

6. Access and Movement

Strategic Context

- 6.1. Wigston is a southern outer suburb of Leicester, lying just outside the Leicester City unitary authority area, in the Borough of Oadby and Wigston within Leicestershire County.
- 6.2. Wigston lies on the A5199 approximately 6km south of Leicester city centre. The A563 Leicester ring road is approximately 1.5km to the north, providing a link to the M1 via Junction 21.
- 6.3. The Midland Mainline Rail Network, accessed from Leicester Station, provides rail services northbound to Nottingham and Sheffield and southbound to London. South Wigston station, managed by Central Trains, lies 2.5km to the west providing services to Birmingham and Leicester.
- 6.4. There are several strategic transport links in the area, shown on the following figure:

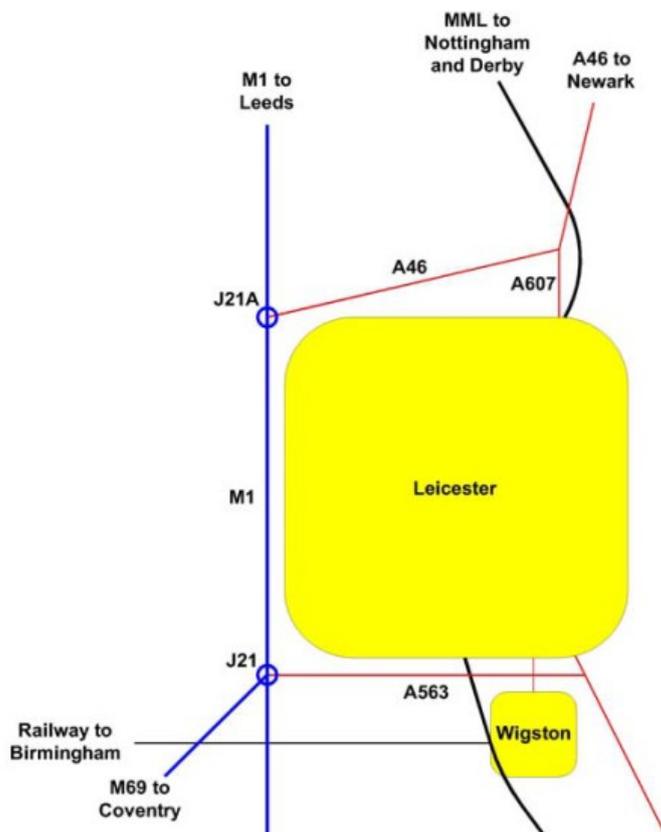


Figure 6.1 Strategic Transport Context

- 6.5. The M1 motorway is approximately 7km to the west of Wigston, 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 from J6A-13 (M25 London to Milton Keynes) and from J21-42 (Leicester to M62 Leeds). The widening commenced in 2006 and continues in phases until 2018.
- 6.6. The M69 motorway runs from M1 J21 to Coventry providing an important route linking Leicester with the West Midlands.
- 6.7. 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.
- 6.8. The A6 is approximately 2km to the east of Wigston accessed via Oadby, it connects Leicester to Kettering, the A14 and Bedford. This road has received significant upgrading through the provision of a series of bypasses in recent years.
- 6.9. The A563 Leicester Ring Road lies 1.5km to the north of Wigston providing a radial link to the majority of the strategically important roads mentioned above.
- 6.10. The Midland Mainline railway runs approximately 1.5km to the west of Wigston. The nearest station is Leicester approximately 6km 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.
- 6.11. The Leicester to Birmingham railway line diverges off the Midland Mainline approximately 1.5km to the west of Wigston. There is a station at South Wigston on this line, approximately 2.5km to the west of Wigston. The line provides an important link to the West Coast Mainline at Nuneaton although it is poorly served.
- 6.12. In strategic terms Leicester is well placed with good links to core national and regional networks. Wigston, as a southern outer suburb, is less well placed in relation to the major road networks from Leicester that are concentrated to the west and north of the city.

Local Transport Plan

- 6.13. The Leicestershire Local Transport Plan (2006 -2011) supports:
 - Pedestrian schemes in Wigston town centre.
 - Road improvements: A5199, B582, B5418 (Aylestone Road/Leicester Road).
 - School and workplace travel plans for the whole Borough.
 - Reliable, accessible buses, and more frequent trains.
- 6.14. 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 Wigston'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.

6.15. 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.

6.16. 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.

6.17. There is a quality bus corridor running through Wigston along the A5199. The keystone of the LTP strategy will be the roll out of quality bus corridors on each radial route leading to the city centre. The LTP predicts a 10% increase in patronage by 2011 (approximately 118 passengers in the AM peak - 7-10am). NiteRider is a comprehensive network of six routes that serves Anstey, Syston, Mowmacre Hill, Evington, Wigston, Blaby and Braunstone including all stops on route. Night buses run at 01.30am and 02.30am, every Saturday and Sunday morning for a £2.50 flat fare. Although the bus services are operated commercially, they are promoted in partnership with the City's night clubs, who also provide door staff to travel on the routes to discourage anti-social behaviour.

6.18. Improved lighting in Wigston has had a significant impact on reducing anti-social behaviour and night crime. The LTP states 'Information from Leicestershire Police has shown that a recent lighting scheme in the Pullman Road/Manor Road area of Wigston reduced night time crime from 13 (including four violent) incidents in the six months prior to the improvement scheme to only 4 (including one violent) incident in the following six months.

6.19. 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 Wigston.

6.20. 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.

6.21. Four AQMA's were declared in 2001 and detailed monitoring at a number of sites was started in autumn 2003. The AQMA's in Wigston are on the Welford Road A5199 ("Welford Road corridor") Aylestone Lane B5418 ("Saffron corridor"). Monitoring for 2004 showed achievement of the objectives within these AQMA's, see Table 5.3. 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 & Movement characteristics

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

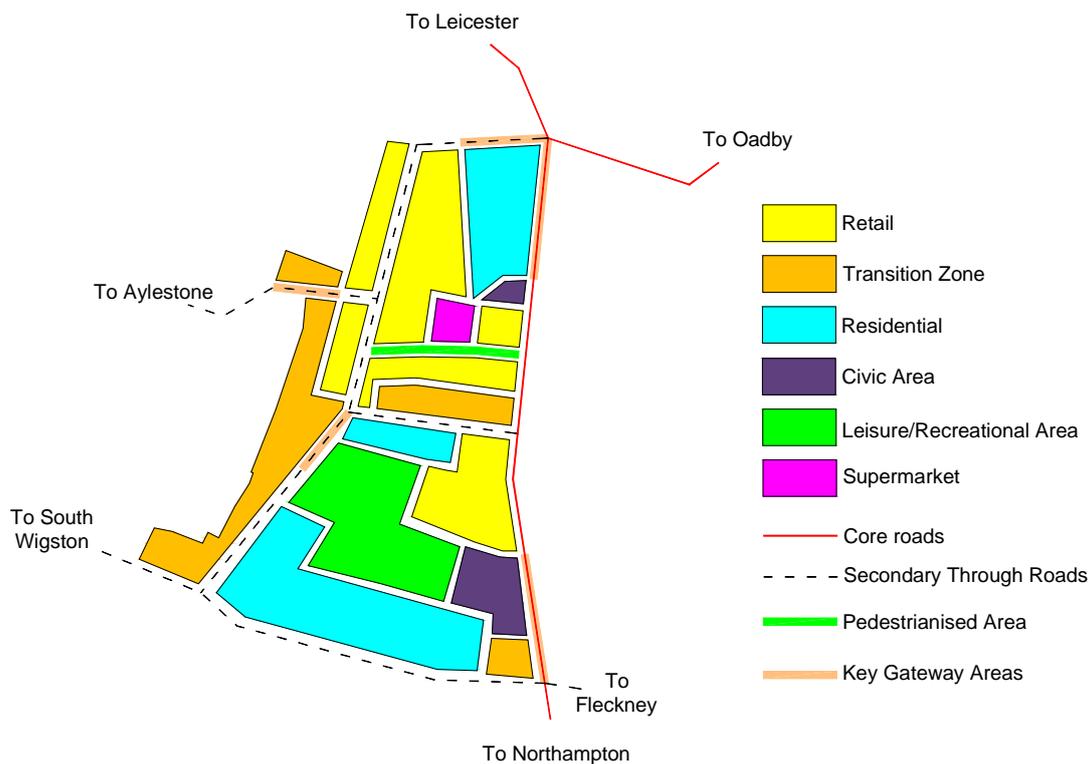


Figure 6.2 Local Transport Context

6.23. There are three key access routes for Wigston:

- The A5199 runs along the eastern edge of the centre and is the principal access into Wigston from Leicester.
- The B582 is the principal access into Wigston from Oadby, the east of Leicester's outer suburbs, South Wigston and the south Leicester outer suburbs.
- The final key access route is the B5418 from Aylestone and is the principal access into Wigston from Aylestone and the M1.

6.24. The town centre is constrained to the east by the A5199. The A5199 carries a moderately high level of through traffic between Leicester, the Wigston residential estates and towns such as Arnesby and Shearsby to the south on the way to Northampton. The A5199 causes severance between the centre of Wigston and the residential areas to the east. Views of Wigston town centre from the A5199 are minimal with large retail stores (B&Q and Aldi) and car parks lining the western side of the road.

6.25. The pedestrianised Bell Street does open onto the A5199 but is railed off to provide pedestrian safety and is not clearly seen as the retail heart and pedestrian area when driving by.

6.26. The provision of strong gateways on the A5199 could reduce severance and lead to increased 'drive by' potential for attracting visitors.

6.27. The B5148 Leicester Road, becoming Long Street in the south, runs to the western side of Wigston town centre parallel to the A5199. This western road is a key route north-south through the town centre, from which the retail core can be seen. Perpendicular links are clearly defined, being the B5418 Wakes Road to the north, the B582 Moat Street to the south, and again the continuing B5418 Paddock Street (One way westbound) in the centre.

6.28. The retail core can easily be accessed from residential areas to the west via Long Street/Leicester Road, two pelican crossings are provided on Leicester Road and one zebra crossing on Long Street. From residential areas to the south there is a central footpath running alongside allotments and the green recreational area which is lit but slightly unkempt at its southern extent. Residential areas to the east are severed from Wigston town centre by the A5199 however there are three pelican crossing points provided.

6.29. The current shopping amenities are a large Sainsbury's supermarket accessed on foot from Bell Street, or by car to the rooftop car park off Frederick Street. There is also a reasonable sized (non-food) Co-op on Bell Street. There is a smaller Kwik Save within The Arcade and an Aldi supermarket on the A5199 Bull Head Street.

6.30. There is a green recreational leisure area located south of Paddock Street containing a bowling green, tennis courts, memorial park and pavilion. Allotments are present just south of this recreational area. No children's play area is present at this location, the closest being 500 metres west along Aylestone Road.

- 6.31. There are small civic areas in Wigston, most notably the Police and Fire Station on Bull Head Street to the south and the Library further up closer to the retail core. The library is seemingly hidden from pedestrian view with the main entrance off Bull Head Street.

Traffic Movements

- 6.32. Figure 6.3 shows the Road Hierarchy. The A5199 bypasses the main shopping area of Leicester Road. Traffic on the B5418 Aylestone Lane arrives directly into the main shopping area, all east bound traffic, heading to the B582, has to pass through the main shopping area via Leicester Road and Wakes Road. Through traffic on the B582 bypasses the main shopping area. It is therefore important that the car parks, shopping facilities and routes through the main shopping area are well signed to attract 'drive by' visitors and keep unwanted through traffic to a minimum.
- 6.33. Figure 6.4 provides details of traffic management and pedestrian facilities. There is a 20mph traffic calmed zone which includes the main shopping area along Leicester Road. There are two pelican crossings within this area. Bell Street is pedestrianised with access limited to disabled vehicles, taxis and loading between midnight–10am and 4pm–midnight, however site observations indicated some illegal parking on Bell Street.
- 6.34. Paddock Street is one-way west bound and as such contributes to the levels of traffic on Leicester Road and Long Street. The road is wider to the east, narrowing through the residential area to the west. A localised one way system operates around Junction Road car park.



Figure 6.3 Road Hierarchy (NTS)

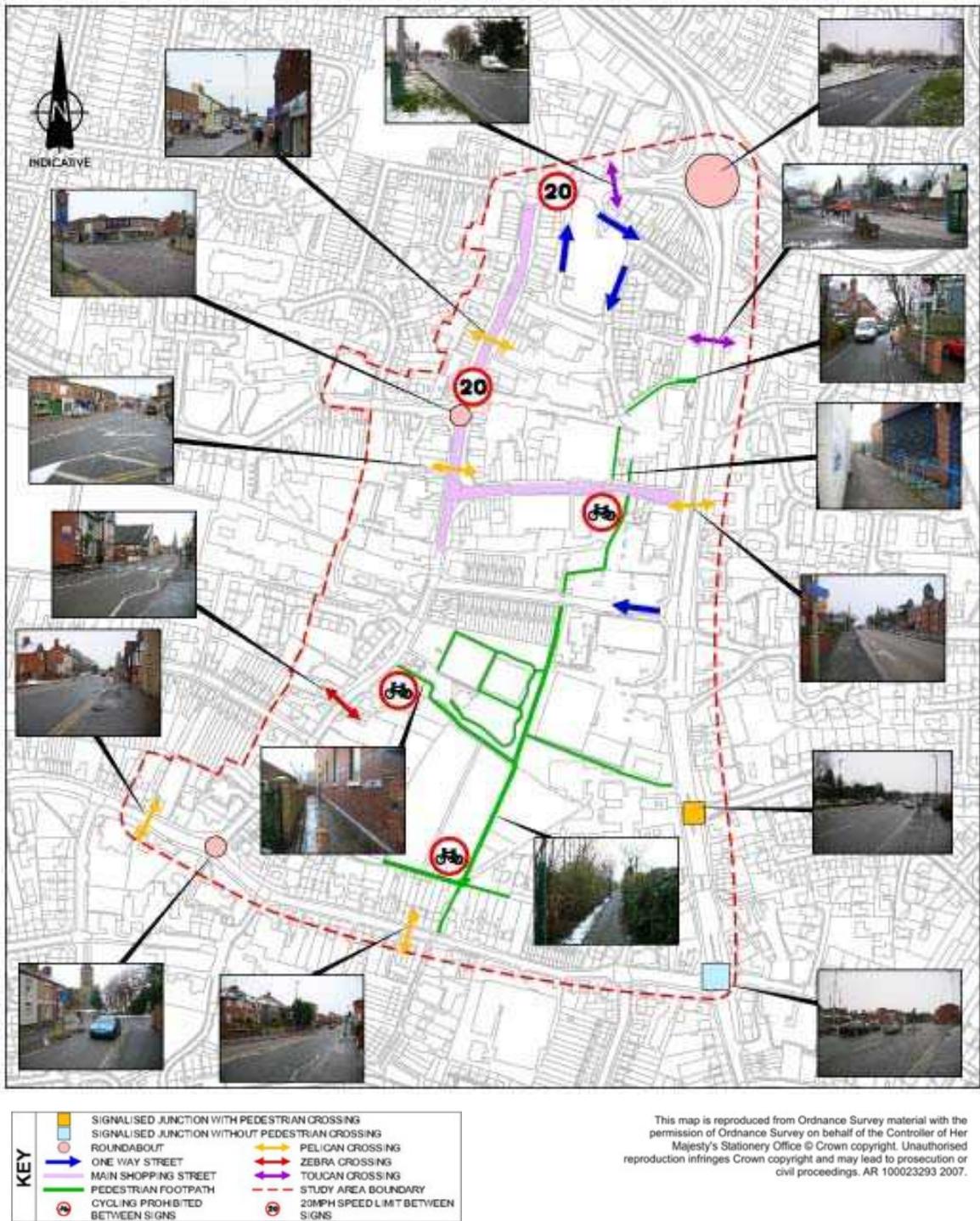


Figure 6.4 Traffic Management (NTS)

- 6.35. Mini roundabouts connect the local distributor routes to Leicester Road/Long Street with a large roundabout at the A5199/B582 junction
- 6.36. There are a number of crossing points around the town. Long Street has one zebra crossing point south of the recreation area, providing linkage from the residential area to the west with the recreational area. Moat Street has one main pelican crossing close to footpaths either side of the road, but not in alignment with them. This provides linkage from the residential areas to the south with the town centre. There are various controlled crossing facilities along Bull Head Street providing linkage to the east. Prohibition of cycling applies to the main footpaths traversing through the recreation area. Seemly well used footpaths link Bell Street with car parks to the north and south.

Parking

On Street

- 6.37. Figure 6.5 (on street parking) shows how heavily restricted the centre has become with Traffic Regulation Orders in place on the majority of streets within 5 minutes walk of the centre. The restrictions generally either prohibit waiting or restrict on street parking to resident permit holders only. From on site observations the on street parking prohibitions were generally adhered to.
- 6.38. The only possible area within walking distance to shops that could experience on street parking is Burgess Street, where restrictions do not apply. During the site visits there appeared to be only a few residents' cars along this road. This is most likely due to the close proximity of Junction Road car park and the Borough Council's policy to allow 3 hours free parking.
- 6.39. Disabled parking bays are located close to the core shopping street on Frederick Street and Bell Street.

Off Street

- 6.40. The abundance of Traffic Regulation Orders in and around the town centre heart raises the importance of off street parking. Figure 6.6 shows the locations of off street parking within the town centre.
- 6.41. The public sector parking provision of the town is summarised in the table below. The five Borough Council car parks are:
- Junction Road
 - Frederick Street
 - Spring Lane
 - Paddock Street
 - Aylestone Road
- 6.42. These car parks provide short stay free parking for 3 hours (limited to one visit per day) within white bays and long stay (over 3 hours) pay and display parking within blue bays, the only long stay tariff is £2 per day. Only Paddock Street and Aylestone Lane contain the long stay blue parking bays. Fines for exceeding the three hours free parking within white bays or not displaying a ticket within blue bays are £50.

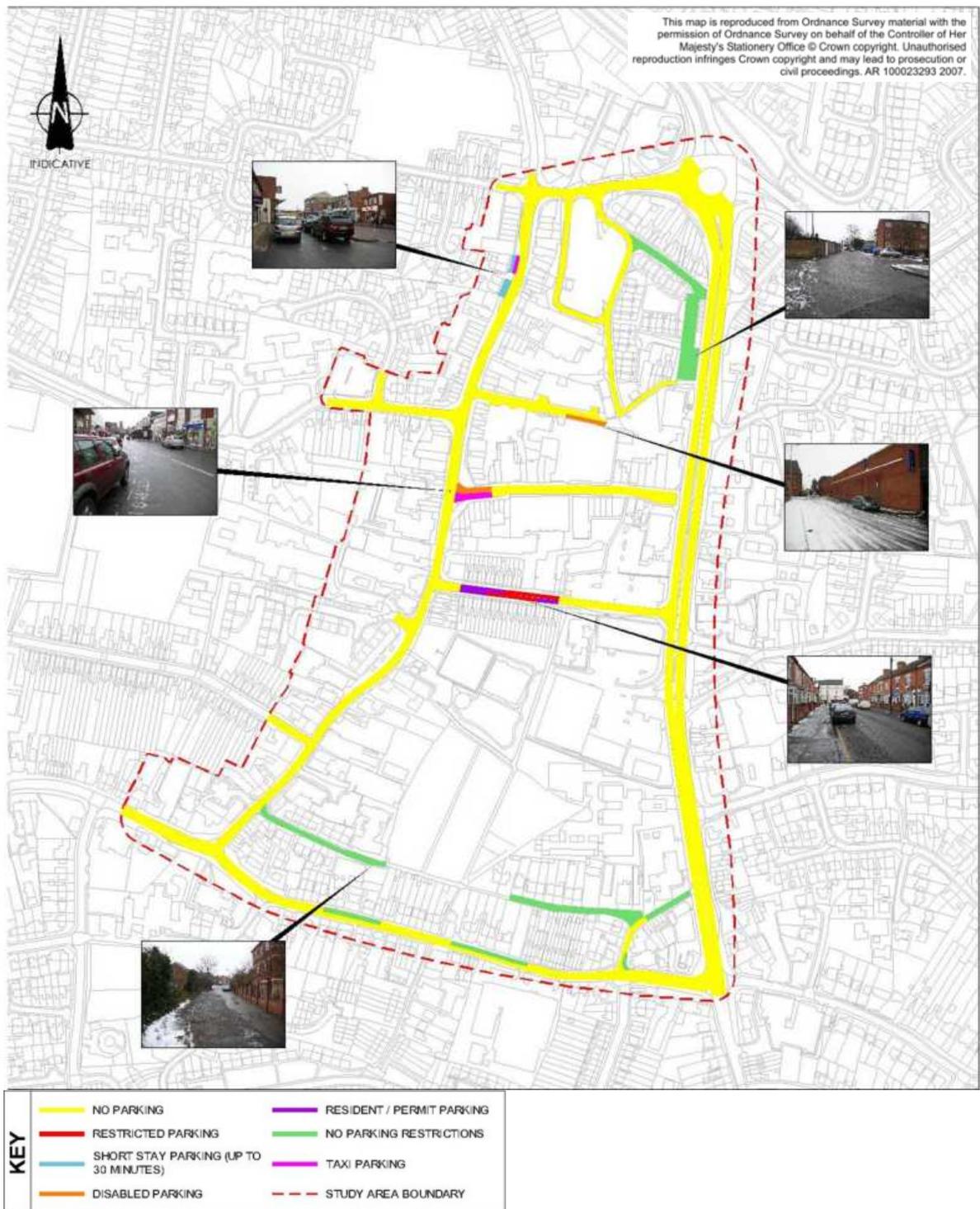


Figure 6.5 On-Street parking

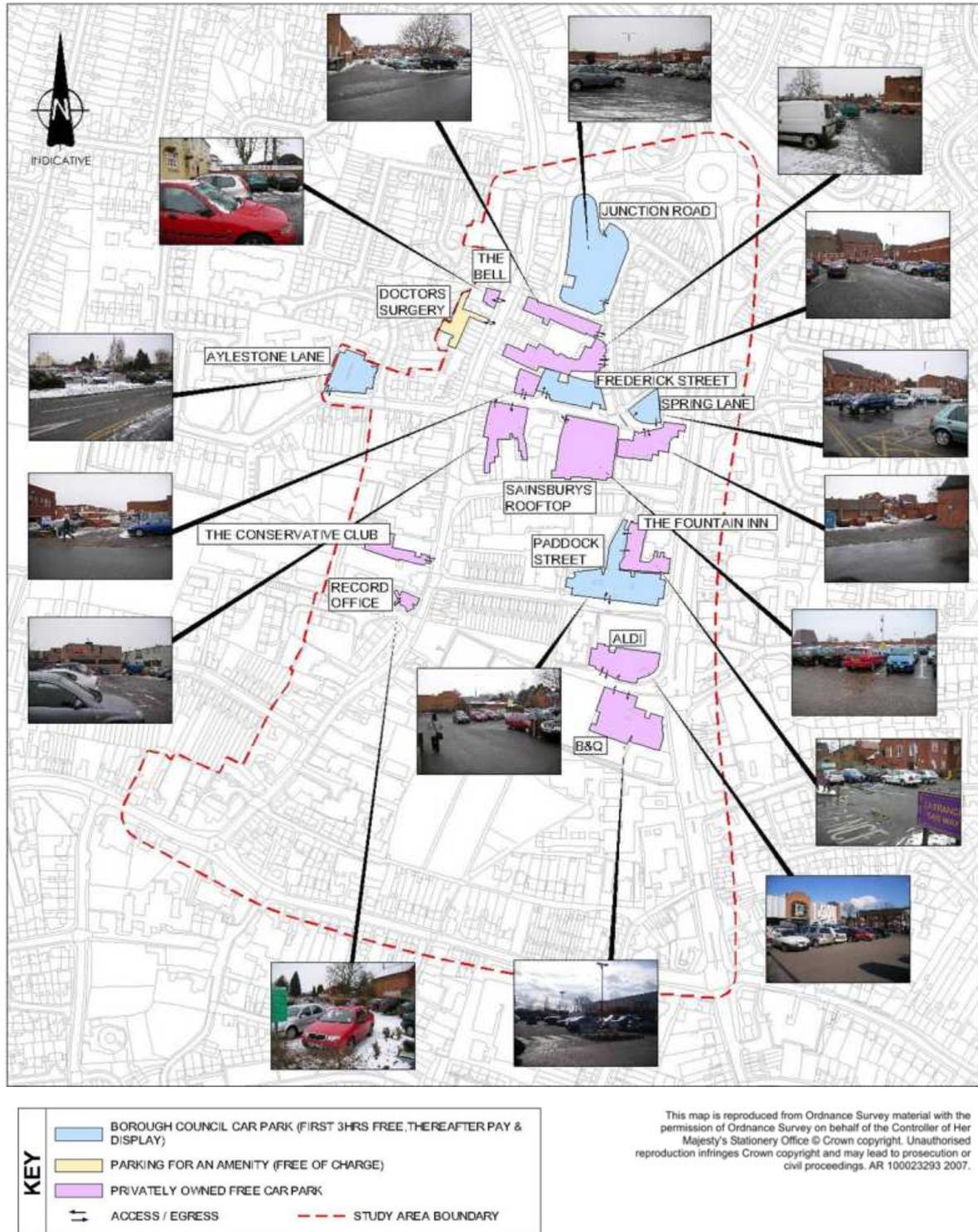


Figure 6.6 Off-Street Parking

6.43. On the day of the site visit (a weekday) all of the Borough Council car parks were over 80% full, with the exception of the smaller Spring Lane car park. From site observations Spring Lane generally seemed to be an overflow facility for Junction Road as well as visitors to the library. Frederick Street and Paddock Street were the most heavily used, probably due to their close proximity to the main central shopping area. It is likely that useage will be proportionately higher on Saturdays.

Private Car parking

6.44. There are two private car parks to the north and south of The Arcade. They provide convenient parking for shoppers to the Arcade which includes a Kwik Save supermarket. The north side has 13 spaces in total and the south side 37 marked spaces for which there is no charge.

6.45. There is a private car park to the south of Frederick Street that seems to attract shoppers when Frederick Street is full. This car park backs onto small retail units as well as an Iceland supermarket, which can be accessed from this car park as well as Bell Street.

6.46. The large Sainsbury’s supermarket on Bell Street has it own rooftop car park accessed from Frederick Street.

6.47. Aldi and B&Q are accessed off Bull Head Street and provide free parking for their customers. However, these car parks would seem a viable alternative to shoppers if the Borough Council car parks are full, as they are within a 5/10 minute walk from the town centre.

Car Park	Owner	Scale	Accessed from	Use	Appearance	Ease of Use	Security	No. of occupied spaces/% full
Junction Road	OWBC	134 White spaces 8 Disabled	Wakes Road	Shoppers	Large car park fenced with wooden rail and vehicle restrain system barriers, marked bays	First car park encountered when entering town centre from Wakes Road	Open space over looked with fair amount of pedestrian activity	107 White spaces 7 Disabled 80%
Frederick Street	OWBC	51 White spaces 4 Disabled	Frederick Street	Shoppers	Marked bays	Very close to all main shopping streets	Open space	48 White spaces 3 Disabled 93%
Spring Lane	OWBC	27 White spaces 2 Disabled	Spring Lane	Shoppers & library users	Small kerbed car park	Close to main shopping streets	Surrounded by buildings	14 White spaces 1 Disabled 52%
Paddock Street	OWBC	69 White spaces 14 Blue spaces 6 Disabled	Paddock Street	Shoppers & people employed in Wigston town centre	Walled car park with planting within island separators and marked bays	Close to pedestrianised Bell Street direct pedestrian access up an incline	Open space on to Paddock Street, walled at rear, alleyway pedestrian access to Bell Street	63 White spaces 10 Blue spaces 3 Disabled 85%
Aylestone Lane	OWBC	29 White spaces 26 Blue spaces 4 Disabled	Aylestone Lane	Shoppers & people employed in Wigston town centre	Compact kerbed car park with marked bays	Within 5 minute walk of main shopping area	Open space, along a bus route	29 White spaces 15 Blue spaces 4 Disabled 81%
North of The Arcade	P	9 Regular spaces 2 Parent & child 2 Disabled	Junction Road	Shoppers	Short line of marked bays alongside The Arcade building	Convenient for shoppers to The Arcade	Alongside building but open space to opposite side	7 Regular spaces 1 Parent & child 1 Disabled 69%

South of The Arcade	P	37 Regular spaces 12 unmarked spaces	Junction Road	Shoppers	Marked bays to south of The Arcade building, unmarked bays near back of businesses at western end	Convenient for shoppers to The Arcade	Backs onto building and opposite side onto Frederick Street car park	31 Regular spaces 10 unmarked spaces 75%
Sainsbury rooftop	P	91 Regular spaces 5 Parent & child 3 Disabled	Frederick Street	Shopper	Clearly marked rooftop car park	Up ramp off Frederick Street to rooftop parking. Lift and stairs to Sainsbury's supermarket floor	Open rooftop, enclosed staircase to ground	78 Regular spaces 5 Parent & child 3 Disabled 87%
B&Q	P	86 Regular spaces 2 Parent & child 6 Disabled	Bull Head Street	Shoppers	Marked bays and zebra crossing markings	Left in, left out system off Bull Head Street	Open space in full view of Bull Head Street	67 Regular spaces 5 Parent & child 2 Disabled 76%
Aldi	P	52 Regular spaces 4 Disabled spaces	Bull Head Street	Shoppers	Marked bays	Left in, left out system off Bull Heads Street	Open space in full view of Bull Head Street	44 Regular spaces 4 Disabled 86%
The Fountain Inn	P	30 Regular spaces 7 Staff spaces	Frederick Street	Patrons, possible overflow shoppers from Paddock Street CP	Marked bays, barriers at exit	Accessed through Paddock Street car park	In view of Bull Head Street and Paddock Street car park	20 Regular spaces 5 Staff spaces 68%
The Cons. Club	P	28 Regular spaces	Leicester Road	Patrons	High walled car park behind Conservative Club building	Within 5 minute walk of main shops	Hidden behind building and large walls	21 Regular spaces 75%
The Bell	P	7 Regular spaces	Leicester Road	Patrons, possible shoppers	Dropped kerb access across footway straight off main road	Directly within main shopping area, very small capacity	Open to high pedestrian flows on Leicester Road	3 Regular spaces 43%
North of Frederick Street	P	14 Regular spaces	Frederick Street	Retail managers & staff	Uneven surface, bay markings faded	Close to main shopping area	Open space	9 Regular spaces 64%
South of Frederick Street	P	43 Regular spaces	Frederick Street	Retail managers & staff plus possible shoppers	Uneven surface with many pot holes, no clear bay markings	Close to main shopping area	Open space to Frederick Street, enclosed corners to rear by buildings	38 Regular spaces 88%
Opposite Spring Lane	P	15 Regular spaces	Spring Lane	Retail managers & staff	Tarmac area behind businesses	Close to main shopping area but pass several designated shoppers' car parks first	Hidden behind buildings but in view of Spring Lane car park	14 Regular spaces 93%
Records Office	p	10 Regular spaces 1 Disabled	Long Street	Records office staff & visitors	Herring bone paved	Within 5 minute walk of main shopping area	Open space in full view of Long Street	9 Regular spaces 1 Disabled 91%
Doctors Surgery	P	20 Regular spaces 4 Staff spaces 1 Disabled	Leicester Road	Staff & patients plus possible shoppers	Tarmac area with marked bays	Within main shopping area	Hidden behind building on Leicester Road	17 Regular spaces 1 Staff space 1 Disabled 68%

(Ownership - OWBC – Oadby and Wigston Borough Council. P – Private)

Decriminalised Parking Enforcement (DPE)

6.48. 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.

- 6.49. 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.
- 6.50. 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.
- 6.51. Any unpaid debts will be pursued through a streamlined County Court system culminating in bailiff action.

What is Happening Now?

- 6.52. 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.
- 6.53. From July 17th 2007, the Local Council in association with the County Council are therefore responsible for policing the enforcement of car parking restrictions.

Pedestrians and Cyclists

- 6.54. Figure 6.7 provides our initial assessment of pedestrian desire lines, based on observations made on street. It can be seen that there are several key areas of dense pedestrian movements within the main shopping area;
- Both along and across the pedestrianised Bell Street.
 - Up and down Leicester Road.
 - Across Leicester Road, generally at the pelican crossing points provided.
 - Through The Arcade and out to the north and south to gain access to parking facilities.
- 6.55. Moving further out from the main shopping area, medium pedestrian flows were observed in the following location;
- Along Aylestone Lane out to Aylestone lane car park.
 - Along Junction Road.
 - Along Paddock Street.
 - Along and across Bull Head Street, generally from B&Q northwards.
 - The footpath alongside Sainsbury's.
 - The footpath from Bell Street to Paddock Street and across into the recreational park area.
- 6.56. Pedestrian flows were low when moving down to the south, specifically along and across Moat Street and Bunts Lane.

- 6.57. The following pedestrian issues were noted;
- The confined and unappealing nature of alleys off Bell Street.
 - Potential safety issues on the footpath through the allotments and recreational area backing onto B&Q.
- 6.58. Figure 6.10 is a pedestrian isochrone diagram; it provides an indication of walking travel time from the centre of Bell Street radially outwards. 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.
- 6.59. The figure illustrates that: Bell Street and the closest car parks (Frederick Street and Paddock Street) can be reached within 2 minutes; All of the main shopping area, Borough Council car parks, a large section of Bull Head street and the recreational area can be reached within 5 minutes walking time. The remaining areas of Wigston town centre can be reached within 10 minutes walk.
- 6.60. Figure 6.11 indicates the cycle facilities within Wigston town centre. Basic cycle parking facilities are provided at the western end of Bell Street and at the library. Off carriageway cycle routes are present north of Bell Street, along Bull Head Street continuing along the A5199 north of the roundabout towards Leicester and also along the B582 Oadby Road. Toucan crossings aid these routes across Bull Head Street and Wakes Road. There are limited existing facilities to link the town centre to the surrounding areas.

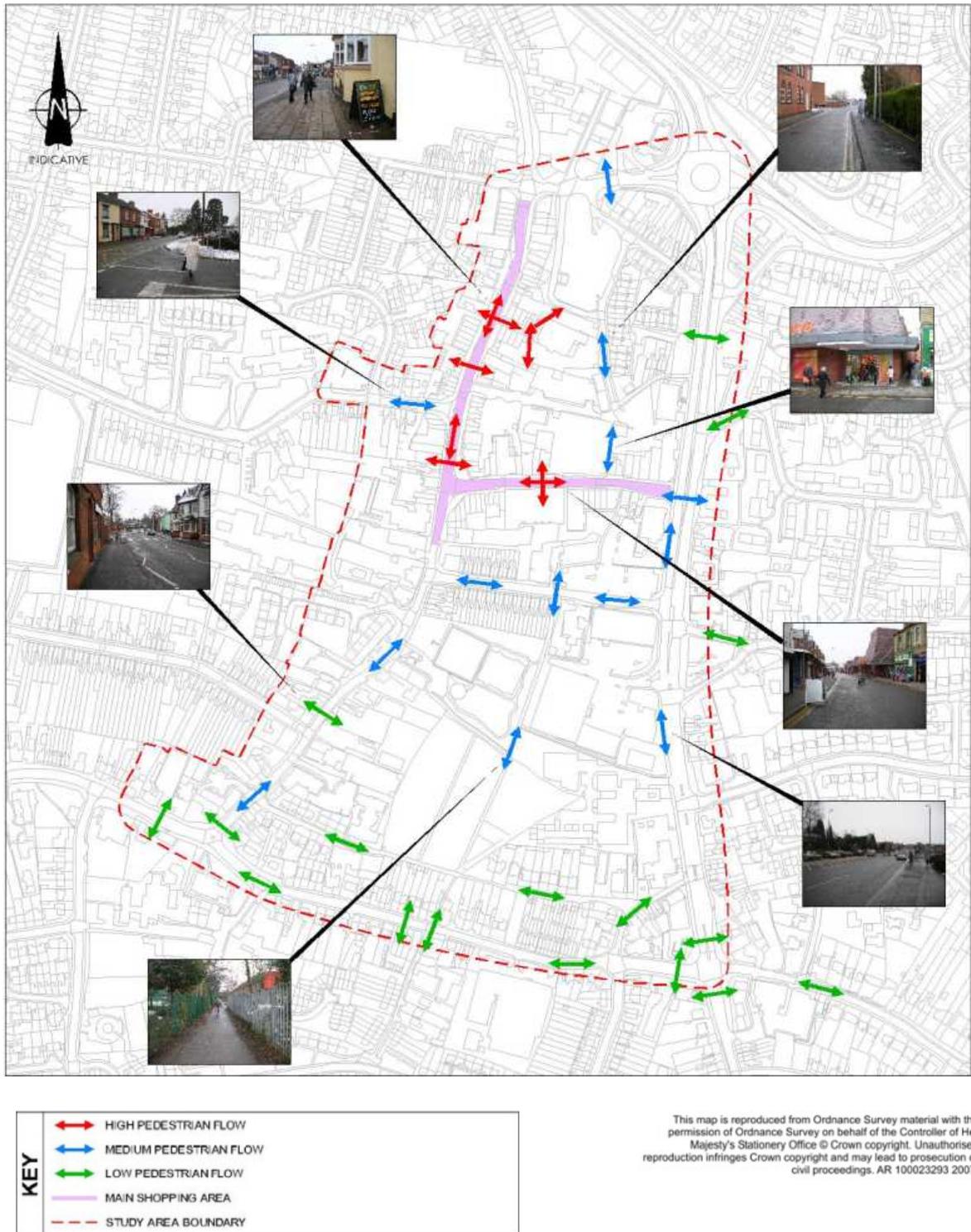


Figure 6.7 Pedestrian Desire Lines

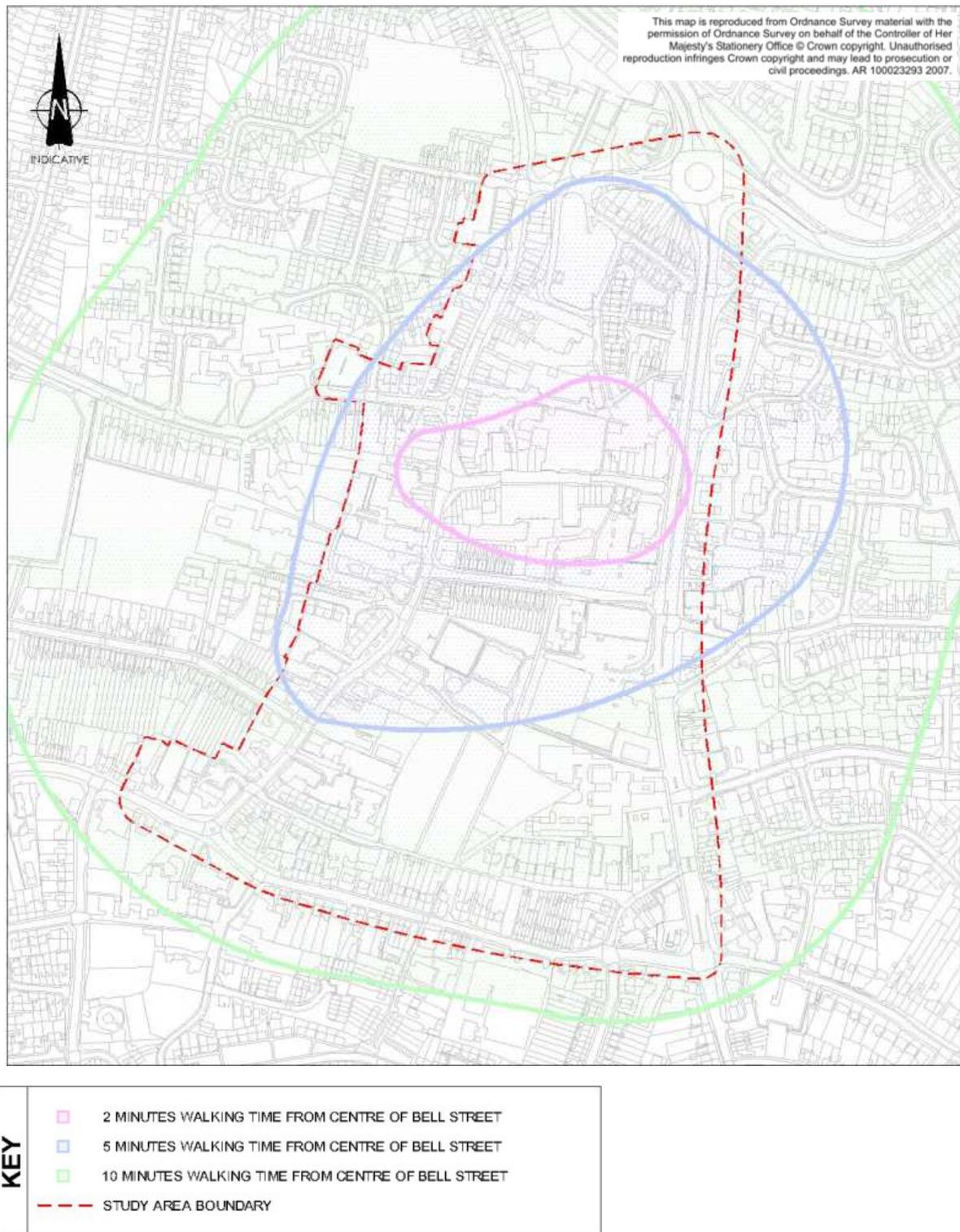


Figure 6.8 Pedestrian Isochrones

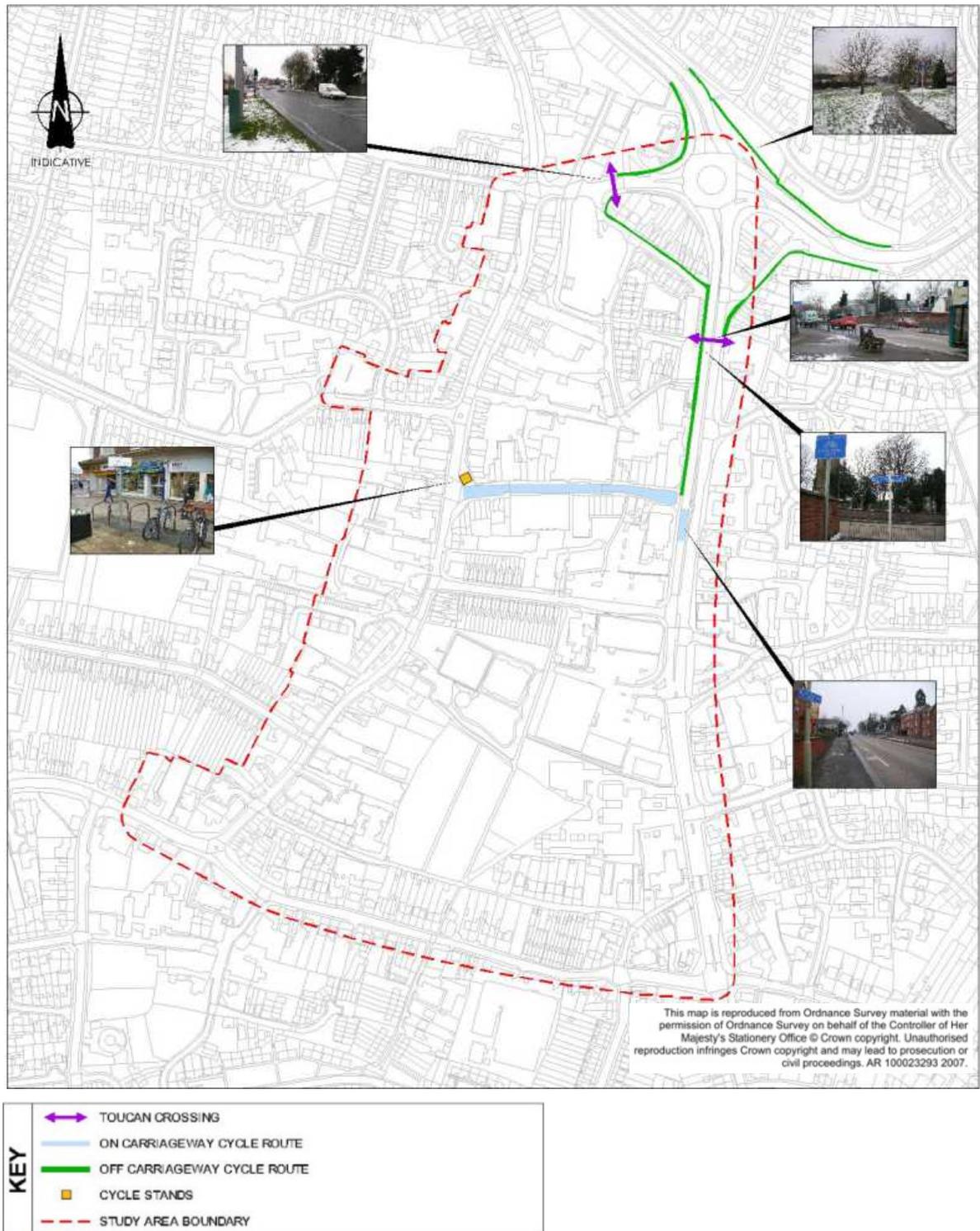


Figure 6.9 Cycle Facilities

Public Transport

Bus

- 6.61. The primary public transport mode in Wigston is the bus, Figure 6.7 indicates the routes. Four main routes, 47, 48, 49 and 49A operate from Wigston to Leicester city centre. All of the routes serve the main shopping zone and then divide to serve different areas. The frequency of bus routes passing through Wigston are given in the table below:

Bus Route	Operator	Mon – Fri daytime frequency	Mon – Fri evening frequency	Sat daytime frequency	Sun daytime frequency
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
47	Arriva	Every 10 mins	Every 30 mins	Every 10 mins	Every 30 mins
48	Arriva	Every 10 mins	Every 30 mins	Every 10 mins	Every 30 mins
49	Arriva	Every 20 mins	Every 60 mins	Every 20 mins	Every 60 mins
49A	Arriva	Every 20 mins	Every 60 mins	Every 20 mins	Every 60 mins
X4	Arriva	Every 60 mins	No service	Every 60 mins	No service

Table 2 – Bus Services

- 6.62. The 'Star Trak' system operates in Wigston for services 49 and 49A. This is a real time bus passenger information system that gives 'next bus' information. Within Wigston town centre digital signs are located at bus stops along the 49 and 49A route which display 'next bus' information. All stops along Star Trak routes are also equipped with plates which have a code associated with the stop. Passengers can text this code to a national number and receive 'next bus' information for their chosen stop. There is also a Star Trak website from which real time bus information can be accessed. Although this intelligent information system has been provided, the bus shelter facilities at these stops are significantly dated and in poor condition.
- 6.63. The south western area of Wigston is well connected to the main shopping area, South Wigston rail station and Leicester city centre, with routes 47 and 48 providing a daytime frequency of every 10 minutes in each direction. With the exception of the north eastern area of Wigston, the other areas of Wigston are connected to the main shopping area of Wigston and Leicester city centre by services every 20 minutes. The main routes 47, 48, 49 and 49A combine to provide a high daytime frequency from the main shopping area of Wigston to Leicester city centre of 12 per hour in each direction.
- 6.64. The north eastern area of Wigston is less well connected with no direct services to Leicester city centre. Routes 40 and 41 provide an outer circle loop service in both directions around Leicester connecting Wigston with Oadby, Leicester General Hospital and the outer suburbs of Leicester through the north eastern area of Wigston. Route 45 links Wigston with Oadby, South Wigston rail station, the south Leicester outer suburbs and Fosse Park retail centre also through the north eastern area of Wigston.
- 6.65. Route X4 provides an express service from Leicester city centre via Wigston to Fleckney with a few services extending to Kibworth and Market Harborough.

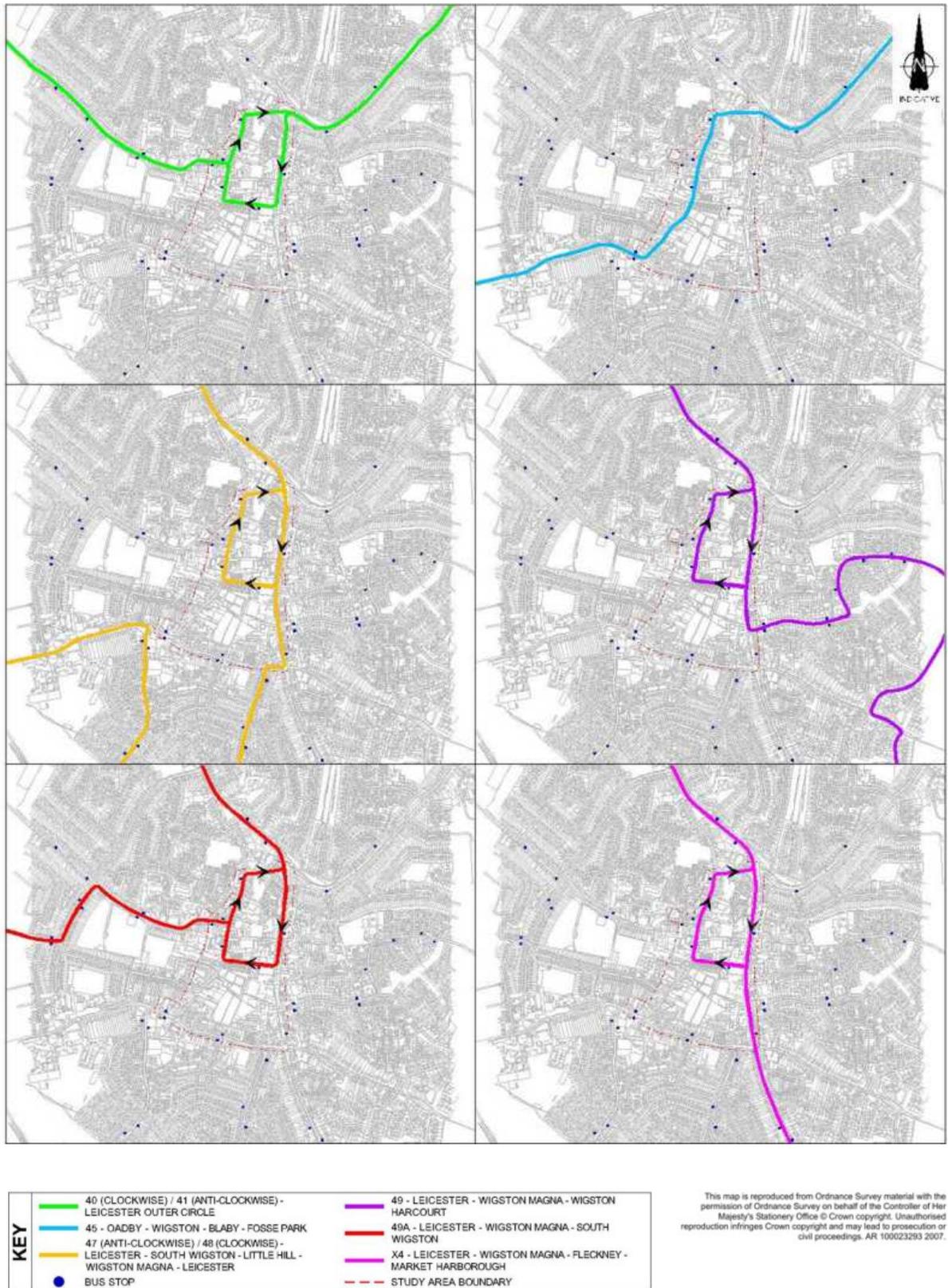


Figure 6.10 Bus Routes

Rail

- 6.66. Leicester rail station on the Midland Mainline 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.
- 6.67. South Wigston rail station operated by Central Trains is approximately 2.5km away, it provides services to Leicester, Nuneaton and Birmingham.

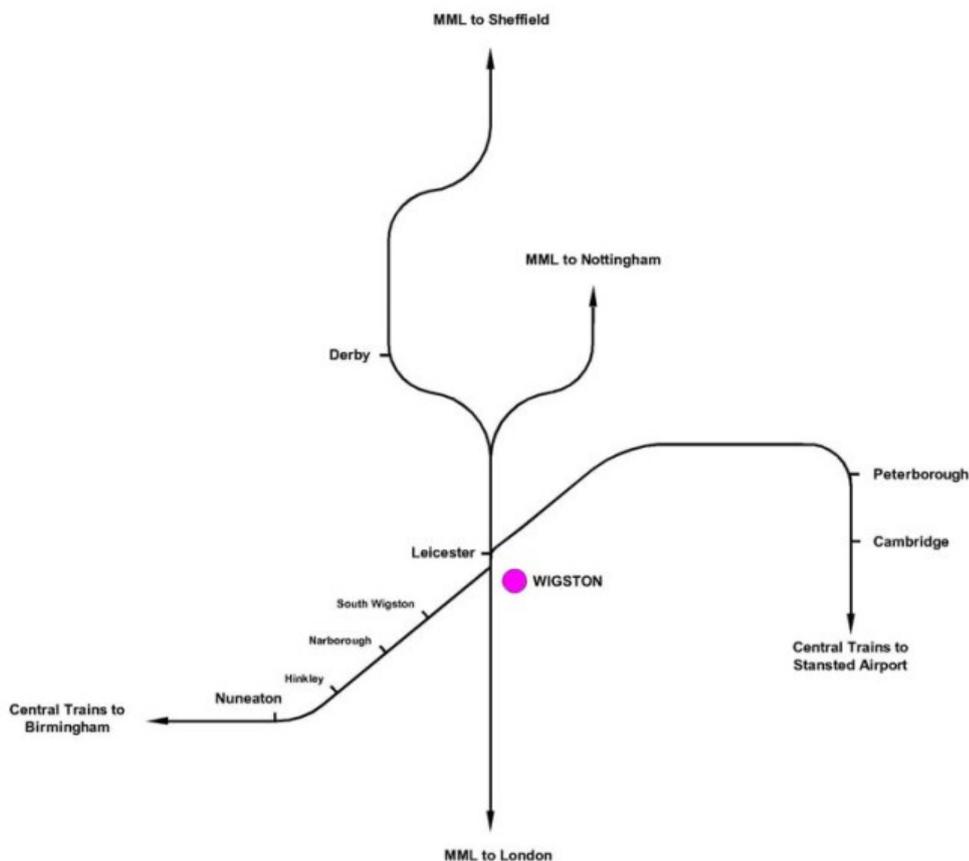


Figure 6.11 Rail Network

- 6.68. 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

Taxi

- 6.69. There are two taxi ranks within Wigston town centre, one at the top end of Leicester Road and one at the entrance to the pedestrianised Bell Street. Very few taxis were observed during the site visits.

Key Emerging Transport Issues

Highway Network

- 6.70. Through traffic travelling east from the B5418 Aylestone Road to B582 has to pass through the main shopping area. Leicester Road can become congested at peak times and vehicles leaving Frederick Street car park were noted as suffering delays in making a right turn out onto Leicester Road. If the one way on Paddock Street were reversed, or if Paddock Street were to be made two way, then this could help to remove some of the through traffic and make for a more pleasant pedestrian environment in the main shopping area. Paddock Street narrows to the west, due to on street parking along both sides of the road, so two way traffic may not be able to be safely accommodated. A signing strategy would need to be provided to clearly present the option of a route to the main shopping area/car parks or the through traffic route, away from the town centre. In addition to removing through traffic consideration could be given to removing all vehicular traffic, with the exception of buses and a restricted time for servicing of the shops.
- 6.71. Leicester Road is a traffic calmed 20mph zone; however on site perceptions were that most traffic exceeds this speed. This could be due to a wide carriageway width for the type of road and the locations of the round top road humps. A traffic management scheme along Leicester Road, providing pedestrian build outs to shorten crossing points twinned with flat top tables in strategic locations could provide pedestrians with greater priority than car users and also reduce vehicle speeds. The build outs would create a stronger linkage between the two sides of the shopping street, helping to create pedestrian circuits. The replacement of round top road humps with flat top tables would also be of benefit to the bus routes.
- 6.72. The priority of Leicester Road/Wakes Road junction could be amended. Most traffic has to turn right at this junction; consideration could be given to alterations to the existing layout giving priority to the main flow of traffic.
- 6.73. A general review of the signing strategy around Wigston would be beneficial. The strategy should remove sign clutter and ensure that traffic is clearly directed towards the town centre or to a through route as required.

Parking

- 6.74. Car parking is an issue in Wigston due to the number of small car parks dotted around the centre. These are generally all well used indicating that the number of spaces should be retained. However, consolidation of parking facilities would benefit the town considerably by reducing the number of car movements around the town centre. A review of car park charging could be carried out with charges implemented for all durations.

Public Transport

- 6.75. The level of bus services in Wigston are generally good with two routes running services every 10 minutes and two more every 20 minutes. All of the routes serve the main shopping zone, presenting an ideal location for an informal interchange facility, with enhanced bus shelters to provide a warm atmosphere in which travellers could wait.
- 6.76. The high-tech 'Star Trak' bus information system is used in Wigston however the condition of shelters on these routes is very poor in comparison. Upgrading the shelters would raise the profile of the bus services and provide obvious benefits to travellers.
- 6.77. There is a limited service between Oadby and Wigston. The 45 Centrebus service runs hourly during the week, every half hour on a Saturday and with no service on a Sunday.

Walking & Cycling

- 6.78. Extension of the pedestrianised area along Bell Street would be beneficial. This would create stronger linkages to the shopping area on Leicester Road. A pedestrian facility linking the east of the existing pedestrian zone to the shopping arcade/Leicester Road would assist in creating a pedestrian circuit for shoppers, something that does not currently exist in Wigston. Some existing pedestrian footpaths are provided via narrow and unattractive alleyways. The pedestrian isochrone figure shows that the whole of the town centre/study area is within a walkable catchment of 10 minutes walk from the Bell Street pedestrianised area.
- 6.79. Enhanced pedestrian linkage to the well used allotments would be beneficial. The existing footpath raises personal safety issues, although street lighting has been provided, the footpath is narrow and lined by hedges to the south and to the north it runs alongside the back wall of B&Q. Therefore the route is constrained by physical barriers and not readily overlooked.
- 6.80. Consideration should be given to enhancing the existing cycle facilities in Wigston. There is only one basic cycle stand located on the west end of Bell Street and dated facilities at the library. The only cycle paths present are to the north-east, cycling is prohibited through the green park area south of Paddock Street but no pleasant alternative route is given. Creation of a local cycle network would link the surrounding residential areas to the town centre and encourage more people to cycle.

General

- 6.81. There is no central Civic area for the residents of Wigston to enjoy community events. There is also lack of a central park/open space/seating area.