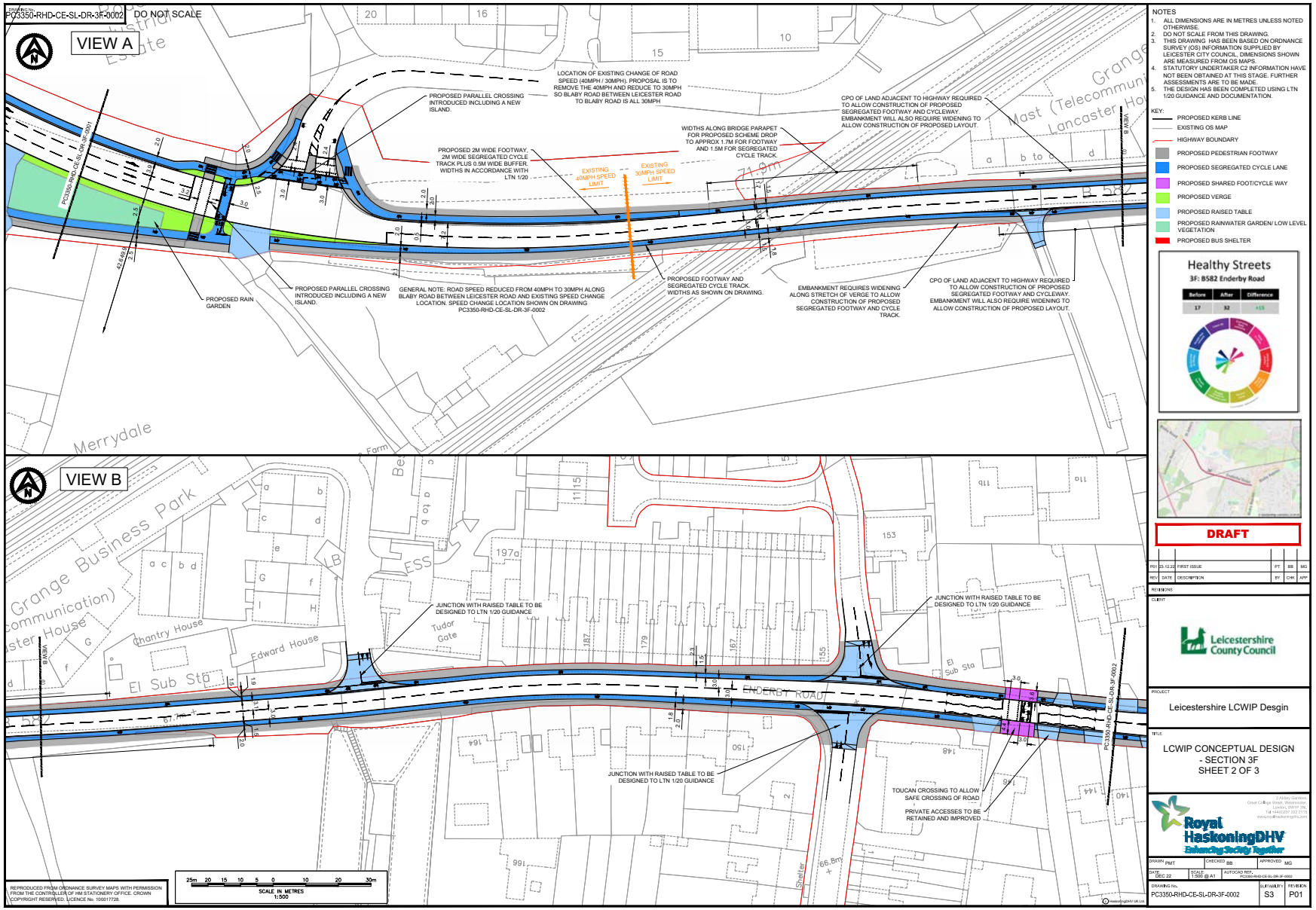
5. THE DESIGN HAS BEEN COMPLETED USING LTN 1/20 GUIDANCE AND DOCUMENTATION.
KEY:
PROPOSED KERB LINE
EXISTING OS MAP
HIGHWAY BOUNDARY
PROPOSED PEDESTRIAN FOOTWAY
PROPOSED SEGREGATED CYCLE LANE
PROPOSED SHARED FOOT/CYCLE WAY
PROPOSED VERGE
PROPOSED RAISED TABLE
PROPOSED RAINWATER GARDEN/ LOW LEVEL VEGETATION
PROPOSED BUS SHELTER
Healthy Streets
3F: B582 Enderby Road
Before
After
Difference
17
32
+15
DRAFT
P01 03.12.22 FIRST ISSUE PT BB MG
REV DATE DESCRIPTION BY CHK APP
REVISIONS
CLIENT
Leicestershire County Council
PROJECT
Leicestershire LCWIP Desgin
TITLE
LCWIP CONCEPTUAL DESIGN - SECTION 3F SHEET 1 OF 3
Royal HaskoningDHV
Enhancing Society Together
DRAWN PMT
CHECKED BB
APPROVED MG
DATE DEC 22
SCALE 1:500 @ A1
AUTOCAD REF. PC3350-RHD-CE-SL-DR-3F-0001
DRAWING No. PC3350-RHD-CE-SL-DR-3F-0001
SUITABILITY S3
REVISION P01


DRAWING No. PC3350-RHD-CE-SL-DR-3F-0002 DO NOT SCALE
VIEW A
VIEW B
LOCATION OF EXISTING CHANGE OF ROAD SPEED (40MPH / 30MPH). PROPOSAL IS TO REMOVE THE 40MPH AND REDUCE TO 30MPH SO BLABY ROAD BETWEEN LEICESTER ROAD TO BLABY ROAD IS ALL 30MPH
PROPOSED PARALLEL CROSSING INTRODUCED INCLUDING A NEW ISLAND.
PROPOSED 2M WIDE FOOTWAY, 2M WIDE SEGREGATED CYCLE TRACK PLUS 0.5M WIDE BUFFER. WIDTHS IN ACCORDANCE WITH LTN 1/20
EXISTING 40MPH SPEED LIMIT
EXISTING 30MPH SPEED LIMIT
WIDTHS ALONG BRIDGE PARAPET FOR PROPOSED SCHEME DROP TO APPROX 1.7M FOR FOOTWAY AND 1.5M FOR SEGREGATED CYCLE TRACK.
CPO OF LAND ADJACENT TO HIGHWAY REQUIRED TO ALLOW CONSTRUCTION OF PROPOSED SEGREGATED FOOTWAY AND CYCLEWAY. EMBANKMENT WILL ALSO REQUIRE WIDENING TO ALLOW CONSTRUCTION OF PROPOSED LAYOUT.
PROPOSED RAIN GARDEN
PROPOSED PARALLEL CROSSING INTRODUCED INCLUDING A NEW ISLAND.
GENERAL NOTE: ROAD SPEED REDUCED FROM 40MPH TO 30MPH ALONG BLABY ROAD BETWEEN LEICESTER ROAD AND EXISTING SPEED CHANGE LOCATION. SPEED CHANGE LOCATION SHOWN ON DRAWING PC3350-RHD-CE-SL-DR-3F-0002
PROPOSED FOOTWAY AND SEGREGATED CYCLE TRACK. WIDTHS AS SHOWN ON DRAWING.
EMBANKMENT REQUIRES WIDENING ALONG STRETCH OF VERGE TO ALLOW CONSTRUCTION OF PROPOSED SEGREGATED FOOTWAY AND CYCLE TRACK.
CPO OF LAND ADJACENT TO HIGHWAY REQUIRED TO ALLOW CONSTRUCTION OF PROPOSED SEGREGATED FOOTWAY AND CYCLEWAY. EMBANKMENT WILL ALSO REQUIRE WIDENING TO ALLOW CONSTRUCTION OF PROPOSED LAYOUT.
JUNCTION WITH RAISED TABLE TO BE DESIGNED TO LTN 1/20 GUIDANCE
JUNCTION WITH RAISED TABLE TO BE DESIGNED TO LTN 1/20 GUIDANCE
JUNCTION WITH RAISED TABLE TO BE DESIGNED TO LTN 1/20 GUIDANCE
TOUCAN CROSSING TO ALLOW SAFE CROSSING OF ROAD
PRIVATE ACCESSES TO BE RETAINED AND IMPROVED
ENDERBY ROAD
B 582
Merrydale
Grange Business Park
Chantry House
Edward House
El Sub Sta
Tudor Gate
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100017728.
SCALE IN METRES 1:500
NOTES
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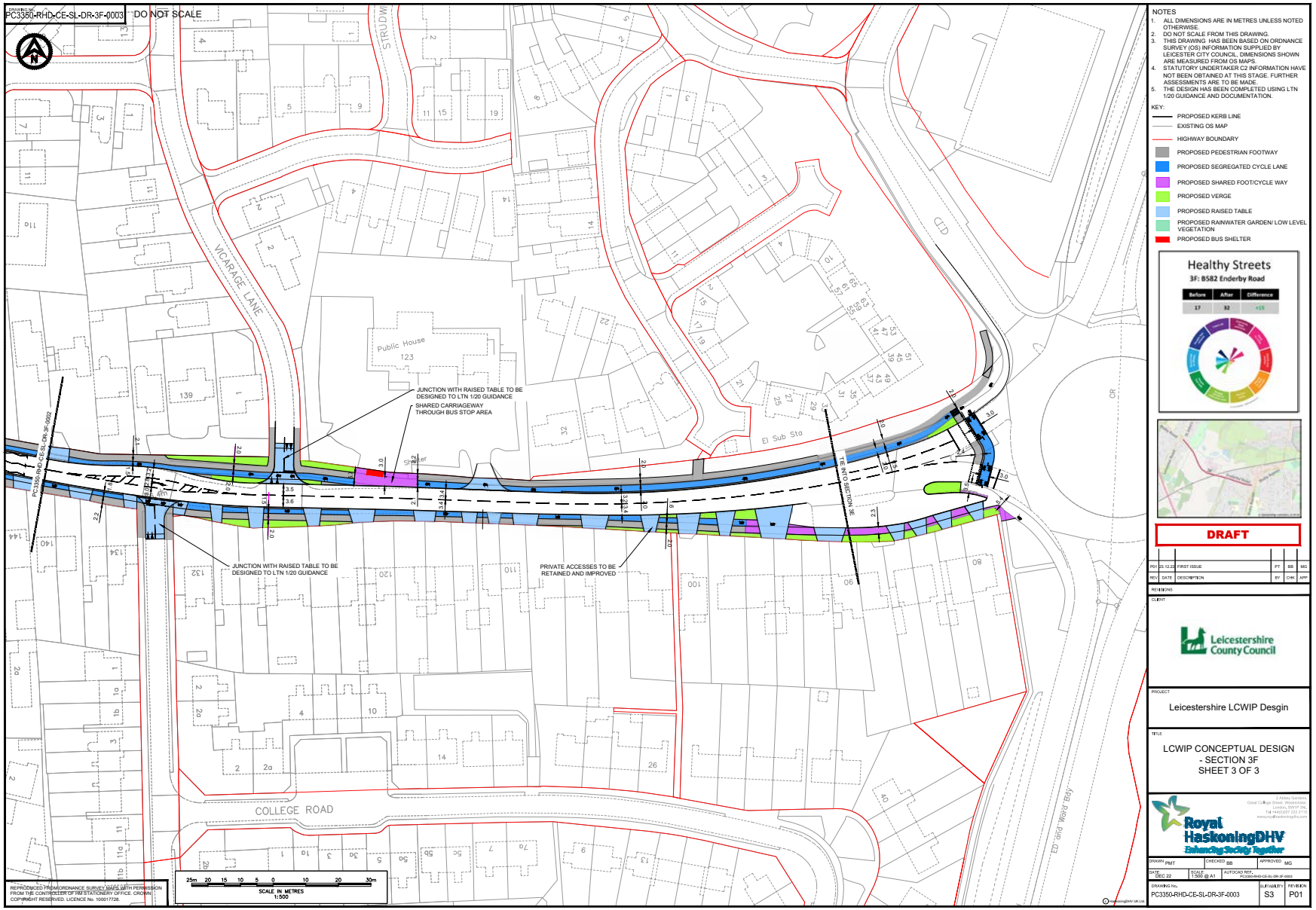
Royal HaskoningDHV
Enhancing Society Together
DRAWN PMT CHECKED BB APPROVED MG
DATE DEC 22 SCALE 1:500 @ A1 AUTOCAD REF. PC3350-RHD-CE-SL-DR-3F-0002
DRAWING No. PC3350-RHD-CE-SL-DR-3F-0002
SUITABILITY S3
REVISION P01


PC3350-RHD-CE-SL-DR-3F-0003
DO NOT SCALE
VICARAGE LANE
STRUDWICK DRIVE
Public House
123
139
JUNCTION WITH RAISED TABLE TO BE DESIGNED TO LTN 1/20 GUIDANCE
SHARED CARRIAGEWAY THROUGH BUS STOP AREA
JUNCTION WITH RAISED TABLE TO BE DESIGNED TO LTN 1/20 GUIDANCE
PRIVATE ACCESSES TO BE RETAINED AND IMPROVED
TIE INTO SECTION 3E
El Sub Sta
COLLEGE ROAD
Edward Wood Bdy
CID
CR
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 100017728.
SCALE IN METRES
1:500
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- SECTION 3F
SHEET 3 OF 3
Royal HaskoningDHV
Enhancing Society Together
DRAWN PMT
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