

## 6. Access and Movement

### Strategic Context

6.1. Oadby is a south-eastern suburb of Leicester, lying just outside the Leicester City unitary authority area. It is located within the Borough of Oadby and Wigston within Leicestershire County. Oadby lies on the A6 approximately five miles south-east of Leicester City Centre.

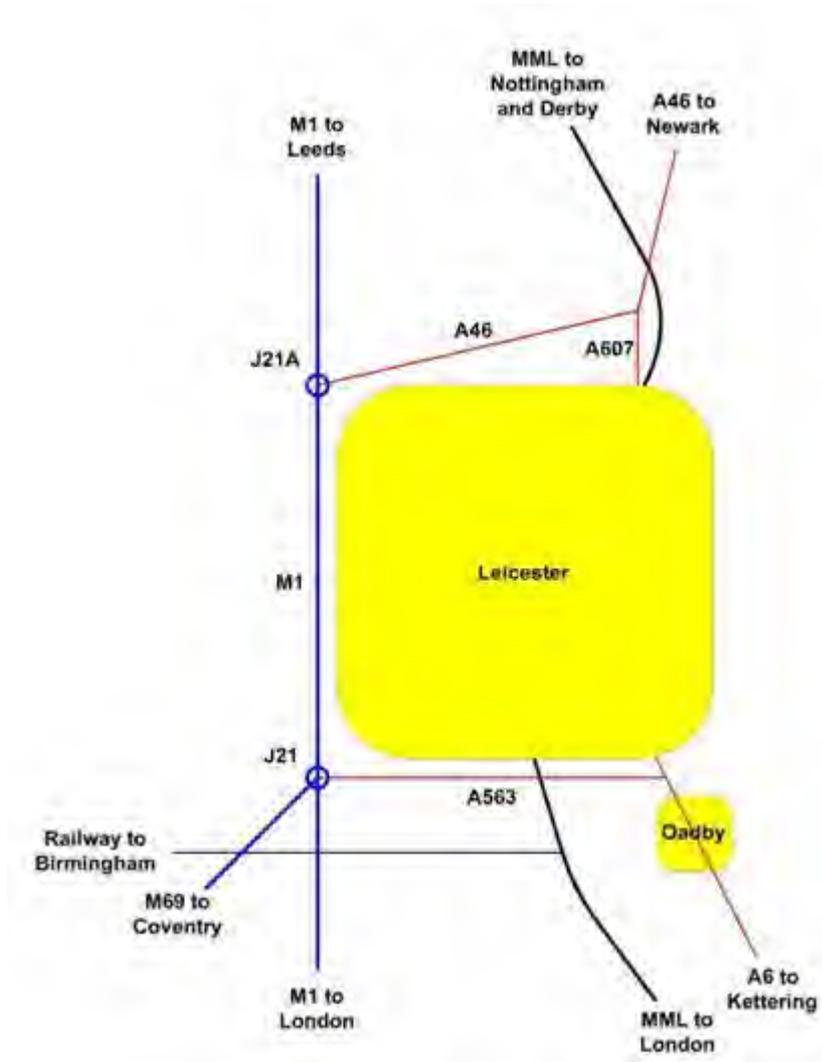


Figure 6.1 Strategic transport context

6.2. There are several important strategic transport links in the area, shown on the figure above:

- The M1 motorway is approximately six miles to the west of Oadby, accessed via the A563 Leicester southern ring road to J21. This route is a major national artery and extremely important economically. It is due to be widened in phases from J6A-13 (M25 London to Milton Keynes) and from J21-42 (Leicester to M62 Leeds).

- The M69 motorway runs from M1 J21 to Coventry providing an important route linking Leicester with the West Midlands.
- The A46 trunk road runs from M1 J21A to Newark and Lincoln. The route provides a northern bypass of Leicester and a second connection between Leicester and Nottingham.
- The A6 connects Leicester through Oadby to Kettering, the A14 and Bedford. This road has received significant upgrading through the provision of a series of bypasses in recent years.
- The Midland Mainline (MML) railway runs approximately 3km to the west of Oadby. The nearest station is Leicester approximately 5km away on the south-eastern edge of the City Centre. This line is extremely important to the East Midlands and connects Leicester with London, Nottingham, Derby and Sheffield.
- The Leicester to Birmingham railway line diverges off the Midland Mainline approximately 3km to the west of Oadby. There is a station at South Wigston on this line approximately 5km to the west of Oadby. The line provides an important link to the West Coast Mainline at Nuneaton.

6.3. In strategic terms Leicester is well placed with good links to core national and regional networks. Oadby is the far south-eastern suburb and as such is less well placed in relation to the major road networks that are concentrated to the west and north of the city. However the A6 links Oadby directly to Leicester and Kettering, the A14 and Bedford providing strong links to the south-east and east via the A6, A14 and M11.

6.4. The A6 carries a significant volume of traffic and has a major severance affect on the town. The road does not provide any significant gateway to Oadby with many drivers unaware of the close proximity of the main shopping areas and car parks.

### Local Transport Plan

6.5. The Leicestershire Local Transport Plan (2006 -2011) supports:

- Pedestrian schemes in Oadby town centre.
- Road improvements: A6, B582, B5403 (London Road).
- School and workplace travel plans for the whole Borough.
- Reliable, accessible buses and more frequent trains.

6.6. The Leicester outer ring road is incomplete to the South East between the A6 and A47, the missing link is often referred to as the proposed "Eastern District Distributor Road". This would complete the link between the A6 and A46. This would strengthen Oadby's links to the strategic highway network. Leicestershire County Council will examine the case for the completion of the outer ring road in more detail in association with Leicester City. If appropriate, they will then discuss with DfT the potential for taking a scheme forward. If the case were to be confirmed it is very unlikely that the project would start before the end of the second LTP period.

- 6.7. Leicestershire County Council has also investigated the case for roads situated outside the Greater Leicester urban area as follows:
- A Southern Relief Road linking from A6 South 'London Road' (corridor) to the M1 Junction 21 Fosse Park area.
  - An Eastern Bypass scheme that could provide a parallel route for traffic from the east to the south that currently uses the A46/M1 and that would include a Southern Relief Road as above.
- 6.8. They have concluded that such schemes would not demonstrate high value for money under current circumstances and hence would not currently command a high priority to be taken forward within the Region. The case will be kept under review, for possible inclusion in the third or subsequent Local Transport Plans.
- 6.9. There is a quality bus corridor running through Oadby along the A6. The keystone of the LTP strategy will be the roll out of quality bus corridors on each radial leading to the City Centre. The LTP predicts a 25% increase in patronage by 2007/2008 (approximately 195 passengers in the AM peak, 7-10am).
- 6.10. The **Accessibility Action Plan for Leicester & Leicestershire** promotes sustaining and developing existing transport to health services countrywide, subject to securing sufficient financial support from partners in Oadby. Several parts of the Accessibility Action Plan are taking place in Oadby:
- Review of walking and cycling routes to local employment sites and development of implementation plan for improvements in Oadby A6.
  - Bus Corridor improvement including bus infrastructure upgrades in Oadby A6.
  - Sustain and develop existing transport to health services countrywide, subject to securing sufficient financial support from partners in Oadby.
  - Right of way improvements in Oadby.
- 6.11. The only exceedances of **National Air Quality Objectives** in Central Leicestershire are due to the level of nitrogen dioxide in close proximity to the major road network; the dominant source being vehicle exhaust emissions. This resulted in the declaration of nine Air Quality Management Areas (AQMA) in accordance with the Environment Act 1995. Air Quality Objectives for various pollutants are set under this Act and are based on avoiding adverse effects to human health, especially on the most vulnerable groups. Seven of the nine AQMA's are located on the local road network and two, in Blaby District Council area, on the M1 motorway. Of the seven local roads AQMA's the one extensive Leicester City Council area AQMA, the four Oadby and Wigston Borough Council area AQMA's and the Blaby District Council area AQMA could be classed as one AQMA as they are adjacent to each other, are on the same local road network and have a common dominant source, traffic emissions.
- 6.12. Four AQMA's were declared in 2001 and detailed monitoring at a number of sites was started in autumn 2003. The AQMA's in Oadby are on the London Road A6 ("London Road corridor"). Monitoring for 2004 showed achievement of the objectives within these AQMA's. Further monitoring will continue, following which the future of the AQMA's will be

considered in consultation with DEFRA however the AQMA is likely to be revoked towards the middle of this LTP period. In line with current guidance, targets have been set for these AQMA's at 'below 40µg.m-3 and are detailed in the Leicestershire LTP.

### Key Access and Movement Characteristics

6.13. Focussing in closer to Oadby centre it is important to understand the transport form of the centre and how this dictates and constrains Oadby. The following diagram summarises the local transport context:

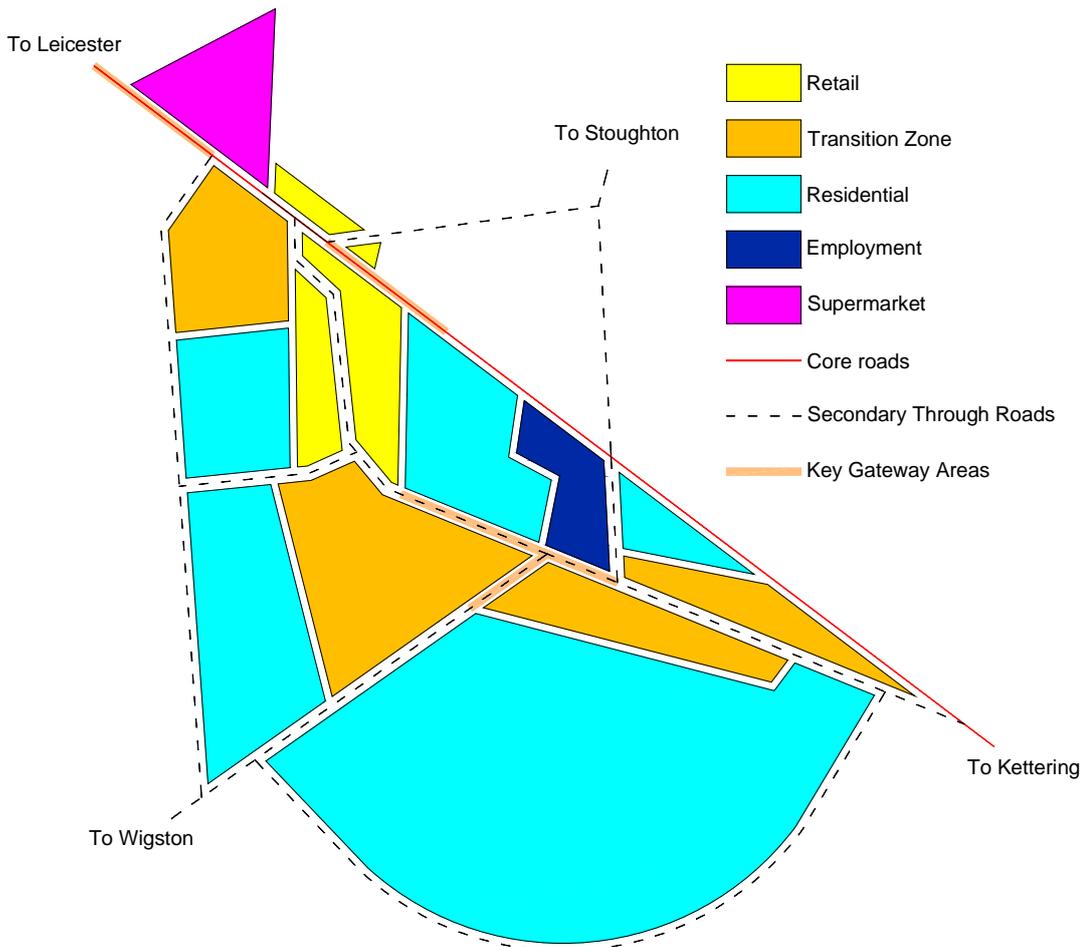


Figure 6.2 Local Transport Context

6.14. There are several key items important to context:

- The centre is constrained to the north-east by the A6. The A6 carries a high level of through traffic between Leicester and the south-east, severing Oadby in two. The provision of strong gateways on the A6 could lead to increased 'drive by' potential for attracting visitors.

- A secondary access route is via the B582, running between Wigston and Stoughton, this is the principal access into Oadby from Wigston and Leicester's eastern suburbs.
- The key focus of the B582 is the mini roundabout to the south of Oadby Town Centre. This area could act as a strong gateway for Oadby to B582 traffic.
- The Asda supermarket is segregated from the main shopping area by the A6. The supermarket and main shopping area appear to operate independently with little movement between them.

## Traffic Movements

- 6.15. Figure 6.3 highlights the Road Hierarchy. The A6 and B582 bypass the main shopping area along The Parade. Therefore through traffic is not necessarily aware of the shopping area. Thus it is important that the car parks and shopping facilities are well signed from the through routes to attract 'drive by' visitors. Some signage has been provided on the A6, this could be enhanced. Through traffic on the B582 is not provided with prominent signage to the town centre.
- 6.16. Figure 6.4 provides details of traffic management and pedestrian facilities. The majority of the A6 junctions are under traffic signal control. The major exception is the A6 / Stoughton Road / East Street junction, which is the main access and egress for the major car parks, this is a priority junction.
- 6.17. There are only two pedestrian crossings on the main shopping street (The Parade), these are Pelican crossings and are located either side of the Chestnut Avenue junction. It would be beneficial to have crossing points along The Parade immediately south of the junction with South Street and at the northern end.

## Parking

### On Street

- 6.18. Figure 6.5 (on-street parking) shows how heavily restricted the centre is with Traffic Regulation Orders in place on nearly every street within 5 minutes walk of the centre. The restrictions generally limit on-street parking to resident permit holders only or limit the duration of waiting. The main shopping areas (The Parade and eastern end of Chestnut Avenue) have parking space for at least 30 cars limited to a maximum of 40 minutes duration.

### Off Street

- 6.19. Figure 6.6 highlights the location and nature of off street parking provision within the centre. Faber Maunsell carried out a parking survey on Friday 2 March 2007 to assess the number and occupancy of the off-street parking spaces, set out in the following table.

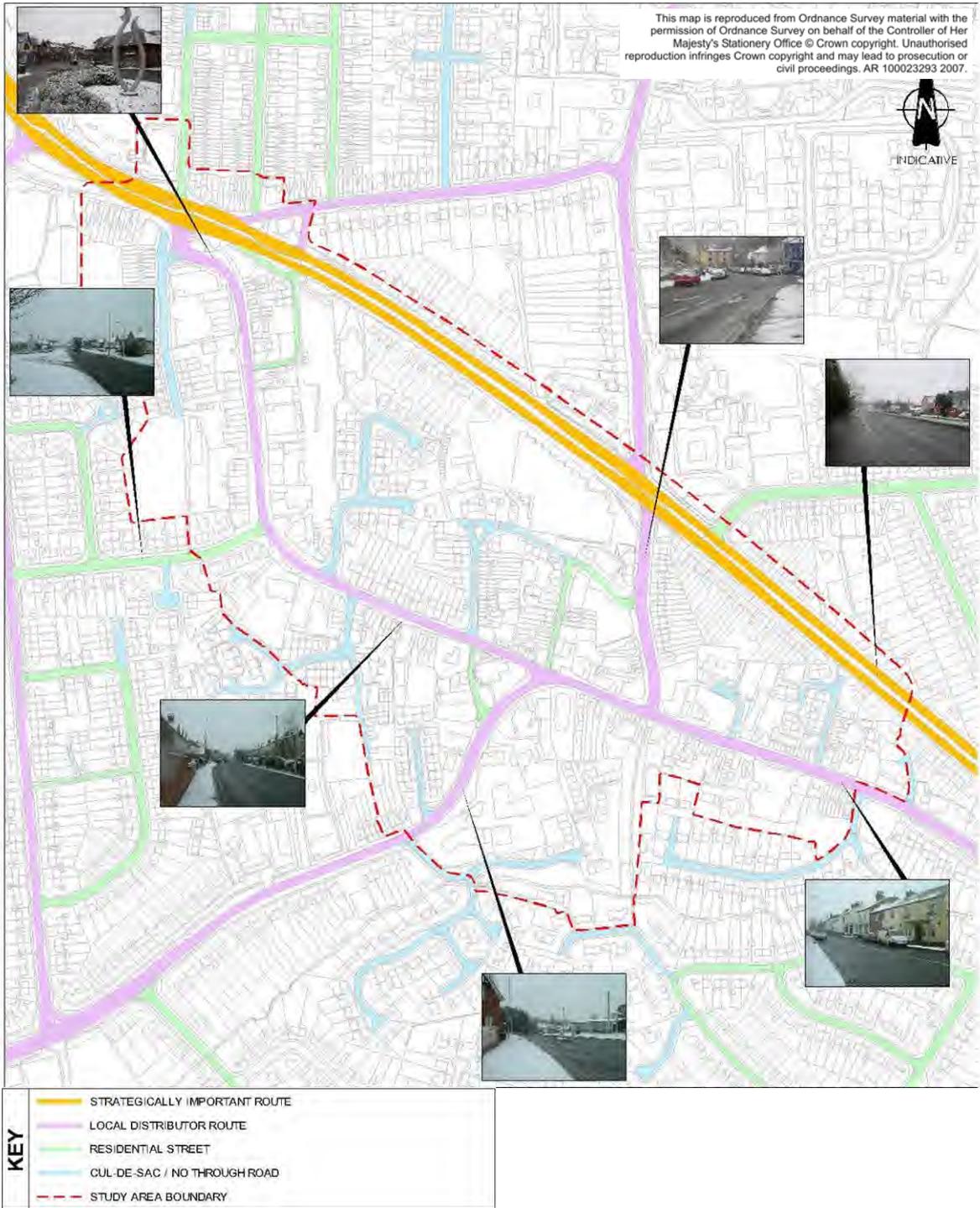


Figure 6.3 Road Hierarchy

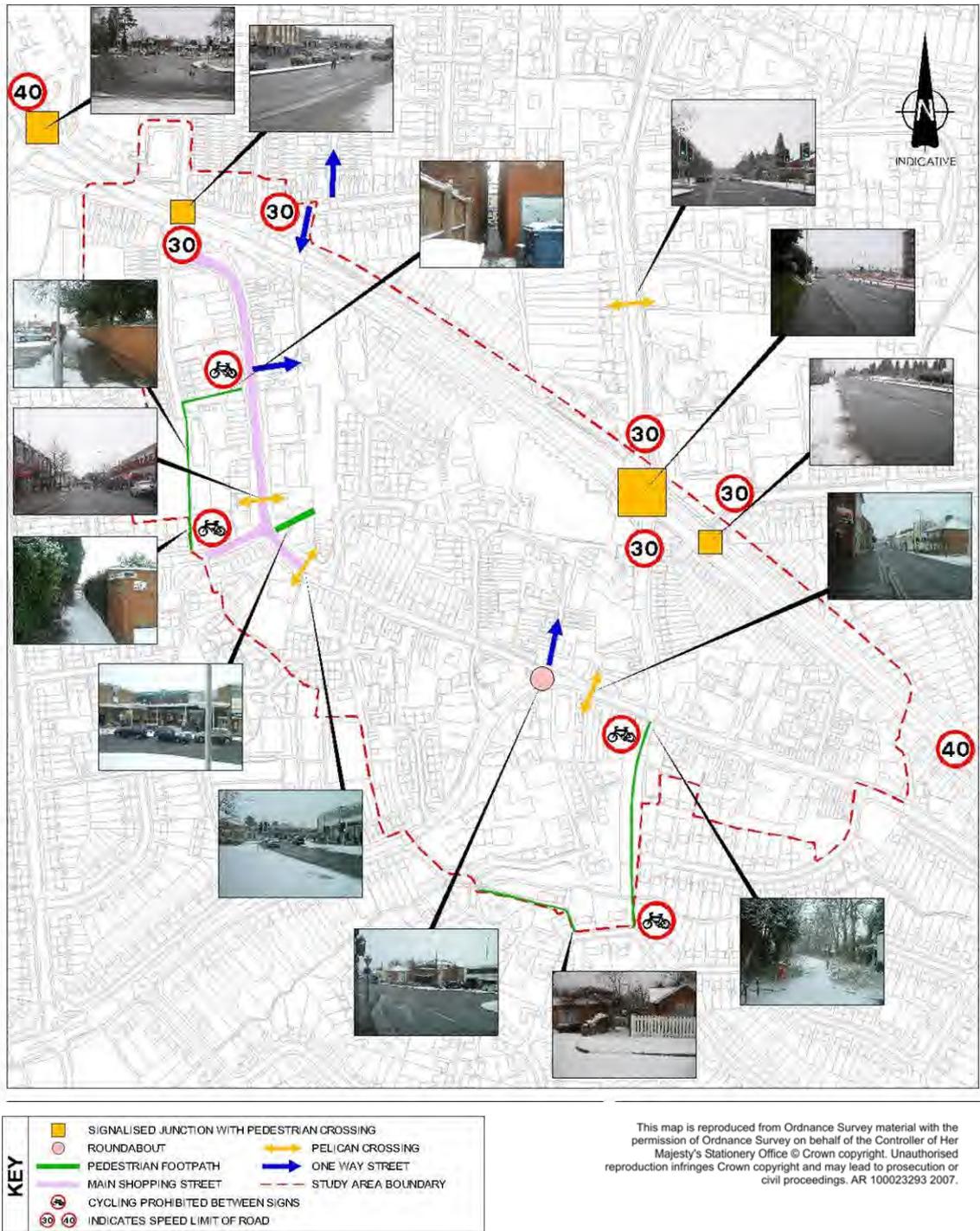


Figure 6.4 Traffic Management

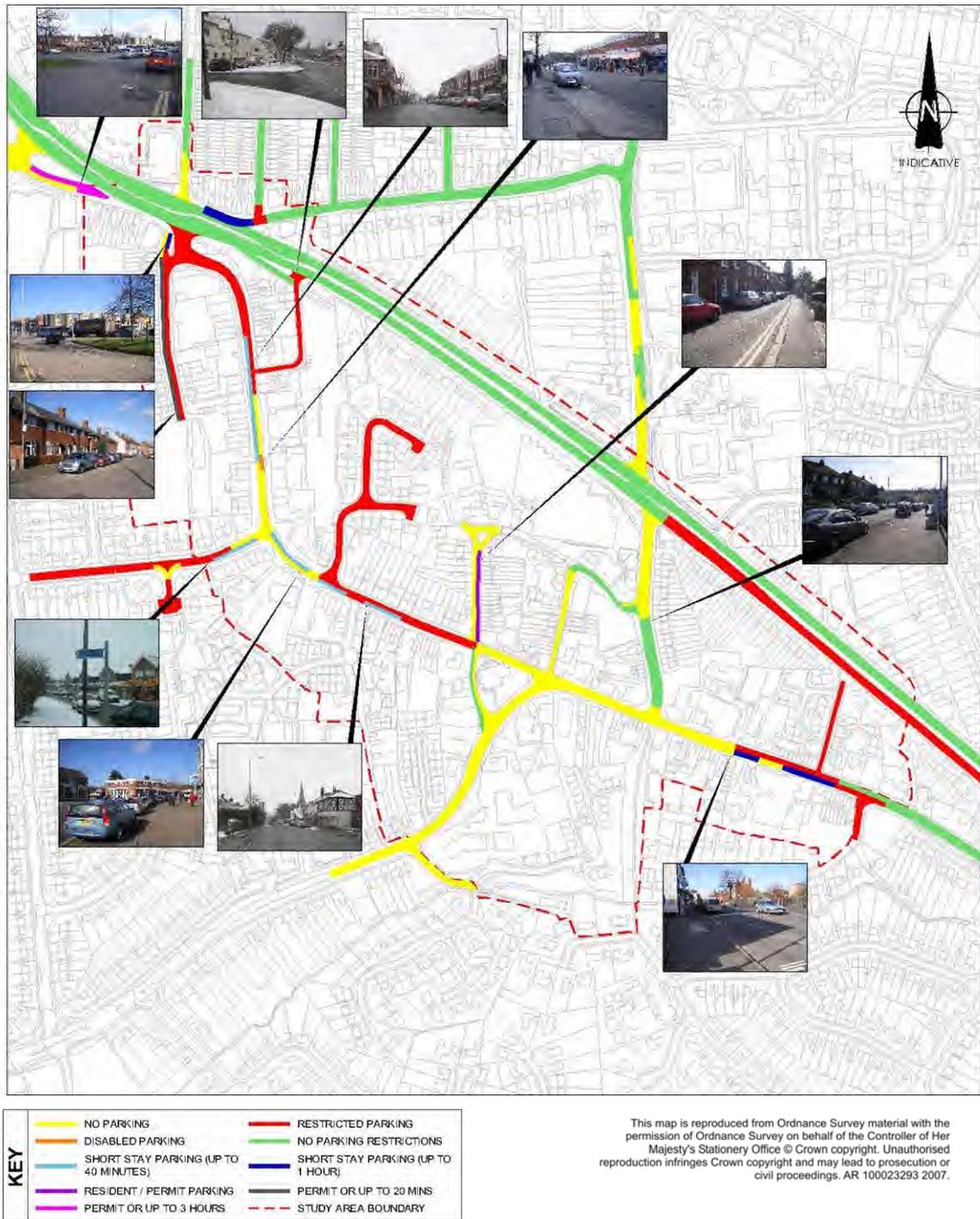


Figure 6.5 On-Street Parking

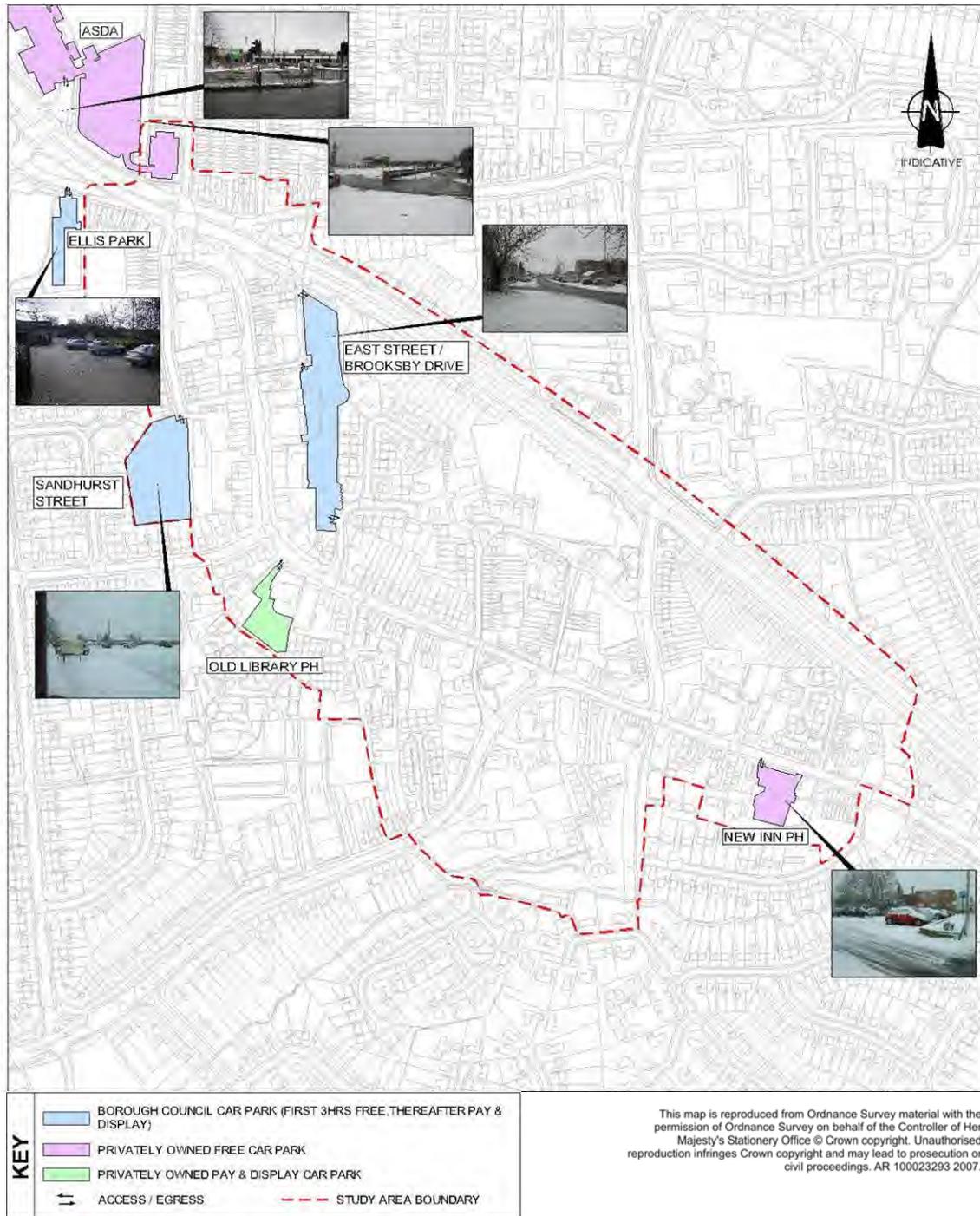


Figure 6.6 Off-Street Parking

Car Park	Owner	Accessed from	Comments	Spaces of type and occupancy		
				White	Other	Disabled
East Street / Brooksby Drive	Borough Council	East Street and Brooksby Drive	Good access from A6 and south. Short walk through to shops.	White	Other	Disabled
				166 spaces 163 occupied	8 green spaces 8 occupied 36 reserved spaces 29 occupied	11 spaces 11 occupied
Sandhurst Street	Borough Council	Sandhurst Street	Reasonable access from A6. Poor access from south. Short walk through to shops via unpleasant narrow alleyway.	White	Blue	Disabled
				100 spaces 86 occupied	81 spaces 49 occupied	11 spaces 7 occupied
Ellis Park	Borough Council	Access road next to A6 leading to Brabazon Road	Hidden from general view. Approximately 5 minutes walk direct to centre. Next to park and pool.	White	Pool	Disabled
				16 spaces 0 occupied	22 spaces 11 occupied	2 spaces 0 occupied
Asda	Private	A6 / Brabazon Road junction	Partially decked.	Regular	Parent + Child	Disabled
				553 spaces 313 occupied	21 / 25 occupied	29 spaces 22 occupied
Old Library PH	Private	Leicester Road near The Parade / Chestnut Avenue	Short walk to shops. Good access from centre.	P&D	-	Disabled
				43 spaces 11 occupied	-	2 spaces 0 occupied
New Inn PH	Private	London Road	Short walk to shops on London Road. Approximately 10 minutes direct walk to centre.	Regular	Other	Disabled
				40 spaces 12 occupied	5 numbered spaces 0 occupied 5 lorry spaces 4 occupied	2 spaces 0 occupied

Car parking Provision

### Borough Council Parking

- 6.20. The white spaces allow short stay free parking for up to 3 hours with a maximum of a single visit per day. The blue spaces allow long stay pay and display parking at £2 per day. The restrictions apply Monday to Saturday, 8am to 6pm.
- 6.21. The green spaces in the East Street / Brooksby Drive car park allow very short stay free parking for up to 20 minutes. HGV parking is permitted in the East Street / Brooksby Drive car park between 7pm and 7am. The spaces in the Ellis Park car park are designated for users of the swimming pool.
- 6.22. The East Street / Brooksby Drive car park is busier than the Sandhurst Street car park. This is possibly due to the access, with direct signing and access off the A6 and better pedestrian routes to the shops on The Parade.
- 6.23. The Borough Council car parks are generally well used, with the exception of the Ellis Park car park. This is probably due to the small size, its location and signing indicating 'swimming pool only.'

### Private Parking

- 6.24. Asda is the most notable of the private car parks with a large number of spaces including a partially decked car park. The parking is free for up to 2 hours. However, severance caused by the A6 hinders pedestrian movement between the centre of Oadby and Asda.
- 6.25. The Old Library Public House car park is pay and display. The charges are 60p for up to 1 hour, £1 for up to 2 hours, £2 for up to 3 hours and £3 for all day. The charges apply Monday to Saturday, 9am to 6pm.
- 6.26. The New Inn Public House car park is for customers only. The car park includes 5 numbered spaces presumably reserved and 5 lorry spaces for loading.

### Decriminalised Parking Enforcement (DPE)

- 6.27. Decriminalised Parking Enforcement (DPE), soon to be known as Civil Parking Enforcement (CPE) is a Government initiative that allows the police to put more money into fighting crime as it transfers the responsibility for parking enforcement from the Police to the Highway Authority, Leicestershire County Council.
- 6.28. The 1991 Road Traffic Act permits highway authorities to apply to the Secretary of State to become a Special Parking Area (SPA) /Civil Parking Area (CPA). Once an SPA /CPA application is approved, the power to enforce parking, loading and waiting restrictions, passes from the Police to the local council. Parking contraventions are no longer classified as a criminal offence.
- 6.29. The difference lies in the details of the respective legislation. At present, if you are issued with a Fixed Penalty Notice you have committed an offence and if you do not pay the notice, you can end up in a Magistrate's Court, which is a criminal court. With

Penalty Charge Notices associated with DPE/CPE, the "offence" is decriminalised, becoming a "contravention" and you do not have recourse to the Magistrate's Court system, but independent adjudicators.

- 6.30. Any unpaid debts will be pursued through a streamlined County Court system culminating in bailiff action.

### What is happening Now?

- 6.31. Leicestershire County Council as the highway authority has been taking the lead on a county-wide basis, involving both off and on-street parking. Any solution needs to have the complete understanding and co-operation of the county and district councils and the approval of the Constabulary.
- 6.32. From July 17<sup>th</sup> 2007, the local Council in association with the County Council are therefore responsible for policing the enforcement of car parking restrictions.

### Pedestrians and Cyclists

- 6.33. Figure 6.7 provides on site observations of pedestrian desire lines. It can be seen that there are several key areas of pedestrian activity:
- Both sides of The Parade are busy with people using the shopping facilities.
  - The Parade is crossed for the entirety of its length, with only a small proportion of pedestrians using the controlled crossings where provided.
  - There was significant pedestrian activity along the row of shops on Chestnut Avenue.
  - South Street between The Parade and the East Street / Brooksby Drive car park is busy with people walking between the shops and the car park.
- 6.34. Some existing barriers are present that hinder pedestrian linkage. The most significant is the severance caused by the high volume of traffic on the dualled A6. Pedestrians have to make detours from natural desire lines to safely cross using the pedestrian crossings. Pedestrian crossing times at the traffic signals are high due to prioritising through traffic on the A6 and the consequent need to signal pedestrians separately across each half to maintain vehicular capacity. The crossing point across the A6 near the A6 / Stoughton Road / East Street junction is uncontrolled.
- 6.35. Figure 6.8 is a pedestrian isochrone diagram; it provides an indication of walking travel time from the centre of The Parade radially outwards. The ground level throughout Oadby is predominately flat, with the exception of New Street. Two rates were used to calculate the 2, 5 and 10 minute zones:
- Flat ground was assigned a pedestrian speed of 1.2m/s
  - A slight incline was assigned a pedestrian speed of 0.9m/s
- 6.36. The figure illustrates that: all the shops along The Parade and the two main Borough Council car parks (East Street/Brooksby Drive & Sandhurst Street) can be reached within 2 minutes walk; the remainder of the shopping area continuing along Leicester

Road and the large ASDA supermarket across the A6 can be reached within 5 minutes walk (approximately); the remaining areas of Oadby town centre and some of the residential areas can be reached within 10 minutes walk.

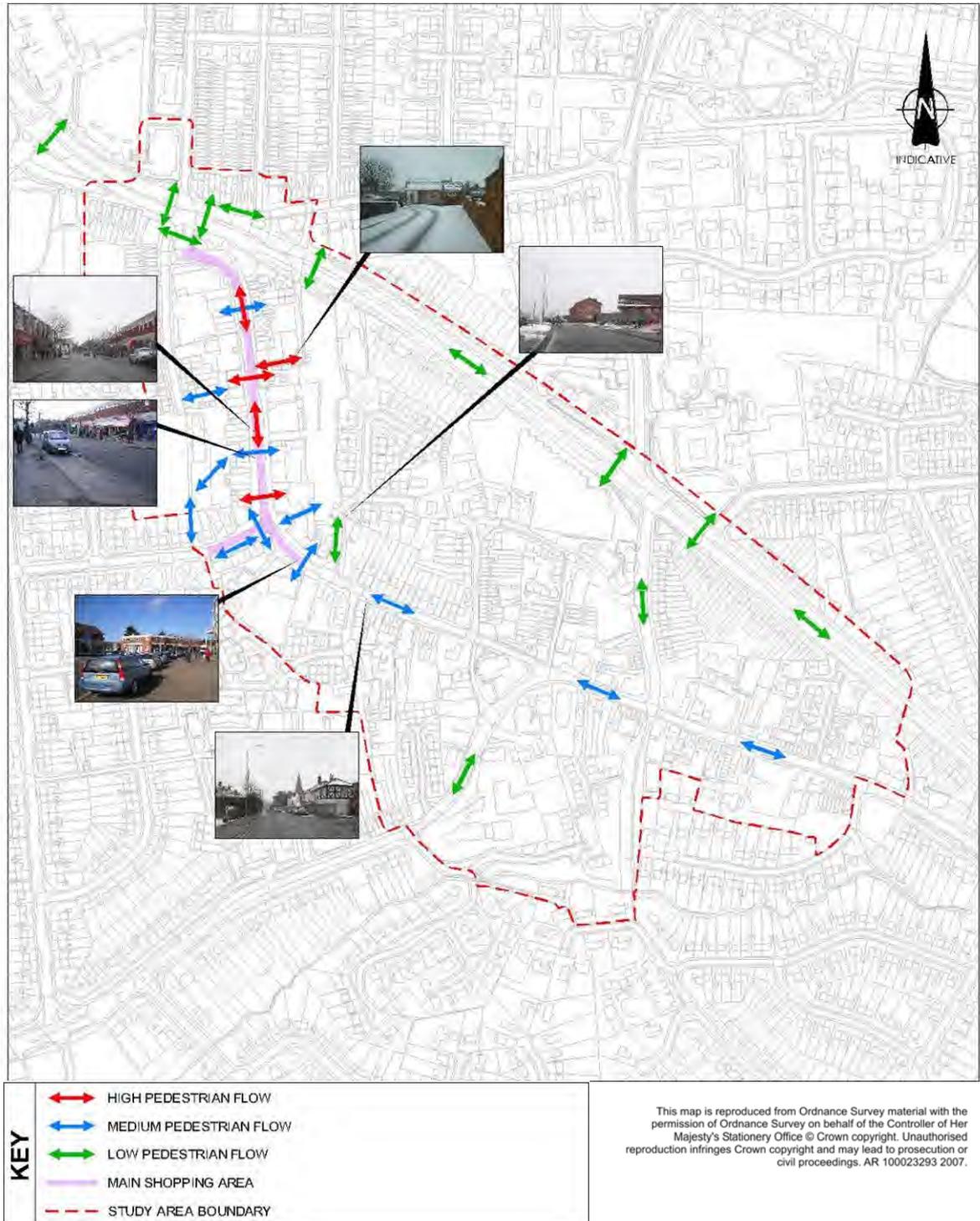


Figure 6.7 Pedestrian desire lines

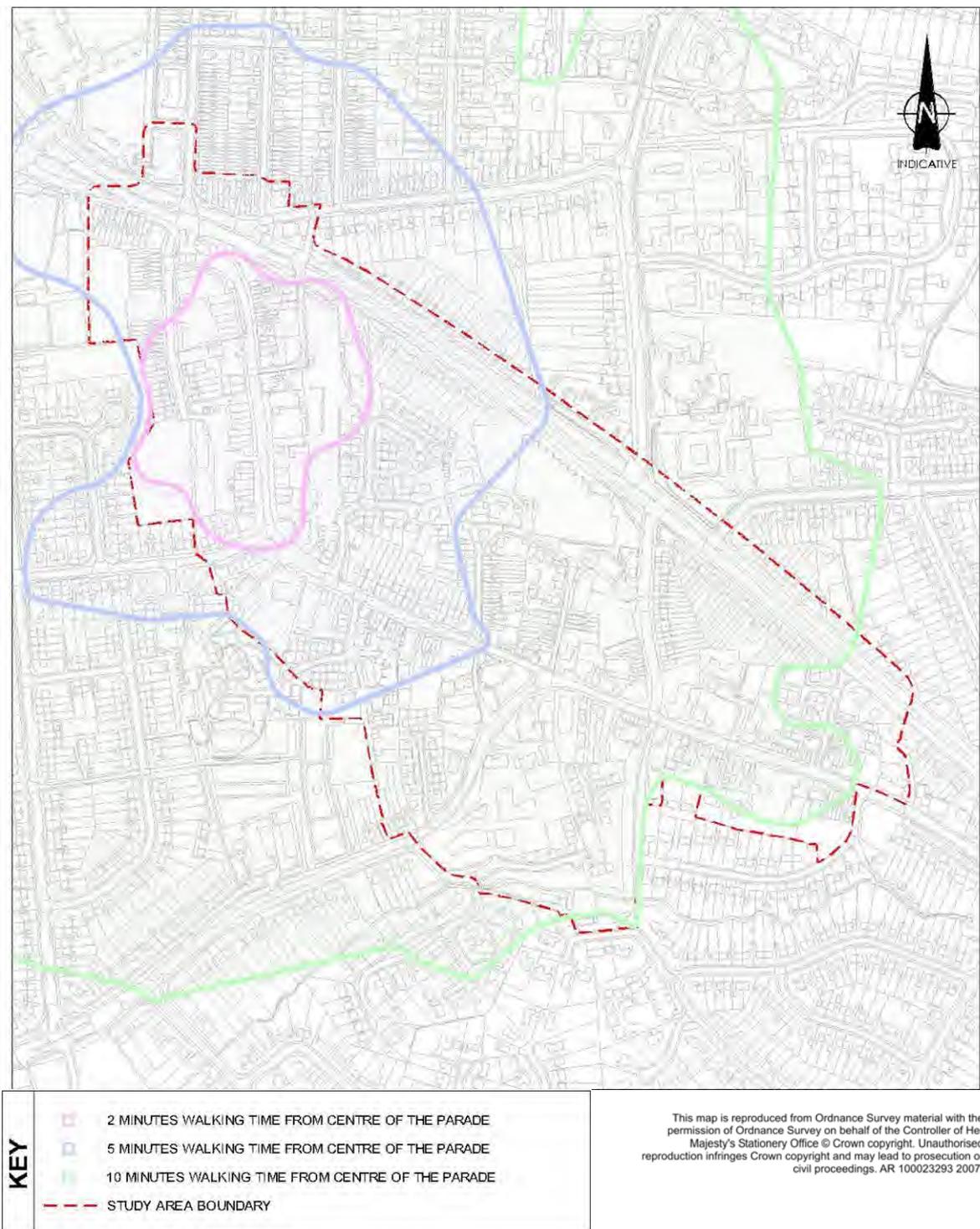


Figure 6.8 Pedestrian Isochrones



Figure 6.9 Pedestrian facilities

- 6.37. Many routes to and from The Parade, Sandhurst Street car park and the eastern end of Chestnut Avenue are via unattractive narrow alleyways. A more open aspect and physical improvement of these routes would be desirable.
- 6.38. In terms of cycling the only facilities in the centre of Oadby are five Sheffield type stands located to the south end of The Parade, near the pelican crossing, identified at figure 6.9. These stands are well used and indicate that more could be provided. Away from the centre there are off-road cycle tracks on either side of the A6 south from the A6 / London Road junction. This is a mixture of segregated and shared use with pedestrians.

## Public Transport

### Bus

- 6.39. The primary public transport mode in Oadby is the bus. Two main routes, the 31 and 31A operate from Oadby to Leicester City Centre. Both routes serve the main shopping area and then follow circular routes around each half of Oadby either side of the A6. The severance of Oadby by the A6 is reinforced by this division in the bus routes making it difficult to travel between the two halves.
- 6.40. The long circular route the number 31 buses take around the eastern half makes it difficult to do short return journeys within Oadby and can often necessitate a change of bus or a long walk to do so. The frequency of the bus routes passing through Oadby are given in the table below, and identifies at figure 6.8.

Bus Route	Operator	Mon – Fri daytime frequency	Mon – Fri evening frequency	Sat daytime frequency	Sun daytime frequency
31	Arriva	Every 12 mins	Every 30 mins	Every 12 mins	Every 30 mins
31A	Arriva	Every 12 mins	Every 30 mins	Every 12 mins	Every 30 mins
40	Centrebus	Every 60 mins	No service	Every 60 mins	No service
41	Centrebus	Every 60 mins	No service	Every 60 mins	No service
45	Centrebus	Every 60 mins	No service	Every 120 mins	No service
131	Arriva	No service	2 services	No service	No service
X3	Arriva	Every 30 mins	No service	Every 30 mins	No service
X7	Stagecoach	Every 60 mins	No service	Every 60 mins	Every 120 mins

### Bus Services

- 6.41. All areas of Oadby are well connected to the main shopping area, Leicester rail station and the City Centre. The main routes, 31 and 31A combine to provide a high daytime frequency from the main shopping area of Oadby to Leicester City Centre every six minutes.

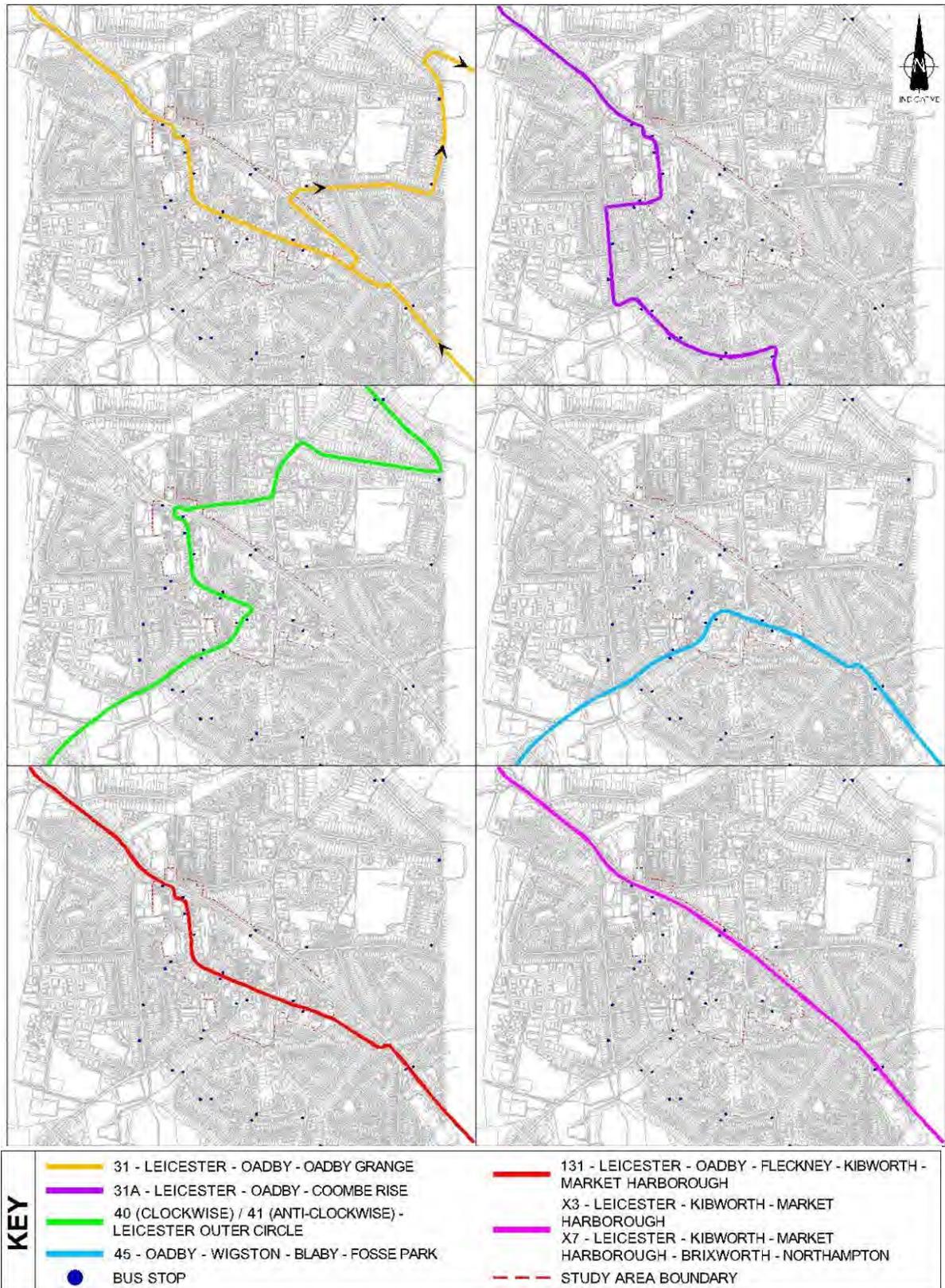


Figure 6.10 Bus Routes

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- 6.42. Routes 40 and 41 provide an outer circle loop service in both directions around Leicester connecting Oadby with Wigston, Leicester General Hospital and the outer suburbs of Leicester. Route 45 links Oadby with Wigston, South Wigston rail station, the south Leicester outer suburbs and Fosse Park retail centre.
- 6.43. Route X3 provides an express service from Leicester City Centre via Oadby, Great Glen and Kibworth to Market Harborough. Route 131 provides 2 services on Monday to Saturday evenings 2 hours apart from Leicester City Centre via Oadby, Great Glen, Fleckney and Kibworth to Market Harborough. Route X7 provides an express service from Leicester City Centre via Oadby, Great Glen, Kibworth, Market Harborough and Brixworth to Northampton.
- 6.44. The southbound bus stop lay-by midway along The Parade has no bus stop cage markings or 'no stopping except buses' sign. The current restrictions only prevent waiting at any time. Vehicles loading, picking up or setting down passengers can obstruct buses. This stop has a fairly modern shelter. The view inside the shelter along the road of approaching buses is obstructed by a phone box and trees.
- 6.45. The northbound bus stop along The Parade has an older shelter, however it is placed at the back of the bus stop cage. The southbound bus stop at the northern end of The Parade and the northbound bus stop on the A6 near The Parade do not have shelters. None of the bus stops in Oadby provide Real Time Passenger Information.

## Rail

- 6.46. Leicester rail station provides direct services to London, Nottingham, Derby, Sheffield, Birmingham, Nuneaton (for the West Coast Mainline), Peterborough (for the East Coast Mainline), Cambridge and Stansted Airport. South Wigston rail station provides services to Leicester, Nuneaton and Birmingham. The frequency and journey times of the rail services are given in the table below:

Rail service	Frequency	Journey time
Leicester – London	2 fast / 2 slow per hour	75 minutes
Leicester – Nottingham	2 fast / 1 slow per hour	30 minutes
Leicester – Derby	2 per hour	30 minutes
Leicester – Sheffield	1 per hour	70 minutes
Leicester – Birmingham / Nuneaton	2 per hour	50 / 20 minutes
Leicester- Peterborough	1 per hour	60 minutes
Leicester – Cambridge / Stansted Airport	1 per hour	115 / 150 minutes
South Wigston – Leicester	1 per hour	7 minutes
South Wigston – Birmingham / Nuneaton	1 per hour	50 / 20 minutes

Rail Services

6.47. The following figure summarises the rail context:

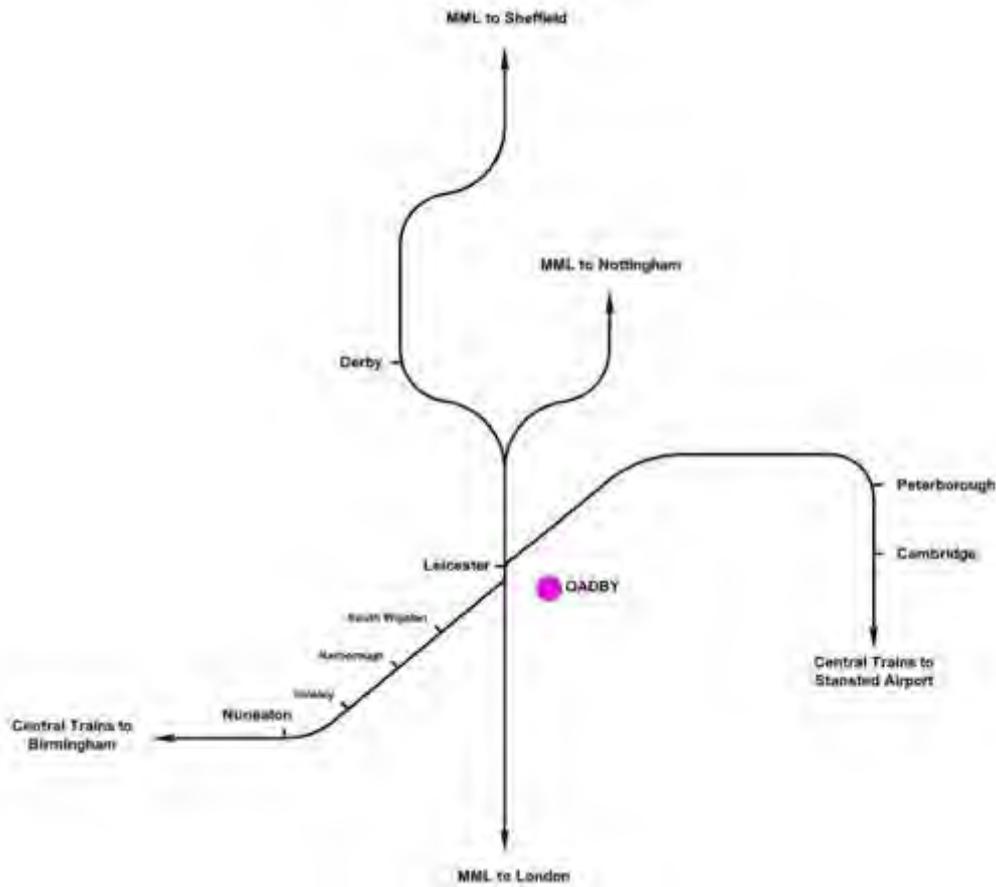


Figure 6.11 Rail network

### Taxi

6.48. Oadby does not have a taxi rank.

## Key Emerging Transport Issues

### Highway Network

6.49. Oadby is well placed in terms of the strategic highway network, having direct access to the A6. However, at present it would seem that the A6 is more detrimental to the town centre and that steps could be taken to take advantage of Oadby's position on the strategic highway network. There is little or no signage off the A6 to indicate to passing traffic that Oadby town centre is located in close proximity to the A6. The geometry of the existing junctions of the A6/The Parade and A6/East Street could be realigned/amended to open up the town centre onto the A6. A clockwise gyratory system could be introduced with traffic entering Oadby off the A6 via East Street, taking traffic directly to the East Street/Brooksby Drive Car Park, making South Street one way westbound and The Parade one way northbound from its junction with South Street.

This would reduce traffic flows on the northern section of The Parade. Buses could be permitted to use The Parade northbound and southbound and retain access on and off the A6. Some significant highway improvement works would be required to implement the gyratory system. The Parade could be realigned, removing the current convoluted approach to the A6 and creating a new gateway with a strong visual link along The Parade from the A6. The junction of South Street/The Parade would require significant alterations to the current geometry, probably resulting in the loss of a building. The existing junction of the A6/Parade would move east and combine with the A6/East Street junction forming a new traffic signal controlled junction. Traffic from the B582 to the south would enter the car park via Brooksby Drive.

- 6.50. The A6 severs Oadby for many modes, including pedestrians, cyclists and even bus services. Consideration should be given to providing stronger links for these users. Appropriately designed and located additional crossing points on the A6 would provide enhanced pedestrian and cycle linkage between the two halves of Oadby and help to reduce the current severance, whilst not being detrimental to current junction arrangements.
- 6.51. Discussions could be held with Arriva to establish if the 31/31A bus route could be amended to reduce the existing severance of the A6.
- 6.52. A traffic management scheme could create a better pedestrian environment on The Parade. There are currently limited safe locations to cross the road and hence limited linkage between the two rows of shops. In particular there would appear to be high vehicle speeds at the junction of The Parade and Chestnut Avenue, a raised junction table could help to provide local traffic calming and reduce speeds. A traffic management scheme could help to give pedestrians and cyclists more priority without providing a full pedestrianised zone.

### Parking

- 6.53. There are a significant number of on street parking restrictions within Oadby. On Brooksby Drive there are three different periods of time restrictions, all similar but varying by half an hour or so. Consideration could be given to amending the current restrictions so that they apply for the same periods. This would be clearer for users and would allow sign clutter to be removed.

### Walking & Cycling

- 6.54. There are limited pedestrian circuits in the town centre, partly due to the existing layout of the shopping area. The pedestrian linkages to the car parking areas are often via narrow alleyways.
- 6.55. Cycling facilities are minimal with only 5 No. Sheffield stands provided towards the south end of The Parade. These are well used and additional stands would be beneficial. No dedicated cycle facilities have been provided within the town centre, creation of a cycling network could further encourage cyclists to the town centre.

### Developments

- 6.56. The Sandhurst Street car park has previously been identified through a development brief for development, which requires that development should not result in the loss of parking spaces. On site observations indicate that the car parks are generally well used and therefore any possible loss of spaces either at this site or across the town as a whole.
- 6.57. The only bus routes to pass this development site are the X3 and X7, linking Leicester to Market Harborough and Northampton respectively. These routes do not serve Oadby town centre. The site is not well linked to the town centre for pedestrians or cyclists and could create polarisation.