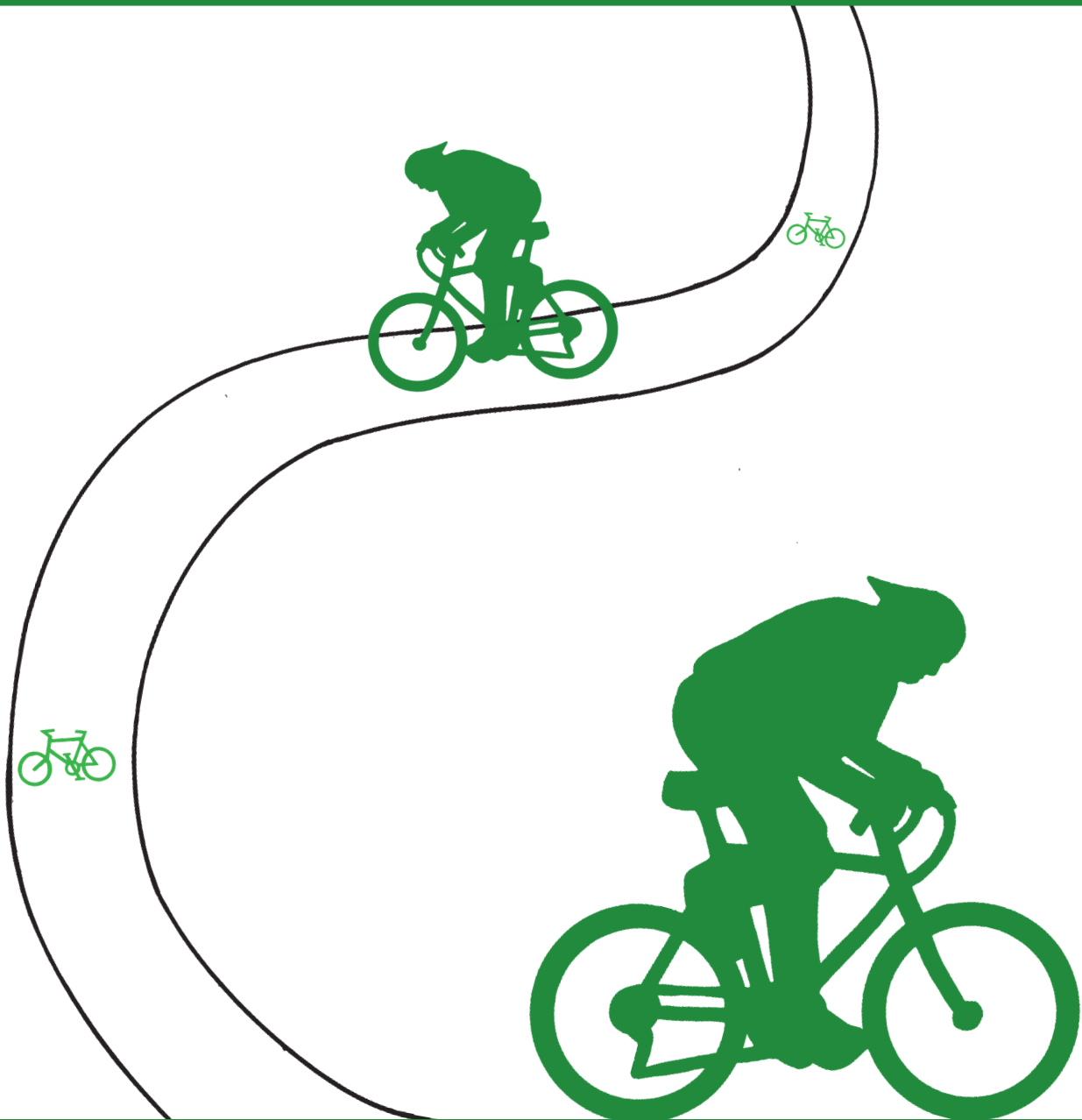


# Hinckley Area Cycling Network Plan



Adopted November 1999

Re-printed October 2008



Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

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# FOREWORD

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The Hinckley Area Cycling Network Plan focuses on the Hinckley Urban Area and is one of two plans published by the Borough Council giving complete coverage of the borough.

The Hinckley Area Cycling Network Plan was approved by Hinckley and Bosworth Borough Council on 2nd November 1999 as Supplementary Planning Guidance to be used as the Authority's Strategy for implementing a cycling network in the main urban area.

A public consultation exercise on the draft Network Plan took place over the two month period May and June 1999 comprising: a public notice and press release, exhibitions, information leaflet/questionnaire and a cycling report showing the proposed cycle routes. Neighbouring Authorities and other organisations considered likely to have an interest in cycling matters were consulted directly for their views.

The public exhibitions were arranged throughout the urban area at the Borough Council Offices, local Libraries, High Schools and Community Colleges and several local Shopping Centres.

Numerous representations were received many of which will be taken into consideration when individual schemes are being designed. Only two changes were made to the draft Cycling Network Plan, these being an extension into the Hollycroft Housing Estate of the "safe routes to schools" and the main path in Queens Park is proposed to be made into a shared footpath/cycleway.

The Borough Council approved the Rural Parishes Cycling Network Plan on 12th February 2003. Together with the Hinckley Area Cycling Network Plan the whole of the Borough is now covered.

In reprinting this cycling network plan, the opportunity has been taken to update the schedules and plan where changes to the network have been made since its preparation in 1999.



# 1. INTRODUCTION

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- 1.1 Hinckley & Bosworth Borough Council has prepared a Cycle Network Plan for the Hinckley Urban Area. This document outlines the reasons why a Cycle Network is considered necessary and makes reference to future funding and programming to provide an effective Cycle Network.
- 1.2 A map showing the Network of Cycle Routes is included in this report. The cycle routes have been broken into sections and cross referenced to the schedules in Schedules 1 to 7 which give details on matters that will need to be given consideration when implementing the Network Plan.

## 2.0 BACKGROUND

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- 2.1 With the overall aim of securing more sustainable forms of transport, the promotion and provision of cycling infrastructure is now a key policy area at both national and local level. The contribution cycling can make to reduce traffic congestion and pollution is increasingly being recognised. Cycling is now seen as an economical, environmentally friendly and healthy means of transport which can provide a realistic alternative to the car for short trips.
- 2.2 The impetus for action comes in the wake of Government guidance, the National Cycle Strategy published in 1996 which seeks to double existing levels of cycle use by the end of 2002 and to double them again by the end of 2012. Local Authorities and other transport providers and traffic generators have been charged with setting targets to increase cycle use to help meet the national targets.
- 2.3 In response, Hinckley and Bosworth Borough Council has prepared a Cycle Network plan for the Hinckley Urban Area comprising Hinckley, Burbage, Barwell and Earl Shilton. However, it is recognised that in the long term a more comprehensive Cycle Strategy will be required that has regard to other important cycling issues, i.e. the provision of changing accommodation and showers at the workplace and secure parking facilities to help tackle cycle theft.



## 3.0 CYCLING NETWORK PLAN

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- 3.1 An important element in the preparation of the Cycle Network plan has been the setting up of the Steering Group comprising Members and Officers of the Borough Council, County Council, representatives from the Earl Shilton and Burbage Parish Councils, trade and community groups and members from the Cycle Touring Club (CTC). The group met on several occasions to discuss cycling issues and advise on the selection of cycle routes.
- 3.2 The Cycle Network primarily concentrates on providing the following:-
- i) Safe cycle routes to schools to try and encourage more children to cycle to school and help combat traffic problems associated with the 'school run'.
  - ii) Radial cycle routes leading into and linking the four town centres; Barwell, Burbage, Earl Shilton and Hinckley.
  - iii) Safe cycling links to residential and employment areas, local shopping centres, community and leisure facilities, public transport interchanges and educational establishments.
  - iv) Links into the countryside to enjoy cycling as a healthy pursuit.
- 3.3 The Cycle Network comprises a number of measures to help increase cycle use in the Hinckley urban area and improve road safety for cyclists. These include on-street cycle routes using traffic calmed roads, traffic signals to facilitate the crossing of busy roads and segregated cycleways. In the town centres of Hinckley, Barwell, Burbage and Earl Shilton it is proposed to designate 20 mph zones where all vehicles will be restricted to a maximum of 20 mph.

## 4.0 POLICY GUIDANCE

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- 4.1 Policy guidance on cycling matters is given at both national and local level.
- 4.2 At national level, guidance is contained in planning and regional Planning Policy Guidance, the National Cycle Strategy and information leaflets/design guidance published by the National Cycling Forum and Department of Transport.
- 4.3 The Hinckley and Bosworth Local Plan contains policy guidance on the needs of cyclists and this is being translated into the Borough's Local Development Framework (LDF). Leicestershire County Council also published a "Walking and Cycling Strategy" in July 2002.



## 5.0 FUNDING

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- 5.1 There are numerous sources of finance available to help fund cycling initiatives. Having a Cycle Network plan approved by the Borough Council will therefore be of considerable benefit in applying for future funding. The strategy can be used for:
- i) Shaping priorities in the context of the local transport plans. Cycling will be an important element of integrated transport policy.
  - ii) Developing bids for English Partnership, landfill tax, lottery and other sources of funding.
  - iii) Development control purposes using developer contributions where appropriate when planning approvals are given.

## 6.0 PROGRAMMING

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- 6.1 It is accepted that the establishment of the Cycle Network will not happen overnight. The Network will tend to evolve over a period of time as and when funding becomes available and be subject to change to accommodate future development opportunities. In many instances, the agreement of landowners will be required in order to construct cycleways or use tracks over their land. For this reason, it does not necessarily follow that all the cycle routes shown on the network plan are currently available to use.
- 6.2 It is also important to target finance to those parts of the Network which will have most benefit and impact. Until cycle routes are provided in their entirety they are unlikely to encourage cyclists to use them to any great extent. Unfinished routes can leave cyclists stranded on busy roads with dangerous junctions to negotiate in order to complete their journeys.
- 6.3 The Cycle Network will be prioritised into primary and secondary routes with finance initially targeted at the primary routes. Initial emphasis will be given to the establishment of safe routes to schools, radial routes leading to the town centres, linking important public facilities and educational establishments, and the establishment of 20 mph zones in the town centres and on roads accessing schools.



# SCHEDULES



# SCHEDULE 1 :

## Safe Routes to Schools

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### Schools Link 1, Hinckley & Burbage

The sections described first, between map points 1 and 34, form a broad arc from northern Hinckley to southern Burbage. This would serve Redmoor, Mount Grace, John Cleveland and Hastings secondary schools and the College of Further Education.

- 1-150-149-2** Wykin Road, Hinckley. Part is already traffic calmed to protect pupils of Redmoor High School and this section provides a sound model for projects elsewhere. All of Wykin Road should be similarly treated or, alternatively, the introduction of off-carriageway cycle facilities on the northern side of the road should be considered.
- 2-3-4** Stoke Road, Hinckley, is a main traffic route carrying traffic to and from the Safeway store. 2-3 is part of Schools Link 1. Hinckley and Bosworth Borough Council has already proposed calming. A section of 3-4 is the subject of an advisory 20mph speed limit.
- 3-5-6** Tudor Road, Hinckley, has been traffic calmed to accommodate Schools Link 1.
- 6-80-7** Netherley Road, Hinckley, should be calmed to accommodate Schools Link 1.
- 7-8** Ashby Road, Hinckley. The western-side verge may accommodate an off-carriageway cycleway link. A Toucan is needed at 8.
- 8-9** Barwell Lane, Hinckley. The section serving Schools Link 1 should be calmed.
- 9-159-160-10** Stoneygate Drive, Hinckley, should be calmed to accommodate Schools Link 1. A Toucan is needed to help riders make the slightly staggered crossing at 10.
- 10-158-11-12** Bradgate Road and Butt Lane, Hinckley, are key central sections of Schools Link 1. The roads have been traffic calmed and are also the subject of a 20mph speed limit.
- 11-13-14-15** Woodland Road and Forest Road, Hinckley, are key central sections of Schools Link 1. The roads have been traffic calmed and are also the subject of a 20mph speed limit.



- 14-16** An accommodation bridge over the railway provides a link in Schools Link 1 and may be used as it is.
- 16-17** The Outwoods, Burbage, may be used as it is.
- 17-18a** An off-carriageway cycle route has been provided. At 18a, facilities for cyclists have been provided as part of a proposed junction signalling scheme.
- 18-19-177** This track, presently signed as a footpath, is wide and has adequate sightlines. It is regularly used by cyclists.
- 18a-19-20** Brookside, Burbage, needs an off-carriageway cycleway in its northern verge to serve Schools Link 1. A Toucan is required at 20.
- 20-21** Far Lash, Burbage. The northern end may be used as it is.
- 21-22** St Catherine's, Burbage, may be used as it is.
- 22-23** Lash Hill Lane, Burbage. This section is too narrow for bikes.
- 23-24** This section has been widened to accommodate cyclists.
- 21-25** Sharpless Road, Burbage, may be used as it is.
- 25-26-27** Higham Way, Burbage. The southern section may be used as it is.
- 27-28** Featherston Drive, Burbage. Further study will be needed to determine how to lead Schools Link 1 safely through a staggered crossing of this busy suburban road.
- 28-29-30** Boyslade Drive, Burbage, is a busy suburban road and should be calmed.
- 30-31** Sketchley Road, Burbage, is a busy suburban road. Calming of this section should be given priority in order to accommodate Schools Link 1. See also 75-168-31-30-60 in Schedule 7 [Other Routes].
- 31-33** Pyeharps Road may be used as it is.
- 32-33-34** Coventry Road, Burbage, is a busy distributor and this section should be calmed to accommodate Schools Link 1.



- 148-149** The section of route leaving Outlands Drive, Hinckley, has to use a short section of narrow footpath, the widening of which to 3.00 metres is recommended. This may require purchase of adjacent property. Northwards from this pinch point, the route joins Palmer Road which may be used as it is.
- 148-224-54** Southwards along Outlands Drive to Richmond Park a new off carriageway cycle route would be constructed on the eastern verge of the road.
- 54-161** This traffic free "green corridor" is currently served by a footpath which is programmed for widening to accommodate cycling.
- 161-162** Glenbarr Drive, Trent Road and Langdale Road, Hinckley, may be used as they are but, if traffic continues to grow, calming should be considered.
- 162-88** Thirlmere Road, Hinckley, is already considered a possible subject for calming.

### Schools Link 2, Barwell and Earl Shilton

Schools Link 2 would serve Earl Shilton Community College and Heathfield High School.

- 185-37-38** A new shared path is required across the public open space on the north west side of the Cumberland Way Estate linking to Kirkby Road. A toucan should protect riders crossing Kirkby Road at 38. This would also form a gateway to the Barwell 20mph zone.
- 38-38a** A new shared use path is required on the eastern side of Kirkby Road linking to Byron Street.
- 38-39-40** Byron Street, Barwell, may be used as it is.
- 40-41-42** Charnwood Road, Barwell, is a busy distributor and this section of it should be calmed.
- 42-43** Heath Lane, Earl Shilton, is a busy distributor and should be calmed to serve Schools Link 2. Further study is needed to determine how best to detail the A47 junction at 43.
- 42-49-50** Belle Vue Road, Earl Shilton, is a busy suburban road in need of calming.



- 43-44-45-46** Wood Street and High Street, Earl Shilton, are busy with heavy traffic. Although in due course much will be diverted via the projected by-pass there is presently little scope for provision of cycle lanes, on or off carriageway. Nonetheless there is no option but for Schools Link 2 to use of this section of the A47. Further study will be needed to determine how best to apply a cycle-friendly 20 mph restriction.
- 46-47-48** Alexander Avenue, Earl Shilton, is usable as it is but may need further calming measures as traffic grows.
- 50** A Toucan with advance warning flashing signs on Carrs Hill, Shilton Road and Hinckley Road, Earl Shilton, is needed at this difficult A47 crossing.
- 50-51** The truncated northern end of Elmesthorpe Lane, Earl Shilton, may be used as it is. The section alongside the B581 needs a shared off-carriageway path on the eastern side.
- 51-201-52** Coronation Road, Elmdale Road, Cedar Road, Maple Way, and Stoneycroft Road, Earl Shilton, may be used as they are.
- 52** A Toucan is required at Station Road, Earl Shilton, to carry School Link 2 over to Breach Lane.



## SCHEDULE 2 :

### Main Radial Routes

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Routes are given in suggested priority order.

#### **Radial 1, Battling Brook to Town Centre, Hinckley**

The Battling Brook section of this route is already identified in the County Council's TPP as Hinckley's first radial route. As described here, it is extended to the town centre.

- 53-161** This traffic-free " green corridor " is currently served by a footpath which is already programmed for widening to accommodate cycling.
- 54-55** This link has been provided across the quiet Clarendon Park service road [off Pentland Close], through the car park and across a short grassy section to join the south-western end of Tennyson Road.
- 55-56** Swinburne Road and the southern end of St George's Avenue may be used as they are.
- 56-57** The cycleway linking St. Georges Avenue to Trinity Vicarage Road has been provided. Subject to negotiation with Transco it may be possible in future to make a direct link between 55 and the park, by-passing Swinburne Road.
- 57-58-59** Trinity Vicarage Road may be used as it is.
  - 59** A toucan is needed crossing Trinity Lane to Blockley's Yard which, even after refurbishment, will remain too narrow in parts to permit riding through to Regent Street. This has potential for becoming a most appealing and intimate town space and no objection need be raised to the retention of a short " dismount " section.

#### **Radial 2, Burbage to Hinckley**

- 60-61-29** The proposed Burbage 20 mph Zone [see below] should extend on Sketchley Road as far as point 60. Twycross Road may then be used as it is.
- 62-29** Tilton Road, east end, may be used as it is.
- 62-63** A cyclepath may cross the eastern edge of Sketchley Hill Farm recreation ground.



- 63** A Toucan or other calming measure[s] will be needed to make a safe crossing at Featherston Drive.
- 63-64** A new cyclepath may parallel the brook through this open space.
- 64-26** Holt Road may be used as it is.
- 64-65** A new cyclepath may pass through Brookside recreation ground.
- 65** A Toucan is required to make a safe crossing at Brookside.
- 65-66** The entry to Courting Stiles open space may readily accommodate cycling.
- 66-67** This unkempt back garage area is common to the Burbage-Hinckley Radial and Rugby Road-Courting Stiles-Sapcote Road cross routes. A cycle path can be provided through this area when it is eventually developed.
- 67-68** This section includes Bridge Close, the railway footbridge and Station Yard. Though used by cyclists already, most push over the narrow bridge. When the time comes for its renewal the structure should be rebuilt with a wider deck and ramps.
- 68** Provision of traffic signals with advanced cycle stoplines would probably be the best means of dealing with the busy Hawley Road/Station Road/Southfields junction. Beyond this point Radial 3 enters the proposed Hinckley 20 mph Zone.

### **Radial 3, Rugby Road, Burbage**

- 67-70** This section would comprise an entirely new purpose-built cycle path traversing Sketchley's sports field. The owner's consent would be needed.
- 69** It is proposed to provide a toucan crossing at the junction of Brookfield Road and Rugby Road.
- 69-70-71** It is proposed to construct an off carriageway cyclepath between the new toucan, the Sketchley's sports field path and Brookside.
- 71** It is proposed to provide advanced cycle stop lines at this road junction.



- 71-72-73** The Rugby Road [east side] service road between Brookside and Lucas Road is presently one-way. It is suggested that the present arrangement be changed by introducing a contraflow for cyclists. Between Lucas Road and The Ridgeway the service road is already two-way.
- 72** A Toucan crossing Rugby Road is needed to provide a link with the Hillside Road/Greenmoor Road area.
- 73-74** South of the Ridgeway, two properties and an electricity sub-station pinch the present east-side footway which is thus too narrow to allow conversion to shared use. Purchase of frontage strips will be needed to establish continuity on this priority route.
- 74-75** The cycle route will follow the existing [east side] service road. The short length of cycleway linking the service road to Sketchley Road has been provided.
- 75** A Toucan is needed to cross Rugby Road near its junction with Sketchley Road. Whether north or south of the junction its design must include for paths linking with the service road section [74-75] and the new-build section [75-76] to the south.
- 75-76** Southwards from the proposed Toucan, a new off carriageway cycle route would continue to the M69 roundabout on the western verge of the main road.

#### **Radial 4, Hinckley Northern Suburbs to Dodwells Bridge**

This is a double radial focussed upon and joined at the Sports Centre.

- 77-78** Roads in the "Admirals" Estate may be used as they are.
- 78-79** The path between Jellicoe Way and Middlefield is just about wide enough but would benefit from the moving back of the Council depot fence next time it is renewed.
- 79-80** Middlefield Place may be used as it is.
- 80-6** Netherley Road is part of Schools Link 1 as described in Schedule 1 [6-80-7].
- 81-6** Middlefield Lane may be used as it is at present though may in due course be considered for traffic calming.
- 81-82-83-84** Factory Road is a bustling mixed-use section of highway. Calming would be beneficial though design may be complicated by the diversity of traffic.



- 81-99** Subject to resolution of the problems outlined in paragraph 99-155 below [Radial 8, Ashby Road] the southern end of Middlefield Lane may be used as it is.
- 83-154** This link has been provided .
- 84** The proposed calming of Hollycroft [Radial 5 below] should pay particular attention to making a safe crossing here for users of Radial 4.
- 84-58** Shakespeare Drive, Mill Hill Road and Cleveland Road may be used as they are. The continuation to the town centre follows Radial 3, see 57-58-59 above.
- 85-58** This is a cut-through behind Hinckley Leisure Centre and through the public car park off Trinity Vicarage Road. Although of indifferent visual quality, it is an invaluable link between the Northern Suburbs and Coventry Road. It also focuses this double-radial on the Leisure Centre, cycling to which may thus be specifically promoted.
- 85-86-87-88-89-90-91** An off road shared cycleway has been provided along the southern end of Coventry Road from the A5 to the Trinity Motors complex. The remainder of Coventry Road is sufficiently wide over much of its length to accommodate on-carrage-way cycle lanes. Special attention must be given to pinch points at junctions and points where central reservations oblige motor vehicles and cyclists to compete for space. Wherever the cyclist is likely to be threatened in this way, cycle slips must be provided to by-pass the danger spot.

### **Radial 5, Hollycroft, Hinckley**

- 84-153-2** Hinckley and Bosworth Borough Council has already proposed Hollycroft as a likely subject for calming. This would make a valuable addition to the cycling network.

### **Radial 6, Strathmore Road to Hawley Road, Hinckley**

This route would provide a station feeder and collector to access the proposed commercial area described in Schedule 6 [Development Sites]; see 116.

- 89-92** Strathmore Road and Westfield Road [western section] have already been calmed and may be used as they are.



- 92-93-94** Westfield Road [eastern section] carries a great deal of traffic. Although speed tables and humps are unlikely to be acceptable, calming by means of narrowings or priority workings may be appropriate. If such measures are adopted, cycling slips should be incorporated to avoid riders being squeezed by motorists.
- 94** Rugby Road crossing is difficult and dangerous. The present roundabout should be replaced by a signalled junction with advance cycle stop-lines. What would have been an obvious link between this point and Radial 4, Rugby Road, will be almost impossible to create due to the restrictions imposed by the railway bridge. See also 116 in Schedule 6 [Development Sites].
- 94a** An off road cycle link is proposed under the railway bridge.
- 94-68** Hawley Road property frontages are of varying depths. Some sites appear to be ripe for redevelopment. The possibility of incorporating a segregated off-carriageway cyclepath on the south side may be considered and planning conditions applied to site developments should seek to gain appropriate verge-widths. In the short term calming will be needed to reduce the vulnerability of riders on the carriageway.

#### Radial 7, Sapcote Road

Besides feeding Schools Link 1, this route would serve commuters from Aston Flamville and Sharnford as well as recreational riders to Burbage Common.

- 15-18A** Footways on Burbage Road railway bridge are too narrow to permit shared use. Designed as a unit with the Schools Link 1, the signal control introduced at 18a forms a natural gateway to Hinckley 20 mph Zone.
- 18A-95** A cycling route may be made off the main carriageway, on the north east side, part using an already very wide footway, part on an existing service road and part requiring a narrower footway to be widened to accommodate shared use.
- 95** A Toucan would be required to cross Sapcote Road at this point.
- 95-96-97** An off-carriageway cycling route may be made by conversion of the existing footway and construction of a new path where needed on the southern side of Sapcote Road.
- 97** Warning signs and road markings are needed to alert drivers to the presence of riders crossing to and from Burbage Woods and Common.



## Radial 8, Ashby Road

- 98-8** The northern section of Ashby Road has a very wide verge and, for part of its length, a quiet service road on its western side. An off-main carriageway cycle route may readily be created.
- 8** A toucan is required, also serving Schools Link 1.
- 99-8** This section of Ashby Road is narrow. Options include calming or, more likely, re-engineering of the wide footway and verge on the cemetery side to permit shared use.
- 99-155** The Upper Bond Street/Ashby Road/Derby Road junction and Derby Road itself as far as Charnwood Road present one of the most difficult sets of problems on the network. Two cycle routes cross busy, narrow distributor roads at a place that cannot easily be avoided. A Toucan crossing Derby Road to reach the proposed Hinckley 20 mph zone at Druid Street is also needed. It seems likely that a resolution may depend upon the purchase of adjacent property.



## SCHEDULE 3 :

### 20mph Zones in Hinckley, Burbage and Barwell Centres

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It is now generally accepted that the environmental enhancement of older town centres is essential to their protection against competition from out-of-town malls. Pavement widening, re-furnishing and new lighting help to foster a people-centred atmosphere in which the motor vehicle, though not necessarily excluded, is generally "tamed" by one means or another.

Though such works should also seek to include cycle parking stands, cycle lanes and off-carriageway tracks, the introduction of comprehensive cycling infrastructure in older centres is always difficult. Highway re-modelling to permit adoption of 20mph zones [as at Market Harborough and Northampton] will probably therefore prove to be the most practicable means of securing cycle network continuity in town centres.

Measures available to help enforce low speeds include chicanes and priority workings though humps and tables are now generally thought unsuitable in places commonly used by busses and emergency vehicles. As well as giving non-motorised users conspicuous precedent, the strategic placement of new Zebra, Pelican and Toucan crossings also helps to curb speeds. Surveillance technology may also be considered. Techniques are developing rapidly and automatic camera-driven speed ticketing systems are expected to become usable in the fairly near future.

The redesign of whole town centres demands extensive consultation. As the various user groups will have widely differing requirements, the end product is bound to include compromise. Moreover, solutions appropriate to one settlement may be quite unsuitable in another.

This report recommends the progressive introduction of 20 mph zones in Hinckley, Burbage and Barwell centres. It suggests that associated investment should be given high priority over a number of years during which time measures in each centre would be successively extended until all three are calmed throughout.

A start has been made in Hinckley Town centre where several roads are now the subject of a 20mph speed limit. The roads leading to John Cleveland College are also subject to 20mph speed limit. Advisory 20mph speed limits have also been imposed fronting several schools in the area.



## SCHEDULE 4 : The A5 Corridor

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As a trunk road, the A5 [100-91-101-102-102a- 103-76-104-105] is the responsibility of the Highways Agency [HA] which is now keen to promote sustainable transport. Two sections of cycleway have already been built between the Warwickshire boundary and Dodwells Bridge [100-91] and from Nutts Lane junction to the M69 junction ( 76 - 102a). The only remaining section to be provided is between 91 and 102a.



## SCHEDULE 5 :

### Ashby Canal Corridor

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Ashby Canal corridor [107-106-102-108-109-110-111-90-112-113-114-115] is identified in the Local Plan as an area worthy of environmental enhancement. Subject to agreement with British Waterways on detailing and maintenance of the towpath and construction of new bridges it could provide an excellent new facility in its own right as well as allowing extension of Radials that presently end short of it.

New open space associated with new developments will provide opportunities to enhance the landscape setting of the canal corridor and to provide variety for users by looping cycling routes away from the towpath at several points.

- 90 & 113** These are existing access points to Coventry Road and the A47 respectively.
- 102-106-07** In particular, the bridge under the A5 could facilitate an excellent commuting and possibly tourist route between Hinckley and Nuneaton via Hyde's Lane [107]. Hyde's Lane would need new hard surfacing beyond Moxon's Farm and a ramp connection between it and the towpath would have to be built at 106.
- 114 -115** This would require a new canal bridge to be built at 114. There is also potential for a future link into the countryside, following the canal towpath to the Battlefield of Bosworth, Battlefield Line steam railway and National Cycle Network at Shenton Station. Subject to agreement with British Waterways, such a project could be tailored to become a first-rate " New Deal " training initiative.



## SCHEDULE 6 : Development Sites

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Since the publication of the Cycling Network Plan in 1999, a number of large development sites have been built that incorporate cycling facilities at the time of building or help fund related off site works under section 106 agreements. The Borough Council will continue to seek cycling facilities on development sites when they receive planning permission.

Current development sites include :-

**53-112** Commercial development on either side of the canal between Battling Brook and Coventry Road holds potential for funding an extension of Radial 1 from Brodick Road [53], skirting Brodick Road play area and allotments, to cross the Ashby Canal via a new bridge at 112. See also Ashby Canal Corridor schedule, above.

**102-108-109** This a potential new canal-side parkway route associated with a proposed adjacent commercial site. See also Ashby Canal Corridor schedule, above.

**112-91** Having crossed the canal, Radial 1 may be extended along the attractive maintenance corridor along the brook as far as Dodwells Bridge roundabout [91]. There is currently no access from the towpath and a ramp connection would ideally be built at 112 at the same time as the canal bridge.

**116** At present a railway level crossing provides private access from Westfield Road, Hinckley, to a small agricultural unit. As the adjacent commercial site is developed this access should be upgraded by provision of a ramped bridge over the railway to serve an important commuting link. The bridge would need to incorporate screens preventing overlooking of properties on Westfield Road. Stout new fencing would also be needed to protect the security of gardens on either side of the access track.

This access is all the more important due to the great difficulty of creating a cycle track through the tightly constrained railway bridge on Rugby Road [69-94] that could otherwise have provided a key link between Hinckley and the new employment area.



- 117** Brookfield Road, Hinckley, may serve as a "back" access to the new commercial site but is too constrained to accommodate much traffic growth. Its use as a bus, walking, cycling and emergency access has been suggested. This would link well with the Burbage-Hinckley [Radial 2] and Rugby Road [Radial 3] routes.
- 118** A fourth link with the new commercial area may be provided through the Sketchley Meadows Industrial Estate, Hinckley.
- 119** Cycling access to a new residential area off Sketchley Lane, Hinckley.
- 122 & 123** Cycling accesses to a proposed residential site in north-western Hinckley.
- 124-125** A shared cycleway is being constructed along the new A46 Earl Shilton bypass.
- 125-220-50** Provision of a cycletrack in the eastern verge of Carr's Hill should be provided. Purchase of adjacent land may be needed.



## SCHEDULE 7 :

### Other Routes

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- 5-82** Edward Street, Hinckley, is already considered a possible subject for calming.
- 16-180** The stoney track between The Outwoods and Burbage Common is used as a vehicular access to Woodland Farm. It is suggested that formal negotiations are held to provide permissive cycling access along the track.
- 18-66** Courting Stiles, Burbage. The paths are too narrow to allow shared use at present. Consultation will be needed to determine which might be widened to form a shared path, this being a potential feeder to Schools Link 1.
- 18-177** This railway crossing, presently signed as a footpath, is wide, has adequate sightlines and is regularly used by cyclists. It would form part of a good connection between Burbage and Hinckley.
- 54-87** Clarendon Fields track, Hinckley, has been widened to permit shared use with cyclists.
- 55-153** Westray Drive, Orkney Close, Burns Way and Tennyson Road, Hinckley, may be used as they are.
- 62-169** A shared use path may be built across the southern side of this public open space to link Tilton Road with Dahlia Close, Burbage, which may be used as it is.
- 73-169** The Ridgeway, Aster Close and Aster Way, Burbage, may be used as they are.
- 75-103** Sketchley Lane, Burbage, is already closed as a through route for motors. It is a good route for walkers, horseriders and cyclists
- 75-168-31-30-60** Sketchley Road, Burbage. The frontage of Sketchley Hill Primary School, 75-168, has already been calmed. Further calming, eastwards towards Burbage village centre, will be needed before this busy distributor may be considered safe for cycling. Section 31-30 also forms part of Schools Link 1.
- 97-180** The attractive track through Burbage Common and Woods is presently fully open to cyclists, adding to the appeal of the proposal to similarly designate the stony track from the Outwoods, see 16-180 above.
- 101-111** The housing estate roads may be used as they are. However, a link will be required from the estate to the A5 when the section of cycleway 91-102a is built.
- 110** An off road cycleway lane has been provided along Mallard Drive and Teal Drive.
- 125-126-127** A shared cycleway has been provided.
- 127-128** A shared cycleway should be provided on the western side of Leicester Road.



- 126-129-130-98-77-131-132-4-1-133-134-113-135-91** Existing A47 Normandy Way cycleway.
- 129** A good quality ramp already links down to Barwell Lane.
- 130-9** Requests have been received for a route between Normandy Way and Barwell Lane [Schools Link 1] via the Portland Road estate. However, the line shown runs close to several house fronts and may have to be adjusted following further consultation.
- 131-6** Cloverfield, Cornfield, Wheatfield Way, Barleyfield and Middlefield Lane, Hinckley, may all be used as they are.
- 132-5** The path on the east side of Safeway superstore is narrow but may be made passable by cutting the adjoining hedge. The gate at its southern end needs modification to allow cyclists to pass easily. The path around Richmond Park may readily be widened to accommodate shared use.
- 133-139** Outlands Drive extension, Hinckley already incorporates an off carriageway cycle path on both sides of the road.
- 134-140-54** Roston Drive, Hinckley, is already proposed for traffic calming. The design of this scheme should include a cycle crossing at 140. Even after installation of calming works, many riders will probably prefer to use the more attractive Battling Brook route, Radial 1.
- 135-152** Extending northwards into the countryside, the old railway reserve may have potential for incorporation in a link to Shenton Station. See also the Ashby Canal corridor schedule, 115.
- 136-129-137-138** Barwell Lane is a green lane already surfaced and signed as a cycle route. A good quality ramp links with Normandy Way at 129.
- 137-127** The bridleway between Barwell Lane and Leicester Road is passable in dry weather but requires a hard surface for all-year use. [See also 125-126-127-128 associated with Earl Shilton Bypass in the Development Sites schedule].
- 138-9** Barwell Lane, Hinckley. The suburban section, may be used as it is.
- 139-147-148** The north side footway could be widened to accommodate shared use, thus extending the facility already installed on the new section of Outlands Drive as detailed above at 133-139.



- 139-151** A field track, surfaced, would link Outlands Drive and Stoke Road, Hinckley. The land forms part of a residential proposal providing the possibility of developer funding.
- 140-142-122** Cromarty Drive, Hinckley, may be used as it is.
- 140-141** Paths joining Roston Drive via the head of Walcote Road to Brascote Road, Hinckley, may need modifying to safely accommodate a cycling link.
- 141-53** Brodick Road and Brascote Road, Hinckley, may be used as they are.
- 142-143** Kinross Way, Hinckley, may be used as it is.
- 143-144** The present footpath through the open space from the north-east end of Kinross Way and Barlestone Drive, Hinckley, may mostly be widened to allow cycling. Only near its eastern end is the path pinched between residential garden fences. Here it will be necessary to erect " Please Push Cycles " signs or to purchase adjacent property to widen the path. Between the pinch point and Clifton Way the route follows Lyneham Close which may be used as it is.
- 144-145** This short section of Clifton Way, Hinckley, may need road markings and warning signs to alert drivers to the likely presence of riders.
- 145-146-147** Deveron Way and Seaforth Drive, Hinckley, may be used as they are.
- 146-224** A new shared path is required.
- 150-151** Henry Street and Beryl Avenue, Hinckley, may be used as they are.
- 155-156-157** Charnwood Road and Dean Road, Hinckley, may be used as they are. A Toucan is needed at the slightly staggered crossing of Leicester Road [157].
- 156-159** " The Narrows " is narrow and suffers poor visibility in places. Nonetheless it is lit, only lightly used by pedestrians and lies on a natural line for cyclists. A detailed study is recommended to identify improvements needed to permit shared use.
- 157-158** De Montfort Road, Hinckley, is the subject of a 20mph speed limit and may be used as it is.
- 160-138** Laneside Drive, Hinckley, may be used as it is.
- 163-87** Measures are needed to reduce the speed of traffic along Brandon Road, Hinckley.



- 163-164-92** Northfield Road, Hinckley, carries a great deal of traffic. Although speed tables and humps are unlikely to be acceptable on such a distributor, calming by means of narrowings or priority workings may be appropriate. If such measures are adopted, cycling slips should be incorporated to avoid riders being squeezed by motorists.
- 164-165-93** Merevale Avenue, Hinckley, may be used as it is to link into Hinckley 20mph Zone.
- 165-166** Granby Road, Hinckley, may be used as it is.
- 167-86** Granville Road, Hinckley, may be used as it is.
- 168-169** Azalea Drive, Burbage, may be used as it is at present but, if traffic grows much, calming will have to be considered.
- 170-23** Sunnyhill, Burbage, may be used as it is.
- 170** This junction has been traffic calmed with a speed table.
- 170-171-61** Balliol Road, Burbage, may be used as it is.
- 171-172** Most of the path through Hinckley Road recreation ground, Burbage, could be widened to permit shared use. At the northern end the pinch point may only be resolved by purchase of extra width from the frontage of the church/ scout hall.
- 173-174** Woodland Avenue and Banky Meadow, Burbage, may be used as they are.
- 174-95** The present footpath between Banky Meadow and Sapcote Road, Burbage, is wide and straight and may be converted to accommodate shared use with little difficulty.
- 175 & 176** Quiet lane links provide potential commuting and leisure routes between Burbage and Aston Flamville/Sharnford.
- 177-178** The long crossing of busy Southfield Road, Hinckley, will require calming measures to improve a presently dangerous section for town centre commuters coming off Schools Link 1 from Burbage.
- 177-179** Parsons Lane, Hinckley, may be used as it is.
- 180-181** This link across Burbage Common will need surfacing.



- 181-128 & 181-182** A quiet Lane link, close to Burbage Common, between Leicester Road and the B 581 that may be used as it is.
- 183-184** Hereford Close, Barwell, may be used as it is to form part of a useful feeder [183-184-185-37] to Schools Link 2.
- 184-185** A new shared use path is required crossing Barwell Park. Warning signs and road markings will be required to alert drivers on Stapleton Lane to the likely presence of cyclists crossing.
- 185-186** A new shared path is required on the northern verge of Stapleton Lane, Barwell, to provide a school route for residents of Carousel Park [186].
- 187-136** Barwell 20 mph Zone should extend as far as Moat Way Industrial Estate to cater for commuting workers.
- 188-189-190-191-38** Barwell 20 mph Zone should extend on Kirkby Road as far as the Schools Link 2 Toucan.
- 189-192-193-49** Oxford Street, Queensway and Moore Road, Barwell, may be used as they are.
- 190-192** Regent Street, Barwell, may be used as it is.
- 191-36-35** A new shared path is required across Kirkby Road recreation ground, Barwell.
- 193-39** Frisby Road and the track cutting through to Byron Street, Barwell, may be used as they are though the latter would benefit from surface repairs in due course.
- 194-195** Elwell Avenue, Barwell, may be used as it is.
- 195-196** A purpose built cycle path already links Elwell Avenue and Farm Road, Barwell.
- 196-41** Farm Road and The Drive, Barwell, may be used as they are.
- 197-49** Norton Road, Barwell, may be used as it is.
- 197-198-43** The track from the end of Norton Road to Heath Lane South, Barwell, requires widening if it to accommodate shared use. Heath Lane is roughly surfaced and unadopted. Its incorporation in the network would be subject to negotiation with owners.
- 198-199** Field Way, Earl Shilton, is also believed to be unadopted. Its incorporation in the network would be subject to negotiation with owners.



- 199-200** The staggered crossing of the A47, Hinckley Road, between Field Way and Doctors Fields, Earl Shilton, will require investigating to determine how best to arrange a Toucan with off-carriageway, shared approaches from the two side roads.
- 200-52** Doctors Fields and Stoneycroft Road, Earl Shilton, may be used as they are to reach the Toucan at 52 proposed to serve Schools Link 2.
- 201-202** Oakdale Road, Highfield Street and New Street, Earl Shilton, may be used as they are.
- 202-44** Byron Street and Land Society Lane, Earl Shilton, are unadopted. Their incorporation in the network would be subject to negotiation with owners.
- 203** A shared cycleway has now been provide linking the Oaks Industrial Estate to the superstore on Wood Street.
- 204** A toucan would be required to protect users crossing Station Road, Earl Shilton.
- 204-205** Equity Road East, Earl Shilton, may be used as it is.
- 205-52** Equity Road West and Breach Lane, Earl Shilton, are usable as they are but may require calming if traffic grows much.
- 205-206-47** Meadow Court Road and Astley Road, Earl Shilton, are usable as they are but may require calming if traffic grows much.
- 206-48-207** Weaver Road, Avenue South, Avenue North and Almey's Lane, east end, Earl Shilton, may be used as they are.
- 207-208** The path on the north side of Hall Field recreation ground, Earl Shilton, may readily be widened to accommodate shared use.
- 208** A47, Hill Top, Earl Shilton. Although a roundabout has been constructed at this junction consideration should be given to the provision of a toucan crossing. The approaches to the Toucan from Hall Field recreation ground and Keats Lane will also need investigation.
- 208-45** Keats Lane and Park Road, Earl Shilton, may be used as they are. Kings Walk may readily be widened to accommodate shared use.



- 209-207-213** Mill Lane, Earl Shilton, provides a quiet lane route from Potters Marston and, with Chapel Street, may be used as it is.
- 210-212** The lane from Thurlaston [Earl Shilton Road] may be used as it is and has potential for incorporation in a cycling route from Enderby and Leicester.
- 211-212-213-214** Thurlaston Lane and Church Lane, Earl Shilton, are generally usable as they are but do carry speeding traffic from Croft, Huncote and Narborough. Calming may well become necessary in the suburban area.
- 214-215** Spring Gardens, Earl Shilton, is very narrow at its southern end but widens as it runs north.
- 215-216** This section of old main road may be used as it is.
- 216** Warning signs and road markings are required to alert speeding drivers on the A47 to the likely presence of riders crossing.
- 216-217** Shilton Road to Kirkby Mallory may generally be used as it is though is best avoided by non-motorised traffic on Mallory Park race days.
- 218-194** Kirkby Road provides a quiet lane route to Kirkby Mallory and Newbold Verdon, also with potential for a link with Desford subject to improvements to Desford Lane.
- 219-220** Dawson's Lane is roughly metalled and unadopted. Between the east end of the lane and 220 is an unmetalled field footpath. Incorporation of this section must be subject to negotiation with private owners.
- 220** This hazardous crossing of the A47 may only reasonably be considered subject to extension of the Earl Shilton speed limit and provision of conspicuous signing and road marking warning drivers of the likely presence of walkers and cyclists crossing.
- 221-1** Higham Lane provides a reasonably quiet lane route to join the National Cycle Network at Higham on the Hill.
- 222-1** Wykin Lane is a quiet lane route to Stoke Golding.
- 223-4** Stoke Road, though unclassified, is increasingly busy with traffic. The verge is wide enough to accommodate a footway widened to permit shared use, thus allowing it to become a safe route to school.

